



## **TRANSPORTATION PLANNING BOARD**

Wednesday, May 16, 2018  
12:00 - 2:00 P.M.  
Walter A. Scheiber Board Room

### **AGENDA**

- 12:00 P.M. 1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES**  
*Charles Allen, TPB Chair*
- Interested members of the public will be given the opportunity to make brief comments on transportation issues under consideration by the TPB. Each speaker will be allowed up to three minutes to present his or her views. Board members will have an opportunity to ask questions of the speakers, and to engage in limited discussion. Speakers are encouraged to bring written copies of their remarks (65 copies) for distribution at the meeting.
- 12:20 P.M. 2. APPROVAL OF THE MINUTES OF THE APRIL 18, 2018 MEETING**  
*Charles Allen, TPB Chair*
- 12:25 P.M. 3. REPORT OF THE TECHNICAL COMMITTEE**  
*Robert Brown, TPB Technical Committee Chair*
- 12:30 P.M. 4. REPORT OF THE CITIZENS ADVISORY COMMITTEE (CAC) AND THE ACCESS FOR ALL COMMITTEE (AFA)**  
*Katherine Kortum, TPB Citizens Advisory Committee Chair*  
*Kacy Kostiuk, TPB Access for All Committee Chair*
- 12:40 P.M. 5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**  
*Lyn Erickson, TPB Plan Development and Program Coordination Director*
- This agenda item includes Steering Committee actions, letters sent/received, and announcements and updates.
- 12:45 P.M. 6. CHAIRMAN'S REMARKS**  
*Charles Allen, TPB Chair*

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## **ACTION ITEM**

**12:50 P.M. 7. APPROVAL OF TECHNICAL ASSISTANCE RECIPIENTS UNDER THE FY 2019 TRANSPORTATION LAND-USE CONNECTIONS (TLC) PROGRAM**

*Julia Koster, National Capital Planning Commission  
John Swanson, TPB Transportation Planner*

The TPB initiated the Transportation Land-Use Connections (TLC) Program in 2006 to provide support to local jurisdictions as they deal with the challenges of integrating land-use and transportation planning at the community level. To date 108 technical assistance projects have been funded through the program. The solicitation for the FY 2019 TLC round of technical assistance was conducted between February 1 and April 2. The board will be briefed and asked to approve the applications that are being recommended for funding in FY 2019.

**Action: Approve TLC technical assistance recipients under the FY 2019 TLC Program**

**1:05 P.M. 8. APPROVAL OF VISUALIZE 2045 AIR QUALITY CONFORMITY SCOPE OF WORK AMENDMENT**

*Jane Posey, TPB Transportation Engineer*

The board will be asked to amend the Visualize 2045 Air Quality Conformity Scope of Work to respond to two developments that have occurred since the TPB approved the Scope on January 17, 2018. The first update satisfies a requirement related to the 2015 Ozone National Ambient Air Quality Standards (NAAQS), and the second update addresses new financial information related to Washington Metropolitan Area Transit Authority (WMATA) funding.

**Action: Approve changes to the Visualize 2045 Air Quality Conformity Scope of Work**

## **INFORMATION ITEMS**

**1:15 P.M. 9. PERFORMANCE BASED PLANNING AND PROGRAMMING – DRAFT REGIONAL TARGETS FOR CMAQ TRAFFIC CONGESTION AND EMISSIONS REDUCTION MEASURES**

*Eric Randall, TPB Transportation Engineer*

The board will be briefed on requirements under the federal performance-based planning and programming (PBPP) rulemaking for MPOs to set targets for CMAQ Program performance measures for traffic congestion and emissions reduction. A draft set of targets developed by staff in coordination with the state DOTs will be presented. In June, the board will be asked to adopt traffic congestion and emission targets for the region.

- 1:30 P.M. 10. VISUALIZE 2045: BICYCLE AND PEDESTRIAN ELEMENT**  
*Michael Farrell, TPB Transportation Planner*
- The board will be briefed on the Bicycle and Pedestrian Element of Visualize 2045, which includes a summary of all of the TPB's bicycle and pedestrian planning activities.
- 1:45 P.M. 11. COG TITLE VI PROGRAM TO ENSURE NON-DISCRIMINATION IN COG AND TPB PROGRAMS AND ACTIVITIES**  
*Wendy Klancher, TPB Transportation Planner*
- On May 9, the COG Board approved an update to the Title VI Program which is required by the Federal Transit Administration (FTA) to ensure non-discrimination in all COG and TPB program and activities. The TPB will be briefed on the elements of the Title VI Program and how the program helps to ensure participation and consideration of transportation-disadvantaged populations in the planning process.
- 1:55 P.M. 12. VISUALIZE 2045: PHASE 2 PUBLIC OUTREACH**  
*John Swanson, TPB Transportation Planner*
- The board will be briefed on nine public forums that are planned in April and May to obtain input for Visualize 2045. The board will be updated on the status of the events.
- 2:00 P.M. 13. ADJOURN**
- The next meeting is scheduled for June 20, 2018.

### **MEETING AUDIO**

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

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**TRANSPORTATION PLANNING BOARD  
MEETING MINUTES**

April 18, 2018

**MEMBERS AND ALTERNATES PRESENT**

Charles Allen, DC Council  
Ron Burns, Frederick County  
Allison Davis, WMATA  
Christian Dorsey, Arlington County  
Gary Erenrich, Montgomery County  
Tawanna Gaines, Maryland House of Delegates  
Charles C. Glass, MDOT  
Rene'e Hamilton, VDOT  
Neil Harris, City of Gaithersburg  
Cathy Hudgins, Fairfax County Board of Supervisors  
John D. Jenkins, Prince William County  
Kacy Kostiuk, City of Takoma Park  
Christine Kulumani, DC Council  
Tim Lovain, City of Alexandria  
Phil Mendelson, DC Council  
David Meyer, City of Fairfax  
Ron Meyer, Loudoun County  
Martin Nohe, Prince William County  
Mark Rawlings, DC-DOT  
Rodney M. Roberts, City of College Park  
Kelly Russell, City of Frederick  
Eric Shaw, D.C. Office of Planning  
Linda Smyth, Fairfax County Board of Supervisors  
Dave Snyder, City of Falls Church  
Tammy Stidham, National Park Service  
Brandon Todd, DC Council  
Victor Weissberg, Prince George's County Exec.  
Mark Wolfe, City of Manassas  
Sam Zimbabwe, DDOT

**MWCOG STAFF AND OTHERS PRESENT**

Lyn Erickson  
Andrew Meese  
Nicholas Ramfos  
Tim Canan  
John Swanson  
Eric Randall  
Andrew Austin  
Kenneth Joh  
Jon Schermann  
Douglas Franklin  
Dusan Vuksan  
Mark Moran  
Lori Zeller  
Abigail Zenner

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Arianna Koudounas  
Debbie Leigh  
Deborah Etheridge  
Wendy Klancher  
Bill Orleans  
Kari Snyder MDOT  
Nydia Blake Prince William County  
Mike Lake Fairfax County DOT  
Maria Sinner VDOT  
Norman Whitaker VDOT  
Ben Kaufman RSG  
Kristin Calkins D.C. Office of Planning  
Sydney Hawthorne Chairman Mendelson, DC Council  
Malcolm Watson FC DOT  
Kristin Frontiera Washington Area Bicyclist Association  
Chloe Ritter City of Fairfax  
Nancy Huggins MDOT MTA

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

No members of the public spoke before the board.

### **2. APPROVAL OF MINUTES OF THE MARCH 23, 2018 MEETING**

Ms. Kortum asked that her name be added to the attendance for the March 23 TPB meeting.

A motion was to amend and approve the minutes. The motion was approved.

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

Ms. Erickson said that she would present the report on behalf of Mr. Brown who was unable to attend. She said that the Technical Committee met on April 6. She said that many of the items on the TPB agenda were discussed at the meeting. She said that WMATA presented on Transportation Network Companies. She said that the committee has received presentations from jurisdiction staff about initiatives and projects that are in line with initiatives endorsed by the board, and offered the opportunity for all members to come and present these types of on-going projects and efforts. She said that Embark Richmond Highway will be presented at the May meeting.

### **4. REPORT OF THE CITIZEN ADVISORY COMMITTEE (CAC)**

Ms. Kortum said that the CAC met on April 12. The meeting focused on items related to Visualize 2045. First, there was a briefing on the results of the public opinion survey conducted during phase 1 of outreach, which was followed by a discussion on phase 2 activities. The final item covered ways that the CAC could be ambassadors for the second phase of Visualize 2045 outreach.

Ms. Kortum also announced that she has appointed Rob Jackson to serve as the CAC vice-chair from Virginia, and Ronit Dancis to serve as CAC vice-chair from Maryland.

### **5. REPORT OF STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**

Mr. Srikanth said that the Steering Committee met on April 6. At the meeting the committee approved a request from the District Department of Transportation to amend the TIP to provide funding for the rehabilitation of Eastern Avenue. The amendment also provided some additional funding for the Rock Creek Park Trail project and citywide roadside improvements. He said that details on this amendment could be found on pages 5 through 8 of his memo.

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Mr. Srikanth said that the letters received and sent includes a copy of the TPB's letter supporting the Greyhound Corporation's application for federal Section 5311 funding from Maryland Transportation Administration to fund intercity bus service between the District of Columbia and Wilmington, Delaware with stops in Maryland.

Mr. Srikanth said that announcements and updates include a notice about a webinar organized by the Transportation Land Use Connections (TLC) Program that will be hosted jointly by the TPB and the Urban Land Institute on May 10. The subject of this webinar is improving walk and bike access to transit stations. He said that this announcement can be found on page 15. He said that a copy of Chair Allen's presentation to the COG board can be found on pages 17 through 20, and that pages 21 through 24 are a brief from COG's executive director covering the latest status of efforts to fund Metro's capital program. He said that page 25 is an announcement for a public forum being hosted by the Northern Virginia Transportation Authority and George Mason University.

Mr. Srikanth said that other items include the kickoff of the spring 2018 Street Smart Pedestrian and Bicycle Safety Campaign. He said that the TPB also hosted a best practices in pedestrian enforcement workshop.

Mr. Srikanth said that a private company has proposed to build a high-speed intercity public transportation system between DC and Baltimore. He said that the company is working with Maryland and federal departments to develop the project. He said that he has been informed that MDOT will ask the MPOs to consider including this project in the long-range plans for both the TPB and Baltimore's MPO.

Mr. Srikanth said that the final item was a letter from Mayor Jordan of the City of Greenbelt. He said that the letter from Greenbelt expressed the position that the TIP amendment approved by the Steering Committee in March to approve \$67 million for Maryland's proposed express lanes on I-270 and I-495 should have been brought to the full board. Mr. Srikanth recapped the briefing that he had provided in March to the TPB regarding the Steering Committee's detailed discussion about the project, prior to its approval. He said that MDOT had said that the funding is to be used for project planning and preliminary engineering. He said that this is typical operating procedure.

Mr. Srikanth thanked Ms. Hudgins and Ms. Smyth for inviting TPB staff to brief the Fairfax County Board's Transportation Advisory Committee. He said that the committee was briefed on Visualize 2045 and the seven initiatives endorsed by the TPB.

Mr. Roberts said that Maryland's proposed express lane project should have been brought to the board because it will impact air-quality by increasing automobile use at the expense of public transportation.

Mr. Srikanth said that the amendment was not to approve building the project. The amendment just approved a study. He said that because it is just a study it will have no air quality impacts.

Mr. Roberts said that the study includes engineering, which is one step closer to making the project real. He believes that the amendment should have been open for more public input.

Mr. Todd said that he is excited about three TIP amendments that will impact Ward 4.

Mr. Shaw asked if the proposed high-speed intercity public transportation system was part of the new Hyperloop project and if it needed to be included in the Transportation Improvement Program (TIP).

Mr. Srikanth said that no, the Maglev was not part of the Hyperloop project. He said that when the Maglev project reaches a level of readiness it will need to be added to the TPB's TIP and the TIP for Baltimore's MPO.

## **6. CHAIRMAN'S REMARKS**

Chair Allen said that he spoke at the April COG board meeting about the seven endorsed initiatives. He said that COG board members expressed interest in having a deeper understanding of some of the work

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that the TPB is doing. He said that there was a desire to figure out how the different jurisdictions can prioritize the initiatives.

Chair Allen reminded the board that phase 2 public outreach for Visualize 2045 is underway. He also said that he recently spoke at a Vision Zero conference. He shared an anecdote about the effectiveness of enforcing traffic speed laws. He said that some street designs actually promote speeding and encouraged members to work their transportation departments to think through new design solutions to make roads safer.

## **ACTION ITEMS**

### **7. APPROVAL OF REGIONAL BIKE TO WORK DAY 2018 PROCLAMATION**

Mr. Ramfos said that Bike to Work day is scheduled for Friday, May 18, 2018. He said that this year's event will have more than 100 pit stops, up from 86 in 2017. He said that the goal for this year's event is to exceed 20,000 participants. He said that Commuter Connections works with the Washington Area Bicyclist Association (WABA) and other partners to provide support for people choosing to bike to work. He said that there has been \$60,000 in corporate sponsorships for 2018 event. Additionally, Commuter Connections works with employers to incentivize participation in Bike to Work Day. He summarized data from the 2016 Bike to Work Day survey and said that invitations to participate in the event will be sent to members of the TPB. He thanked the state departments of transportation for their support.

Mr. Nohe said that registration to participate in Bike to Work Day is so easy that he was able to do it during this presentation.

Mr. Erenrich said that dockless bikesharing might make it easier for more people to participate in the event.

Mr. Harris said that Gaithersburg supports the event and is adding a second pit stop this year.

Mr. Weissberg said that Prince George's is adding a new pit stop in Largo this year.

Mr. Ramfos introduced Kristin Frontiera from WABA.

Ms. Frontiera said that WABA offers education and organization programming to get people confident riding bikes in the city.

Chair Allen made a motion to approve the 2018 Bike to Work Day Proclamation. The motion was seconded and approved.

### **8. APPROVAL OF THE NEW METROPOLITAN TRANSPORTATION PLANNING "3C" AGREEMENT BETWEEN THE STATE DEPARTMENTS OF TRANSPORTATION (DOT) AND TPB**

Ms. Erickson reminded the board that they were briefed on the new metropolitan transportation planning process "3C" agreement between state departments of transportation and the TPB at the March board meeting. She said that the board is being asked to approve a resolution authorizing the TPB chair and TPB staff director to sign the agreement, and agree to conduct a continuing, cooperative, and comprehensive transportation planning and programming process.

Mr. Meyer (Loudoun) made a motion to adopt Resolution R19-2018 to approve the "3C" Agreement and to authorize the TPB chair to sign the agreement. The motion was seconded and approved.

### **9. APPROVAL OF PROJECTS RECOMMENDED FOR FUNDING UNDER THE FY 2019-2020 TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM FOR NORTHERN VIRGINIA TPB JURISDICTIONS**

Mr. Swanson said that the Transportation Alternatives Set Aside Program provides funding for projects

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that make it easier for people to leave their cars at home and chose to walk, take transit, or bike. He said that the TPB is responsible for selecting projects using a sub-allocated portion of this funding for D.C., Maryland, and Virginia. He said that the board is being asked to approve a resolution for funding projects in Northern Virginia. He said staff have been working to integrate the TA set aside program and the Transportation/Land-Use Connections (TLC) program. TLC provides funding for planning and the set aside is focused on capital improvements.

Mr. Swanson said that the deadline for Virginia projects was in November 2017. He summarized the selection process and said that it is coordinated with Virginia's Local Assistance Division and the Commonwealth Transportation Board. He said that staff from other jurisdictions also participated in the process. He said that the policy criteria used when ranking projects includes: expanding multimodal transportation options, supporting regional activity centers, access to high-capacity transit, and increased access in equity emphasis areas. He said the panel met in April and reviewed 18 projects, 11 of which were recommended for funding.

Mr. Swanson referred to his presentation and described a map that shows where the different selected projects are located.

Mr. Meyer (Loudoun) asked if projects are limited because they are assigned consultants through the TPB.

Mr. Swanson clarified that Mr. Meyer seemed to be referring to the TLC program, which pairs jurisdictions with consultants for technical assistance. He said that the TA program uses federal funding and is run through the state DOTs. He said that the TPB's role is primarily selecting projects.

Mr. Meyer (Loudoun) asked if projects can be partially funded through the TA program.

Mr. Swanson said that projects could get partial funding.

Mr. Shaw asked if the different selection criteria are weighted differently.

Mr. Swanson said that the TA application for Northern Virginia included a supplementary application from the TPB that among other things, asked applicants to identify how their projects related to regional priorities. He said the TPB's regional criteria were weighted relatively equally in the TPB's selection process.

A motion was made to adopt Resolution R20-2018 to approve projects for funding under the Federal Transportation Alternatives Set-Aside Program for Northern Virginia for FY 2018. The motion was seconded by Mr. Snyder and approved by the board.

## **INFORMATION ITEMS**

### **10. VISUALIZE 2045: PHASE 1 PUBLIC OUTREACH SURVEY RESULTS**

Mr. Joh said that his presentation has been informed by feedback received by the board and the technical committee in 2017. He said that Visualize 2045 Phase 1 outreach took place over an eight-week period from mid-June to mid-August 2017. He said that the survey is meant to collect a high-level analysis of opinions and attitudes of residents in the region and how they feel about transportation in the region. He said that the results of the survey will be included in the public involvement chapter of Visualize 2045, but they will also be used to inform the ongoing TPB planning process. He said that the survey is an important and useful tool for public involvement in the planning process, but it can also be used to draw conclusions about transportation priorities and issues. He said that two different methodologies were used to gather responses from the public. He said that there was a random sample survey and an open survey. The random sample survey was designed to capture a geographically representative sample of the region. Invitations to participate were sent to randomly selected

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households. The open survey was open for anyone to complete. He said that open survey results cannot be used to make inferences about households in the region. For this reason, he said, the following results are from the random sample survey. He said that his presentation will focus on response to the first survey question.

Mr. Joh said that 755 people responded to the random sample survey, which is a 5 percent response rate. He said that this allows for statistical analysis of the region but also sub-region. He said that the sub-regions are the core, the inner suburbs, and the outer suburbs. He said that with such a small sample size it is not possible to conduct meaningful statistical analysis of smaller sub-regional geographies.

Mr. Joh said that the first survey questions asked respondents to identify factors that have the greatest influence on their decision on how, when, and where they travel. He said the survey provided a list of five factors: reliability, affordability, travel time, travel option, and safety. Respondents selected up to two of these factors. Referring to his presentation, he described a table that shows results responses to this question. He said that reliability stands out as the most important factor influencing people's travel choices. Nearly two-thirds of respondents selected reliability. He said that travel time was also selected as an important factor influencing people's travel decisions.

Mr. Joh described a graph that shows priorities by primary travel mode. He said that the Y-axis indicate the percentage of respondents that selected the priority. He said that the color bars show the percentages by travel mode. He said that reliability remained the highest rated priority across all travel modes. He said that affordability was a bigger priority for people who ride trains and busses than it was for people who used other modes. He said that people who drive placed a high priority on travel time. He said that cyclists and pedestrians place more emphasis on travel options and safety.

Mr. Joh said that the analysis was also looked at where respondents live. He said that for all areas reliability remained the highest rated priority. He said that outer suburban residents placed a high priority on affordability. He said that the inner and outer suburban areas placed a higher priority on travel time compared to respondents living in the regional core. He said that respondents from the regional core place more emphasis on travel options, and that safety was important to respondents living in the suburbs.

Mr. Joh said that survey results will be used in Visualize 2045 and that a more detailed report is being prepared.

Mr. Snyder asked if the methodology was scientific.

Mr. Joh said that two methodologies were used. He said that one of those methods, the random sample survey, is considered statistically valid.

Mr. Snyder said that the validity is important to help decision makers weigh their response to the survey. He said that there is a relationship between safety and reliability. He said that most congestion on regional roadways comes from non-recurring situations, specifically motor vehicle crashes.

Mr. Meyer (City of Fairfax) asked how many survey invitations were distributed.

Mr. Joh said that more than 14,000 were sent out and 5% or 755 people responded.

Mr. Meyer (City of Fairfax) said that safety and travel options could have been rated low because people are happy with safety and options available.

Mr. Srikanth said that respondents were asked to pick their top two priorities that affect their travel decisions. As such, the response does not imply the respondents are happy with safety or that is less important.

Mr. Meyer (City of Fairfax) said that the options only have value in the context of other variables.

Mr. Srikanth said that the detailed analysis gets into more depth and that staff felt it was important to

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start with this first question.

Ms. Kostiuk asked if the survey was made available to people who do not speak English as their first language.

Mr. Joh said that the survey was conducted online in both English and Spanish.

Ms. Kostiuk asked if it was possible to break down the survey results based on demographics and language. She encouraged staff to explore ways to reach out to more groups than are traditionally represented.

Mr. Zimbabwe said he was interested by how respondents rated safety. He said it is important to think about safety in terms of public health access that may be impacting people's travel options.

Mr. Joh said that even though safety was not rated as highly as the other priorities that does not mean it is not important. He said that attitudes and perception do not necessarily correlate with actual safety concerns.

Mr. Harris asked if there are any insights worth sharing from the open survey results.

Mr. Joh said that reliability and travel time were the top two ranked priorities, just like the random survey. He said that even though the open survey was not statistically controlled there was still a great representation of bicyclist and pedestrians that participated. He said that analysis of the open survey will be included in the detailed report.

Mr. Harris said that he is interested in the ideas that people shared about how to improve transportation in the region. He is particularly interested in a geographic breakdown.

Mr. Erenrich said that there is relationship between safety and travel time.

Ms. Kortum said that the graphs may be difficult for people to read who are color blind.

## **11. VISUALIZE 2045: PHASE 2 PUBLIC OUTREACH**

Mr. Swanson reminded the board that he presented early plans for Phase 2 outreach at the March TPB meeting. He said that Phase 1 was conducted in 2017. During that phase, staff collected surveys from more than 6,000 people. He said that phase 2 consists of nine public forums at which the public will be asked to visualize the region's transportation future, with a focus on the seven initiatives endorsed by the board. He said that the forums are two hours long and start with a short contextual presentation that introduces participants to the TPB and explains how the initiatives were selected. Then there is a presentation that describes the initiatives through the use of a story map, using text, maps, graphics, and illustrations. He said that this information is also available as a brochure. Following the story map presentation, a real-time survey application is used to build a conversational feeling for participant's travel patterns and opinions about transportation today and in the future. This activity is followed by group discussions where participants are given the chance to share their experiences, hopes, and concerns about specific initiatives. He said that staff and consultants will facilitate and take notes at each discussion table.

Mr. Swanson shared the list of dates and locations for upcoming forums. He said that the first forum was in Frederick and was well attended. He said that more details can be found at [visualize2045.org](http://visualize2045.org).

Ms. Zeller provided a quick overview about where to find the interactive story map on the website and described how it is used at the forum.

Mr. Swanson said that the qualitative feedback will be combined with the information from the Phase 1 survey results and will be distilled into a discrete report that will be shared with the TPB during the summer of 2018. He said it will also be include in the public involvement chapter of Visualize 2045.

Mr. Swanson said that three open houses will be scheduled for September one in D.C., one in Maryland, and one in Virginia. He said that these open houses will be part of the final public comment period.

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Ms. Smyth clarified the location for the May 8 meeting.

Mr. Roberts asked why the TPB is not conducting more forums.

Mr. Swanson said that resources are limited. He said that staff is open to conducting more sessions around the region, but that first they wanted to commit to conducting the nine planned sessions across the region.

Mr. Roberts asked why Prince George's County only has one session scheduled.

Mr. Swanson said that there is only one session scheduled in each of the member counties, including the District of Columbia.

Chair Allen said that staff is working to identify good locations in each jurisdiction to hold a forum. He said that in a region the size of the Washington area that can be difficult. Even within the District, he pointed out, the location is not equally convenient for all residents.

Mr. Roberts said that he thinks staff can be doing a better job.

Mr. Nohe said that there should be multiple meetings in each jurisdiction that is a member of the board. He said that Prince William and Fairfax County contain more planned changes than any of the other jurisdictions.

Chair Allen repeated that staff resources are limited, and the TBP committed to holding at least one meeting in all of the TPB's member counties. He said that as long as staff is available they are willing to hold additional sessions throughout the region.

Mr. Zimbabwe asked if it was possible for TPB to send staff to meetings planned by the DOTs.

Chair Allen said that was a great idea.

Mr. Glass said that there is a meeting on Tuesday, April 24 in Greenbelt to discuss the Maryland highway widening.

Ms. Kortum suggesting adding dates of the forums to the brochure.

Ms. Kostiuik said that the Visualize 2045 website is confusing and suggested adding a menu item for forums in addition to the Participate menu.

## **12. VISUALIZE 2045: NATIONAL CAPITAL REGION FREIGHT FORUM AND LIVABILITY**

Mr. Schermann said that federal regulations require MPOs to guide the transportation planning process according to factors, which include enhancement of the efficient movement of freight. He said that Visualize 2045 reflects the region's work to address the federal freight requirement by emphasizing the importance of goods and movement to the region, highlighting emerging freight trends, and discussing the role of the freight subcommittee in providing freight-related input to the transportation planning process. He said that Visualize 2045 also encompasses the National Capital Freight Plan, which was most recently approved by the TPB in 2016.

Mr. Schermann said that the theme for the freight forum was "freight as an enabler of livability." The forum used three locations from the region—downtown Frederick, downtown D.C., and the Roslyn-Ballston corridor—as case studies. He said that FHWA, the Volpe Center, and the Institute of Transportation Engineers as well as the City of Frederick, VDOT, and Arlington County all contributed to the success of the event.

Mr. Schermann said that the first part of the forum provided an overview of urban freight challenges and featured a mix of public and private sector speakers. He said that there were breakout sessions focusing on the positive and enabling aspects of goods delivery and on research-proven strategies. He said that the final session was the culmination of the event, in which officials from DC, Frederick, and Arlington introduced their neighborhood-focused work and explained their associated freight challenges. The

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participants the divided into groups and worked to identify key strategies for mitigating the challenges. He said that detailed summary of the discussion can be found in his memo.

Mr. Snyder asked that the freight committee explore how to manage driverless technology and all of the positive and negative externalities of that technology.

Chair Allen said that members of the board are all already thinking about pilot programs, or legislative and policy decisions. He encouraged board members to consider how local decisions may impact neighboring jurisdictions.

Mr. Meyer (City of Fairfax) said that the effectiveness of zoning requirements and timed deliveries may be impacted by driverless deliveries that occur overnight.

Mr. Harris said that one way that Vision Zero policies seek to reduce traffic deaths is by making narrower and slower streets. He asked that the committee think how Vision Zero street design might impact last-mile freight deliveries.

## **OTHER ITEMS**

### **13. ADJOURN**

No other business was brought before the board. The meeting adjourned at 1:58 p.m.



### **Meeting Highlights: TPB Technical Committee, May 4, 2018**

The Technical Committee met on May 4, 2018 in the Ronald Kirby Training Center at COG. The following items were reviewed for inclusion on the TPB's May agenda:

- **TPB agenda item 7 – FY 2019 TLC Project Recommendations**  
Staff briefed the committee on nine projects that a selection panel has recommended for funding in FY 2019 under the Transportation Land Use Connections (TLC) Program. The TPB has funded 108 TLC projects since the program's inception in 2006.
- **TPB agenda item 8 – Performance-Based Planning and Programming**  
The committee was briefed on requirements under the federal performance-based planning and programming (PBPP) rulemaking for MPOs to set targets for CMAQ (Congestion Mitigation Air Quality) Program performance measures for traffic congestion and emissions reduction. A draft set of targets developed by staff in coordination with the state DOTs will be presented in May to the TPB. In June, the board will be asked to adopt traffic congestion and emissions reduction targets for the region.
- **TPB agenda item 9 – Visualize 2045 Pedestrian & Bicycle Element**  
The committee was briefed on the draft Visualize 2045 bicycle and pedestrian element, including the update of the 2015 Bicycle and Pedestrian Plan for the National Capital Region, the National Capital Trail, the Street Smart Pedestrian and Bicycle Safety Campaign, and recent and upcoming workshops sponsored by the Bicycle and Pedestrian Subcommittee.
- **TPB agenda item 11– Visualize 2045 Public Outreach**  
Staff provided a status report on public forums that are planned in April and May to obtain input for Visualize 2045. Staff asked the committee to help spread the word and provide assistance for these events. Staff also announced that the program designed for the forums will be used at upcoming meetings of the Access for All Advisory Committee and the Citizens Advisory Committee. A virtual session, conducted as a webinar, will be conducted in late May or early June.

The following item was presented for information and discussion:

- **Update to the Equity Emphasis Areas**  
Staff explained that they have applied the TPB-approved methodology to update the Equity Emphasis Areas using the most recent American Community Survey data in preparation for Visualize 2045. The resulting map was shared with the committee.  
[Posted material: www.mwcog.org/assets/1/28/05042018\\_-\\_Item\\_6\\_-\\_EEA\\_update\\_memo.pdf](http://www.mwcog.org/assets/1/28/05042018_-_Item_6_-_EEA_update_memo.pdf)
- **COG and TPB Electric Vehicle (EV)-Related Policies and Initiatives**  
Staff provided an overview of COG and TPB policies and work activities on electric vehicles, including COG's Fleets for the Future effort which provides an opportunity for state and local governments to purchase alternative fuel vehicles through a special effort with COG's Cooperative Purchasing program.  
[Posted material: www.mwcog.org/assets/1/28/05042018\\_-\\_Item\\_7\\_-\\_COG\\_and\\_TPB\\_EV\\_Policies\\_and\\_Initiatives.pdf](http://www.mwcog.org/assets/1/28/05042018_-_Item_7_-_COG_and_TPB_EV_Policies_and_Initiatives.pdf)

- **The City of Frederick Plug-In Electric Vehicle Charging Infrastructure**  
 The committee was briefed on the City of Frederick’s recently adopted implementation plan for Plug-In Electric Vehicle (PEV) charging infrastructure and how COG/TPB data was used as well as overall successes and challenges that may be helpful to other jurisdictions.

Posted material: [www.mwcog.org/assets/1/28/05042018\\_-\\_Item\\_8\\_-\\_The\\_City\\_of\\_Frederick\\_EV\\_Plan.pdf](http://www.mwcog.org/assets/1/28/05042018_-_Item_8_-_The_City_of_Frederick_EV_Plan.pdf)
- **Presentation Series: Implementing the Concepts of the TPB’s Seven Endorsed Initiatives**  
***Embark Richmond Highway***  
 Staff from Fairfax County briefed the committee on *Embark Richmond Highway*, an initiative to provide multimodal transportation solutions and create opportunities for economic development in the Richmond Highway Corridor. This integrated transportation and land-use plan combines a Bus Rapid Transit system and other transportation improvements with transformative redevelopment of Community Business Centers. Embark Richmond Highway is an example of the TPB’s seven endorsed initiatives moving towards implementation.

Posted material: [www.mwcog.org/assets/1/28/05042018\\_-\\_Item\\_9\\_-\\_Embark\\_Richmond\\_Highway.pdf](http://www.mwcog.org/assets/1/28/05042018_-_Item_9_-_Embark_Richmond_Highway.pdf)
- **WMATA Capital Needs Early Warning System (CNEWS)**  
 The committee was briefed on WMATA’s CNEWS, a web-based tool that supports proactive planning for infrastructure and service needs. CNEWS has consolidated data from every jurisdiction for every project in the development pipeline within a half-mile of all Metrorail stations. Metro’s Office of Planning utilizes this data to estimate the number of new riders, potential farebox revenue, and capacity/service needs likely to be generated by those developments. This allows Metro to better align its capital improvement plan with known, near-term needs and link the needs to developer activities. CNEWS also includes contextual data – demographics and economics; commuter patterns and rail ridership; master plans, zoning, and development incentives – that can serve as a one-stop info-shop for quality TOD planning.

Posted material: [www.mwcog.org/assets/1/28/05042018\\_-\\_Item\\_10\\_-\\_CNEWS.pdf](http://www.mwcog.org/assets/1/28/05042018_-_Item_10_-_CNEWS.pdf)
- **Other Business**  
 Staff gave quick announcements and updates about the following:

  - Bike to Work Day (May 18)
  - TLC Peer Exchange Event (May 10 webinar)
  - COG Title VI Program (TPB will receive a briefing on May 16)
  - Request for presentations on local projects which exemplify the seven endorsed initiatives
  - Mid-Atlantic Regional Planning Roundtable (June 19 at the University of Baltimore)

Posted material: [www.mwcog.org/assets/1/28/05042018\\_-\\_Mid-Atlantic\\_Regional\\_Planning\\_Roundtable\\_Flyer.pdf](http://www.mwcog.org/assets/1/28/05042018_-_Mid-Atlantic_Regional_Planning_Roundtable_Flyer.pdf)

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES  
ATTENDANCE – May 4, 2018**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings  
DCOP Kristin Calkins

MARYLAND

Charles County -----  
Frederick County Charles Freeman  
City of Frederick Timothy Davis  
Gaithersburg -----  
Montgomery County Gary Erenrich  
Prince George’s County Victor Weissberg  
Rockville -----  
M-NCPPC  
Montgomery County -----  
Prince George’s County -----  
MDOT Matt Baker  
Kari Snyder  
Takoma Park -----

VIRGINIA

Alexandria Ramiro Rios  
Arlington County Dan Malouff  
City of Fairfax Chloe Ritter  
Fairfax County Malcolm Watson  
Mike Lake  
Falls Church -----  
Fauquier County -----  
Loudoun County Robert Brown  
Manassas -----  
NVRTA Sree Nampoothiri  
NVTC Patricia Happ  
Prince William County Paolo Belita  
PRTC Betsy Massie  
VRE Sonali Soneji  
VDOT Norman Whitaker  
Regina Moore  
VDRPT Ciara Williams  
NVPDC -----  
VDOA -----

WMATA

Allison Davis

OTHER

Clinton Edwards, VDRPT  
Katie Harris, WABA/Capital Trails Coalition  
Alex Brun, MDE  
John Dimitriou, Frederick County Planning

FEDERAL/REGIONAL

FHWA-DC -----  
FHWA-VA -----  
FTA -----  
NCPC -----  
NPS Laurel Hammig  
MWAQC Alexandra Catena  
MWAA -----

COG STAFF

Kanti Srikanth, DTP  
Lyn Erickson, DTP  
Ron Milone, DTP  
Tim Canan, DTP  
Andrew Meese, DTP  
Anant Choudhary, DTP  
Michael Farrell, DTP  
Matthew Gaskin, DTP  
Charlene Howard, DTP  
Ken Joh, DTP  
Wendy Klancher, DTP  
Arianna Koudounas, DTP  
James Li, DTP  
Jessica Mirr, DTP  
Mark Moran, DTP  
Erin Morrow, DTP  
Jane Posey, DTP  
Eric Randall, DTP  
Sergio Ritacco, DTP  
Jon Schermann, DTP  
John Swanson, DTP  
Dusan Vuksan, DTP  
Feng Xie, DTP  
Lori Zeller, DTP  
Leah Boggs, DEP  
Sunil Kumar, DEP  
Paul DesJardin, DCPS  
Greg Goodwin, DCPS  
Nicole McCall, DCPS

OTHER

Tom Burke, Fairfax County DOT  
Mark Phillips, WMATA  
Sonya Lewis-Cheatham, VA DEQ  
Margie Ray  
Mena Lockwood  
Andrew Pike  
Bill Orleans



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** May 10, 2018

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The attached materials include:

- Steering Committee Actions
- Letters Sent/Received
- Announcements and Updates





## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions  
**DATE:** May 10, 2018

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At its meeting on May 4, the TPB Steering Committee approved the following resolutions to amend the FY 2017-2022 Transportation Improvement Program (TIP):

- **SR18-2018:** To include \$50.2 million in local and private funding, \$24 million in National Highway Performance Program (NHPP) funding, and \$36.6 million in Surface Transportation Program (STP) funding for the Streetlights Private Public Partnership (P3) project, as requested by the District Department of Transportation. This project is exempt from the air quality conformity requirement.
- **SR19-2018:** To include \$11.7 million in Surface Transportation Block Grant (STBG) funding and to reduce state funding by \$2.5 million for the MD 355 Bennett Creek Bridge Replacement project, as requested by the Maryland Department of Transportation. This project is exempt from the air quality conformity requirement.
- **SR20-2018:** To include \$25 million in advanced construction (AC) and Regional Surface Transportation Program (RSTP) funding for the Route 7/George Washington Boulevard Overpass project; \$9 million in AC, RSTP and state funding for the Widen East Spring Street project; \$61 million in NHPP, AC, RSTP, and Northern Virginia Transportation Authority (NVTA) funding for the Route 1 Widening project; \$602,000 in NHPP funding for the Route 7/Route 690 Interchange project; \$4.2 million in RSTP and AC funding for the Neabsco Mills Road Widening project; and \$6 million in NHPP funding for a study of the I-495 Express Lanes Northern Extension project. The first five projects are included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP. Funding for study is exempt from the air quality conformity requirement.

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.”

### Attachments

- TPB Steering Committee Attendance
- SR18-2018
- SR19-2018
- SR20-2018

**TPB STEERING COMMITTEE  
ATTENDANCE – MAY 4, 2018**

MEMBERS

Mark Rawlings  
Kari Snyder  
Norman Whitaker  
Allison Davis  
Bob Brown

DDOT  
MDOT  
VDOT  
WMATA  
Loudoun County

PARTICIPANTS

Matt Baker  
Clinton Edwards  
Gary Erenrich  
Mike Lake  
Regina Moore  
Sree Nampoothiri  
Malcolm Watson  
Ciara Williams

MDOT/SHA  
VDRPT  
Montgomery County DOT  
Fairfax County DOT  
VDOT  
NVTA  
Fairfax County DOT  
VDRPT

COG STAFF

Kanti Srikanth, DTP  
Lyn Erickson, DTP  
Tim Canan, DTP  
Andrew Meese, DTP  
Andrew Austin, DTP  
Michael Farrell, DTP  
Wendy Klancher, DTP  
Jane Posey, DTP  
Eric Randall, DTP  
John Swanson, DTP  
Dusan Vuksan, DTP

OTHER

Bill Orleans

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE STREETLIGHTS PRIVATE PUBLIC PARTNERSHIP (P3), AS REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)**

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

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

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

**WHEREAS**, in the attached letter of April 26, DDOT has requested that the FY 2017-2022 TIP be amended to include \$50.2 million in local funding, \$24 million in National Highway Performance Program (NHPP) funding, and \$36.6 million in Surface Transportation Program (STP) funding for construction between FY 2019 and FY 2022 for the Streetlight P3 project (TIP ID 6625), as described in the attached materials; and

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

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to include \$50.2 million in local funding, \$24 million in NHPP funding, and \$36.6 million in STP funding for construction between FY 2019 and FY 2022 for the Streetlight P3 project (TIP ID 6625), as described in the attached materials.

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on May 4, 2018**





**Government of the District of Columbia**  
**Department of Transportation**



**d. Planning and Sustainability Division**

April 26, 2018

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

Dear Chairman Allen,

The District Department of Transportation (DDOT) requests that the National Capital Region's FY 2017-2022 Transportation Improvement Program (TIP) be amended to add one new project, **Citywide Streetlight P3 (TIP ID 6625)**, as detailed below:

Funding Source	Funding Type	Dev Phase	FY 2019	FY 2020	FY 2021	FY 2022
Local	Local	Preliminary Engineering	\$1,024,000	\$0	\$0	\$0
Local	Local	Construction	\$8,268,800	\$13,316,915	\$13,636,521	\$13,963,798
Fed-FHWA	NHPP	Preliminary Engineering	\$406,069	\$0	\$0	\$0
Fed-FHWA	STP	Preliminary Engineering	\$617,931	\$0	\$0	\$0
Fed-FHWA	NHPP	Construction	\$4,740,855	\$6,154,056	\$6,301,754	\$6,452,996
Fed-FHWA	STP	Construction	\$7,214,345	\$9,364,868	\$9,589,625	\$9,819,776
		<b>Total:</b>	<b>\$22,272,000</b>	<b>\$28,835,840</b>	<b>\$29,527,900</b>	<b>\$30,236,570</b>

The proposed amendment does not add additional capacity for motorized vehicles and does not require conformity analysis or public review and comment. The funding sources have been identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve this amendment at its May 4, 2018 meeting.

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

Sincerely,

James Sebastian  
 Associate Director, Planning and Sustainability Division (PSD)

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

**FY 2017 - 2022**

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

**Maintenance**

**Streetlight Asset Mgmt & Streetlight Construction - Federal**

TIP ID: 6625	Agency ID:	Title: Streetlight P3	Complete: 2034	Total Cost:	\$412,500
Facility:	Local	0/100/0	1,024 a	13,317 c	13,637 c
From:			8,269 c		
To:	NHPP	83/17/0	406 a	6,154 c	6,302 c
			4,741 c		
	STP	83/17/0	618 a	9,365 c	9,590 c
			7,214 c		
<b>Total Funds:</b>					<b>110,874</b>

Description: This project will be to develop a Private, Public, Partnership (P3) for the Streetlights in the District of Columbia. The P3 will include the conversion of all District Streetlights to LED in addition to a long-term, performance-based asset management contract. Work to develop the P3 will include technical, legal, and financial aspects of the project which will be developed into an RFP. Section 106 and NEPA work will also be included during the development of the RFP. This project will be split 42% Local, 23% NHPP and 35% STP. The development of the P3 is anticipated to take between 12 and 18 months. The P3 contract will be for between 10 and 15 years.

**Amendment: Add project** **Approved on: 5/4/2018**  
 Amend project into the FY 2017-2022 TIP with \$50.211 million in local funding, \$24.056 million in NHPP, and \$36.607 million in STP funding programmed between FY 2019 and 2022.

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE MD 355 BENNETT CREEK BRIDGE REPLACEMENT PROJECT, AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

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

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

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

**WHEREAS**, in the attached letter, MDOT has requested that the FY 2017-2022 TIP be amended to include an additional \$11.7 million in Surface Transportation Block Grant (STBG) funding between FY 2017 and FY 2020, and to reduce programmed state funding by \$2.494 million between FY 2017 and FY 2021 for the MD 355 Bennett Creek Bridge Replacement project (TIP ID 6518), as described in the attached materials; and

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

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to include an additional \$11.7 million in STBG funding between FY 2017 and FY 2020, and to reduce programmed state funding by \$2.494 million between FY 2017 and FY 2021 for the MD 355 Bennett Creek Bridge Replacement project (TIP ID 6518), as described in the attached materials.

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on May 4, 2018**





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

**Larry Hogan**  
Governor

**Boyd K. Rutherford**  
Lt. Governor

**Pete K. Rahn**  
Secretary

April 30, 2018

The Honorable Charles Allen, 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 Allen:

The Maryland Department of Transportation (MDOT) requests to amend the State Highway Administration (SHA) portion of the National Capital Region Transportation Planning Board's (TPB) Fiscal Year (FY) 2017-2022 Transportation Improvement Program (TIP) for one existing project (TIP # 6518) as described below and in the attached memo. This action reflects MDOT's updated programmed expenditures from FY 2017 to FY 2022, and the additional funds for this action do not impact or alter the region's air quality conformity.

TIP ID#	Project	Phase	Amount of New Funding	Comment
6518	MD 355 Bennett Creek Bridge Replacement, Urbana	PP/PE RW CO	\$1,077,000 (\$3,000) \$6,262,000	Add funding for planning/design and construction. Subtract funding for right-of-way.

MDOT requests that these amendments be approved by the TPB Steering Committee at its May 4, 2018 meeting.

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

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

The Honorable Charles Allen  
Page Two

Should you have additional questions or concerns, please contact Ms. Kari Snyder at 410-865-1305, toll free 888-713-1414 or via e-mail at [ksnyder3@mdot.state.md.us](mailto:ksnyder3@mdot.state.md.us). Of course, please feel free to contact me directly.

Sincerely,



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

Attachment

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

**MEMORANDUM**

**TO:** DIRECTOR HEATHER MURPHY  
 OFFICE OF PLANNING AND CAPITAL PROGRAMMING  
 MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

**ATTN:** REGIONAL PLANNING MANAGER TYSON BYRNE  
 REGIONAL PLANNER KARI SNYDER

**FROM:** CHIEF SAMANTHA BIDDLE *TIP FOR 4/30*  
 REGIONAL AND INTERMODAL PLANNING DIVISION

**SUBJECT:** REQUEST TO AMEND THE FY 2017-2022 NATIONAL CAPITAL REGION  
 TRANSPORTATION PLANNING BOARD (TPB) TRANSPORTATION IMPROVEMENT  
 PROGRAM (TIP)

**DATE:** April 30, 2018

**RESPONSE**

**REQUESTED BY:** N/A

**PURPOSE OF MEMORANDUM**

To request the MDOT Office of Planning and Capital Programming approve and forward to TPB for its approval the following TIP amendment.

**SUMMARY**

The MDOT State Highway Administration (MDOT SHA) hereby requests amendment of the FY 2017-2022 TPB TIP to reflect the following one action.

TIP	Project	Phase	New Funding
6518 MC #17-50 07/06/2017	MD 355 Bennett Creek Bridge Replacement, Urbana	PP/PE RW CO	\$1,077,000 (\$3,000) \$6,262,000

**ANALYSIS**

*MD 355 Bennett Creek Bridge Replacement (TPB 6518 MC #17-50 07/06/2017)* – This amendment reflects the addition of FY 2017-2022 TPB TIP planning/design funding, subtraction of FY 2017-2022 TPB TIP right-of-way funding, and addition of FY 2017-2022 TPB TIP construction funding for TPB 6518 MC #17-50 07/06/2017. This amendment ensures the FY 2017-2022 TPB TIP reflects MDOT SHA’s updated programmed expenditures in FY 2017-2022 and MDOT SHA’s intention to switch from using solely State funding for construction to using federal funding and matching State funding. The total cost of this project will increase from \$10 million to \$17 million. The MDOT SHA anticipates advertising this project for construction in the Spring of 2018 and opening improvements to traffic in the Winter of 2019-2020.



Ms. Heather Murphy  
Page Two

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

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. The MDOT published funding details in the FY 2018-2023 Consolidated Transportation Program (<http://www.mdot.maryland.gov/newMDOT/Planning/CTP/Index.html>) and FY 2017-2020 Maryland STIP ([http://www.mdot.maryland.gov/newMDOT/Planning/STIP\\_TIP/STIPandTIP\\_2017.html](http://www.mdot.maryland.gov/newMDOT/Planning/STIP_TIP/STIPandTIP_2017.html)).

Please amend the FY 2017-2022 TPB TIP and FY 2017-2020 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact Mr. Matt Baker, MDOT SHA Regional Planner, at 410-545-5668 or via email at [mbaker4@sha.state.md.us](mailto:mbaker4@sha.state.md.us).

#### **ATTACHMENTS**

- FY 2017-2022 TPB TIP project TPB 6518 MC #17-50 07/06/2017 report
- FY 2017-2020 Maryland STIP project TPB 6518 MC #17-50 07/06/2017 report

cc: Mr. Matt Baker, Regional Planner, MDOT SHA  
Mr. Eric Beckett, Deputy Director, Office of Planning and Preliminary Engineering, MDOT SHA  
Mr. John Concannon, District 7 Engineer, MDOT SHA  
Ms. Kelly Nash, Chief, Structures Engineering Division, MDOT SHA  
Ms. Tara Penders, Assistant Chief, Regional and Intermodal Planning Division, MDOT SHA  
Mr. Jason Pollock, Team Leader, MDOT SHA

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

**FY 2017 - 2022**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
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**MDOT/State Highway Administration**

TIP ID: 6518	Agency ID: FR1321	Title: MD 355 Bennett Creek Bridge Replacement	Complete: 2020	Total Cost: \$17,300					
Facility: MD 355 at Bennett Creek	State	0/100/0	216 a	222 a	223 a	58 a	91 b	68 b	4,134
From:				2 b	37 b	91 b	1,460 c		
To:					11 c	1,871 c			
	STBG	100/0/0	695 a	653 a	553 a	178 a	4,750 c		12,304
						6,170 c			
<b>Total Funds:</b>									<b>16,438</b>

Description: Replacement of MD 355 Urbana Pike bridge 1008600 over Bennett Creek. The existing bridge is structurally deficient.

**Amendment: Adding Planning/Design and Construction Funding and Subtracting Right-of-Way Funding** **Approved on: 5/4/2018**  
 Adding \$64,000 (STBG) and \$34,000 (State) to FY17 PP/PE, \$553,000 (STBG) and \$190,000 (State) to FY18 PP/PE, and \$178,000 (STBG) and \$58,000 (State) to FY19 PP/PE. Subtracting \$6,000 (State) from FY17 RW and \$35,000 (State) from FY18 RW and adding \$1,900,000 (State) to FY19 RW, \$19,000 (State) to FY20 RW, and \$4,000 (State) to FY21 RW. Subtracting \$2,069,000 (State) from FY18 CO and \$4,049,000 (State) from FY19 CO and adding \$6,170,000 (STBG) to FY19 CO and \$4,750,000 (STBG) and \$1,460,000 (State) to FY20 CO.



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

**RESOLUTION ON AN AMENDMENT TO THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THREE ROAD WIDENING PROJECTS, ONE OVERPASS PROJECT, ONE INTERCHANGE PROJECT, AND THE I-495 EXPRESS LANES NORTHERN EXTENSION PROJECT, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

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

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

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

**WHEREAS**, in the attached letters of April 26, VDOT has requested that the FY 2017-2022 TIP be amended to include \$25 million in advanced construction (AC) and Regional Surface Transportation Program (RSTP) funds between FY 2018 and FY 2021 for the Route 7/George Washington Boulevard Overpass project (TIP ID 6553); \$9 million in AC, RSTP and state funding between FY 2018 and FY 2020 for the Widen East Spring Street project (TIP ID 6537); \$61 million in National Highway Performance Program (NHPP), AC, RSTP, and Northern Virginia Transportation Authority (NVTA) funding between FY 2018 and FY 2019 for the Route 1 Widening project (TIP ID 6446); \$602,000 in NHPP funding in FY 2021 for the Route 7/Route 690 Interchange project (TIP ID 6618); \$4.2 million in RSTP and AC funding between FY 2018 and FY 2020 for the Neabsco Mills Road Widening project (TIP ID 6541); and \$6 million in NHPP funding in FY 2018 for a study of the I-495 Express Lanes Northern Extension project (TIP ID 6625), as described in the attached materials; and

**WHEREAS**, the first five projects are included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP (Route 1 – CON ID 84/VP1AF, East Spring Street – CON ID 267/VU10B, Neabsco Mills – CON ID 593/VSP65, George Washington Blvd. – CON ID 682/NRS, VA 690 – CON ID 653/VP2P) and funding for the study on the I-495 Express Lanes Northern Extension project is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012;

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to \$25 million in AC and RSTP funds between FY 2018 and FY 2021 for the Route 7/George Washington Boulevard Overpass project (TIP ID 6553); \$9 million in AC, RSTP and state funding between FY 2018 and FY 2020 for the Widen East Spring Street project (TIP ID 6537); \$61 million in NHPP, AC, RSTP, and NVTA funding between FY 2018 and FY 2019 for the Route 1 Widening project (TIP ID 6446); \$602,000 in NHPP funding in FY 2021 for the Route 7/Route 690 Interchange project (TIP ID 6618); \$4.2 million in RSTP and AC

funding between FY 2018 and FY 2020 for the Neabsco Mills Road Widening project (TIP ID 6541); and \$6 million in NHPP funding in FY 2018 for a study of the I-495 Express Lanes Northern Extension project (TIP ID 6625),as described in the attached materials.

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on May 4, 2018**



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive  
Fairfax, VA 22030

Stephen C. Brich, P.E.  
COMMISSIONER

April 26, 2018

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

RE: National Capital Region FY 2017-2022 Transportation Improvement Program Amendments

Dear Chairman Allen:

The Virginia Department of Transportation (VDOT) requests amendments to five projects in the FY 2017-2022 Transportation Improvement Program (TIP). The projects are as follows:

<b>Project: Rte. 7/George Washington Blvd. Interchange</b>			
<b>UPC/TIP ID</b> 105584/6553	<b>Total Cost</b> <b>Est.:</b> \$27,330,72	<b>Phases: PE,</b> RW, CN	<b>Funding: RSTP, AC Conversion,</b> AC
<b>New TIP funding:</b> release \$22 (RSTP) FFY18 PE phase; add an additional \$22 (RSTP) & \$153,320 (AC-RSTP) FFY18 with conversion of same in FFY19 RW phase; add \$ 6,425,277 (RSTP) & \$9,221,470 (AC-RSTP) FFY19, add \$6,821,470 (ACC-RSTP) FFY20, add \$2,400,000 (ACC-RSTP) FFY21 CN phase			

<b>Project: Widen E. Spring Street</b>			
<b>UPC/TIP ID</b> 105521/6537	<b>Total Cost</b> <b>Est.:</b> \$11,468,331	<b>Phases: PE,</b> RW, CN	<b>Funding: RSTP, AC Conversion,</b> AC, NHS/NHPP
<b>New TIP funding:</b> add \$73,382 (AC-Other-State) FFY18 PE phase; move \$2,000,000 (AC-Other-State) from Prev to FFY19 & add an additional \$1,373,105, add \$572,000 (AC-RSTP) & \$72,000 (RSTP) FFY19, add \$332,000 (ACC-RSTP) FFY20, add \$160,000 (ACC-RSTP) FFY21 RW phase; add \$6,511,844 (AC-Other-State) FFY20 CN phase.			

<b>Project: Widen Route 1 to Six Lanes</b>			
<b>UPC/TIP ID :</b> 104303/6446	<b>Total Cost</b> Est: \$84,573,999	<b>Phases:</b> PE, RW, CN	<b>Funding:</b> RSTP, AC Conversion, AC,
New TIP funding: release \$400,000 (RSTP) FFY18 PE phase; add an additional \$972,564 (NHPP), add \$868,482 (RSTP), release \$3,018,141 (AC-RSTP), release \$26,704,642 (Other funds - NVTA AR) Prev, add \$1,704,991 (NHPP), \$6,540,016 (ACNH), add an additional \$3,747,668 (ACC-RSTP) FFY18, add \$6,131,742 (ACC-RSTP) & \$1,739,005 (ACC-NHPP) FFY19, add \$4,801,011 (ACC-NHPP) FFY20 RW phase; add \$37,535,263 (Other funds - NVTA AR) FFY19 CN phas			

<b>Project: Route 7/Route 690 Interchange</b>			
<b>UPC/TIP ID:</b> 111666/6618	<b>Total Cost</b> Est.: \$36164	<b>Phases:</b> PE, RW	<b>Funding:</b> AC, NHS/NHPP
New TIP funding: add \$602,000 (NHPP) FFY21 RW phase.			

<b>Project: Neabsco Mills Rd., Widen to Four lanes</b>			
<b>UPC/TIP ID:</b> 107947/6541	<b>Total Cost</b> Est.: \$35,013,140	<b>Phases:</b> PE, ROW	<b>Funding:</b> RSTP, AC,AC Conversion
New TIP funding: add \$760,000 (RSTP) FFY18 PE phase; move \$1,477,918 (RSTP) from Prev to FFY20 & add an additional \$2,273,184, release \$1,000,000 (REVSH), move \$362,082 (AC-RSTP) from Prev to FFY20 & add an additional \$914,514, move \$362,062 (ACC-RSTP) from FFY18 to FFY20 & add an additional \$914,514 RW phase			

More detailed information is included in the attached TPB TIP Tables. For project tracking purposes, these funding adjustments are being made in advance of the TPB’s adoption of a new FY 2019-2024 TIP later this year.

All of these projects are included in the adopted CLRP and are consistent with the 2014 CLRP Financial Analysis. The projects are included in, or exempt from, the adopted 2016 CLRP Air Quality Conformity Analysis. The requested amendments reflect the Commonwealth Transportation Board’s latest priorities, cost estimates and funding allocations

VDOT requests that these amendments be placed on the agenda of the Transportation Planning Board's Steering Committee at its meeting on May 4, 2018. VDOT's representative will attend the meeting and will be available to answer any questions.

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in black ink that reads "Helen Cuervo". The signature is written in a cursive, flowing style.

Helen Cuervo, P.E.  
District Administrator

cc: Ms. Rene'e Hamilton, VDOT  
Ms. Maria Sinner, P.E., VDOT  
Mr. Norman Whitaker, AICP, VDOT







# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive  
Fairfax, VA 22030

Stephen C. Brich, P.E.  
COMMISSIONER

April 26, 2018

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

RE: National Capital Region FY 2017-2022 Transportation Improvement Program Amendment for I-495 Express Lanes Northern Extension

Dear Chairman Allen:

The Virginia Department of Transportation (VDOT) requests an amendment to the FY 2017-2022 Transportation Improvement Program (TIP) to add funding for an environmental study of the proposed extension of Virginia's I-495 Express Lanes north to the American Legion Bridge.

The I-495 Express Lanes Extension is being studied to select a preferred alternative concept for extension of the Express Lanes in anticipation of Maryland's planned Toll Express Lanes, which will connect to the Virginia side of the American Legion Bridge. Six million dollars in Federal National Highway System National Highway Performance Program (NHS/NHPP) funds are being programmed for the study. More detailed information is included in the attached TPB TIP Table.

The I-495 Express Lane Extension is included in the adopted 2016 CLRP and Air Quality Conformity Analysis. VDOT has requested amendments to the project in the Visualize 2045 Long Range Plan update process in order to accelerate completion dates and increase the number of express lanes in the northernmost segment. The requested amendments reflect the Commonwealth Transportation Board's latest priorities, cost estimates and funding allocations. The Federal funds that will support this study were anticipated in the 2014 CLRP Financial Plan.

VDOT requests that this amendment be placed on the agenda of the Transportation Planning Board's Steering Committee at its meeting on May 4, 2018. VDOT's representative will attend the meeting and will be available to answer any questions.

Thank you for your consideration of this request.

Sincerely,



Helen Cuervo, P.E.  
District Administrator

cc: Ms. Rene'e Hamilton, VDOT  
Ms. Maria Sinner, P.E., VDOT  
Ms. Susan Shaw, P.E., VDOT  
Mr. Norman Whitaker, AICP, VDOT

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

**FY 2017 - 2022**

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 6446</b> Agency ID: <b>104303</b>	<b>Title: Route 1 Widening from Featherstone Road to Mary's Way</b>						<b>Project Cost: \$84,574</b>		<b>Complete: 2019</b>	
Facility: US 1 Route 1	AC	100/0/0			6,540 b					6,540
From: Featherstone Road	AC Conversion	85/15/0			9,242 b	9,213 b	5,620 b			24,075
To: Mary's Way	NHPP	100/0/0	2,500 b		1,705 b					1,705
	NVTA-BOND	100/0/0				37,535 c				37,535
	NVTA-PAYGO	0/100/0	4,100 a 51,479 b							
	RSTP	80/20/0	300 a		-500 a					
<b>Total Funds:</b>										<b>69,855</b>

Description: Widen from a 4 lane undivided highway to a 6 lane divided highway

**Amendment: Reprogram Funding** **Approved on: 5/4/2018**  
 TIP AMD - release \$400,000 (RSTP) FFY18 PE phase; add an addit'l \$972,564 (NHPP), add \$868,482 (RSTP), release \$3,018,141 (AC-RSTP), release \$26,704,642 (Other funds - NVTA AR) Prev, add \$1,704,991 (NHPP), \$6,540,016 (ACNH), add an addit'l \$3,747,668 (ACC)

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 6537</b> Agency ID: <b>105521</b>	<b>Title: Widen East Spring Street</b>						<b>Project Cost: \$11,468</b>		<b>Complete: 2019</b>	
Facility: Spring Street	AC	100/0/0		2,000 b	73 a	3,373 b	3,512 c			8,958
From: Herndon Parkway	AC 1	80/20/0				715 b				715
To: Fairfax County Parkway	AC Conversion	80/20/0					415 b	200 b		615
	RSTP	80/20/0				90 b				90
<b>Total Funds:</b>										<b>10,378</b>

Description: Widen Spring Street from 4 lanes to 6 lanes, FXCO PKWY ramp improvements, intersection improvements, sidewalk

**Amendment: Reprogram Funding** **Approved on: 5/4/2018**  
 TIP AMD - add \$73,382 (AC-Other-State) FFY18 PE phase; move \$2,000,000 (AC-Other-State) from Prev to FFY19 & add an addit'l \$1,373,105, add \$572,000 (AC-RSTP) & \$72,000 (RSTP) FFY19, add \$332,000 (ACC-RSTP) FFY20, add \$160,000 (ACC-RSTP) FFY21 RW phase; a

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

**FY 2017 - 2022**

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 6541</b> <b>Agency ID: 107947</b>	<b>Title: NEABSCO MILLS ROAD - Widen to 4 lanes</b>						<b>Project Cost: \$35,013</b>		<b>Complete: 2024</b>	
Facility: Neabsco Mills Road	AC	80/20/0		453 b			1,596 b			2,049
From: Smoke Court										
To: US 1 Jefferson Davis Highway	AC Conversion	80/20/0						1,596 b		1,596
	REVSH	50/50/0		2,000 b						2,000
	RSTP	80/20/0		1,700 a	950 a		4,689 b			9,187
				1,848 b						
<b>Total Funds:</b>										<b>14,832</b>

Description: Widen Neabsco Mills Road to 4 lanes between Smoke Ct (S. of Dale Blvd) and Route 1.

**Amendment: Reprogram Funding** **Approved on: 5/4/2018**  
 TIP AMD - add \$760,000 (RSTP) FFY18 PE phase; move \$1,477,918 (RSTP) from Prev to FFY20 & add an addit'l \$2,273,184, release \$1,000,000 (REVSH), move \$362,082 (AC-RSTP) from Prev to FFY20 & add an addit'l \$914,514, move \$362,062 (ACC-RSTP) from FFY18 to FF

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 6553</b> <b>Agency ID: 105584</b>	<b>Title: ROUTE 7/GEORGE WASHINGTON BLVD OVERPASS</b>						<b>Project Cost: \$27,339</b>		<b>Complete:</b>	
Facility: VA 7 Harry Bird Highway	AC	80/20/0			191 b	11,526 c				11,717
From: Overpass @ G.W. Blvd										
To:	AC Conversion	80/20/0				191 b	8,526 c	3,000 c		11,717
	RSTP	80/20/0	1,367 a		5,722 b	8,031 c				13,753
<b>Total Funds:</b>										<b>37,187</b>

Description: Project will Improve traffic operations on Route 7 by constructing a grade separated overpass at Route 1050 George Washington Blvd. FROM: 0. 25 MI. S. OF RESEARCH PLACE TO: CENTER LINE OF RESEARCH PLACE (0.2500 MI)

**Amendment: Reprogram Funding** **Approved on: 5/4/2018**  
 TIP AMD - release \$22 (RSTP) FFY18 PE phase; add an addit'l \$22 (RSTP) & \$153,320 (AC-RSTP) FFY18 with conversion of same in FFY19 RW phase; add \$ 6,425,277 (RSTP) & \$9,221,470 (AC-RSTP) FFY19, add \$6,821,470 (ACC-RSTP) FFY20, add \$2,400,000 (ACC-RSTP) FF

**Amendment: Add and Adjust Funding** **Approved on: 6/2/2017**  
 Update project funding per current estimate and obligations: add \$1.091 million AC funding for RW in FY 17; add \$4.244 million RSTP funding for RW in FY 17; adjust Previous Funding to include \$1.367 million in RSTP funding for PE in FY 15; reduce RSTP CN funding in FY 21 to \$2.381 million. All funding amounts include matching.

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

**FY 2017 - 2022**

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 6618</b> Agency ID: <b>111666</b>	<b>Title: ROUTE 7/ROUTE 690 INTERCHANGE #SMART18</b>						<b>Project Cost: \$36,165</b>		<b>Complete: 2025</b>	
Facility: VA 7 Harry Byrd Highway	AC	100/0/0			3,948 a					3,948
From: VA 690 Hillsboro Road										
To:	NHPP	100/0/0						602 b		602
<b>Total Funds:</b>										<b>4,550</b>

Description: This new Interchange at RT 7 and RT 690 will include a shared use path and four ramps.

<b>Amendment: New Project</b>	<b>Approved on: 5/4/2018</b>
#SMART18 ROUTE 7/ROUTE 690 INTERCHANGE	
<b>Amendment: Add Project</b>	<b>Approved on: 1/5/2018</b>
Amend project into the FY 2017-2022 TIP with \$3.948 million in advanced construction funding in FY 2018 for planning and engineering.	

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 6624</b> Agency ID: <b>T21333</b>	<b>Title: I-495 Express Lanes Northern Extension</b>						<b>Project Cost: \$6,000</b>		<b>Complete: 2025</b>	
Facility: I 495 Beltway	NHPP	100/20/0			6,000 a					6,000
From: S. of Existing Express Lanes										
To: American Legion Bridge										
<b>Total Funds:</b>										<b>6,000</b>

Description: Extend I-495 HOT Lanes north to the American Legion Bridge from south of their current northern terminus in the vicinity of Old Dominion Drive to the American Legion Bridge.

<b>Amendment: I-495 Express Lanes Northern Extension</b>	<b>Approved on: 5/4/2018</b>
Extend I-495 HOT Lanes north to the American Legion Bridge from south of their current northern terminus in the vicinity of Old Dominion Drive to the American Legion Bridge.. Add \$6 million for NEPA study and early P.E.	





**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Letters Sent/Received  
**DATE:** May 10, 2018

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







National Capital Region  
**Transportation Planning Board**

May 1, 2018

The Honorable Emmett V. Jordan  
Mayor  
City of Greenbelt  
25 Crescent Road  
Greenbelt, MD 20770

Dear Mayor Jordan:

Thank you for your April 6, 2018 letter regarding a recently approved Transportation Improvement Program (TIP) amendment which added Maryland state funding for planning and engineering for the I-270 and I-495 Traffic Relief Plan.

At its April 18 meeting, the Transportation Planning Board (TPB) was presented with your letter, was briefed on the TIP amendment process that was followed in March and was offered an opportunity to discuss the matter. The Maryland Department of Transportation (MDOT) requested a TIP amendment and the Steering Committee took action to amend the TIP on March 8. The Steering Committee approval was shared with the TPB in the TPB mailout materials on March 15. The TPB was then briefed on this action during the March 23, 2018 meeting, at which time the board concurred with the Steering Committee action. After receiving the briefing, no further action was taken in response to your letter during the April 18 meeting.

If you have any questions or need more clarification, please do not hesitate to contact Lyn Erickson, the Plan Development and Coordination Program Director at 202-962-3319 or [lerickson@mwkog.org](mailto:lerickson@mwkog.org). She will be happy to assist you.

Sincerely,

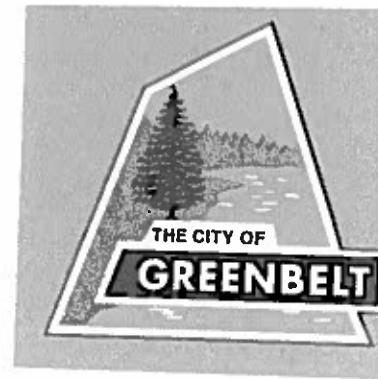
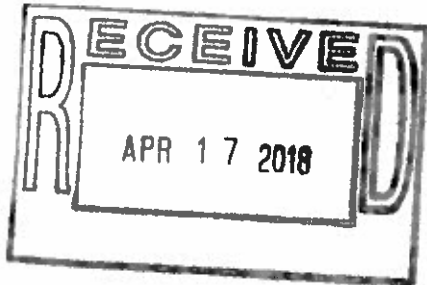
Charles Allen  
Chairman

cc: The Honorable Rodney Roberts, City of Greenbelt Council Chairman



# CITY OF GREENBELT

25 CRESCENT ROAD, GREENBELT, MD. 20770-1886



April 6, 2018

## CITY COUNCIL

Emmett V. Jordan, Mayor  
Judith F. Davis, Mayor Pro Tem  
Colin A. Byrd  
Leta M. Mach  
Silke I. Pope  
Edward V.J. Putens  
Rodney M. Roberts

The Honorable Charles Allen, Chair  
Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, NE, STE 300  
Washington, DC 20002

Dear Chair Allen:

On March 8, the TPB Steering Committee approved an amendment to the Transportation Improvement Program (TIP) to include \$67 Million in State funding for planning and engineering on the I-270 and I-495 Traffic Relief Plan. The City believes such a project is not minor and should be considered/approved by the full Transportation Planning Board (TPB), which is representative of MWCOG's membership and our region's jurisdictions.

In the future, the Greenbelt City Council urges the full TPB to consider this matter. Further, the City encourages the TPB to modify its practices so these regionally-significant matters are addressed by the entire Board.

Sincerely,

  
Emmett V. Jordan  
Mayor

cc: City Council  
Chuck Bean, MWCOG Executive Director

A NATIONAL HISTORIC LANDMARK

(301) 474-8000 FAX: (301) 441-8248

[www.greenbeltmd.gov](http://www.greenbeltmd.gov)







## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** May 10, 2018

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The attached documents provide updates on activities that are not included as separate items on the TPB agenda.



NEWS RELEASE

## Metrorail Safety Commission names David L. Mayer CEO

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Apr 24, 2018



*Note: News release sent on behalf of the Metrorail Safety Commission.*

The Metrorail Safety Commission (MSC) unanimously approved David L. Mayer, Ph.D. as the Chief Executive Officer of the new, independent safety body, effective June 4, 2018.

As Chief Executive Officer, Dr. Mayer will oversee the management and operations of the MSC, which was created by the District of Columbia, Maryland, and Virginia to serve as the State Safety Oversight Agency for the Metrorail system. His broad experience in safety management includes serving most recently as Chief Safety Officer for the Metropolitan Transportation Authority (MTA) in New York City and previously serving as Managing Director at the National Transportation Safety Board (NTSB).

“Dr. Mayer’s 25 years of transportation safety experience and outstanding leadership skills, coupled with his knowledge of complex federal oversight and regulatory practices, make him the ideal person to lead our new organization as we work to help ensure a safe Metro system for area residents and visitors to our region,” said MSC Chairman Christopher Hart.

“I appreciate the support expressed by the Metrorail Safety Commission and look forward to the opportunity to work with the Commissioners, Metro, the Federal Transit Administration (FTA), and our regional partners on this important new initiative,” Dr. Mayer said. “Given my previous work at the NTSB and as a former resident of the Washington region and longtime Metrorail commuter, I am very familiar with Metro and understand the importance of ensuring a safe transit system.”

At the MTA, Dr. Mayer served as the senior safety executive at North America’s largest transportation authority where he leveraged resources of more than 300 safety professionals across multiple agencies and instituted programs to foster an effective safety culture. At the



NTSB, he oversaw more than 65 major investigations of high-visibility transportation accidents, including the 2009 Metrorail Red Line train collision near the Fort Totten station.

He has a Ph.D. and M.A. in Human Factors/Experimental Psychology from Rice University as well as a B.A. in Psychology from Centenary College.

Dr. Mayer's selection is the latest action to bring the MSC another step closer to being certified by the Federal Transit Administration. The Metropolitan Washington Council of Governments (COG) has been supporting the jurisdictions and the FTA in establishing the MSC so that it can assume safety oversight of Metro from the FTA.

Please direct all media inquiries regarding the Metrorail Safety Commission to MSC Counsel Chuck Spitulnik: [cspitulnik@kaplankirsch.com](mailto:cspitulnik@kaplankirsch.com), (202) 955-5600

Contact: **Steve Kania**

Phone: **(202) 962-3249**

Email: [skania@mwkog.org](mailto:skania@mwkog.org)



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Lyn Erickson, TPB Plan Development and Coordination Program Director  
**SUBJECT:** Recap of the April 23 “Transportation Forum for Virginia’s Elected Leaders,” sponsored by the Northern Virginia Transportation Authority  
**DATE:** May 10, 2018

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The Northern Virginia Transportation Authority (NVTA) hosted a Transportation Forum for Northern Virginia’s Elected Leaders on the morning of Monday, April 23 at George Mason University. The Commonwealth Transportation Board (CTB), the Virginia Department of Rail and Public Transportation (DRPT), the Northern Virginia Transit Commission (NVTC), OmniRide, the National Capitol Region Transportation Planning Board (TPB), the Virginia Department of Transportation (VDOT) and the Virginia Railway Express (VRE) joined the NVTA in presenting to Northern Virginia’s Elected Leaders their responsibilities and funding details and highlighting how we all collaborate with each other to deliver multimodal solutions across the region. Over twenty state delegates and senators and local elected officials came to the meeting to learn about and discuss how the transportation agencies in Northern Virginia are working together to deliver sound solutions for the region’s transportation network.

Each agency prepared a one-page summary which is attached. The presentations and handouts are also located on the NVTA website here: <https://bit.ly/2JiUmDV>.





# Commonwealth Transportation Board

## Responsibilities

### Membership

#### **17 members :**

- ⇒ 14 Appointed Citizens
- ⇒ Secretary of Transportation
- ⇒ DRPT and VDOT directors are ex-officio.
- Citizen members are appointed by the Governor and serve 4 year terms - can NOT be removed as Governor changes, except for cause (fraud, conflict etc).
- CTB generally meets monthly with exceptions of August and November. Meetings are live streamed. Documents are available to the public in advance via a website
- 9 CTB members represent districts (NVTA jurisdictions make up NOVA district)
- 5 Members are at-large, at least 2 must be urban members and at least 2 must be rural members

#### **CTB is responsible for the development and approval of VTRANS**

- the state's long-range surface transportation plan that focuses on accessibility and safety needs. This plan is updated every four years on a rolling basis.

VTrans analyzes travel and demographic trends, identifies and prioritizes needs based on the four focus areas listed below, and develops recommendations for the Tier I needs.

#### **VTRANS focuses on 4 key kinds of places:**

1. Corridors of Statewide Significance (CoSS) – Key multimodal travel corridors that move people and goods within and through Virginia, serving primarily long-distance /inter-regional travel markets
2. Regional Networks (RN) – Multimodal networks that facilitate travel within urbanized areas/intra-regional travel markets
3. Urban Development Areas (UDA) – Areas where jurisdictions intend to concentrate future population growth and development consistent with the UDA section within the Code of Virginia (§ 15.2-2223.1)
4. Transportation Safety Needs – Statewide safety needs identified in VTrans

## Statutory Requirements

#### **Primary responsibilities of the Board are to:**

- (i) program surface transportation funds through the Six-Year Improvement Program,
- (ii) develop the long-range surface transportation plan, and
- (iii) conduct oversight of transportation programs including SMART SCALE, State of Good Repair Program, and Revenue Sharing Program.

In addition, the Board has other powers related to the establishment of regulations for operation of the state highway system including location of routes, and entering into contracts with other entities.



# Commonwealth Transportation Board

## Main Responsibility = Oversight of Road & Transit Funding

The CTB oversees the following key transportation programs:

- **State of Good Repair Programs:** capital funding for rehabilitating and replacing bridges and reconstruction pavements with funds distributed to each district based on an asset management based needs formula
- **SMART SCALE funds are allocated every two years and are divided 50/50 into two programs:**
  - *High Priority Projects Program:* a statewide discretionary funds with projects selected on a competitive basis across districts
  - *Construction District Grant Program:* a district-based distribution of funds with projects selected on a competitive basis within each district
- **Transit Programs:**
  - *Transit Capital Funds:* used to purchase assets for transit systems, bulk of funds are used for transit facilities and replacement of existing buses
  - *Transit Operating Assistance:* used to support the existing operations of transit systems
  - *Transit Special Funds:* used to support transportation demand management activities, planning studies and other activities
- **Intercity Passenger Rail Operating and Capital Program:** used to support direct costs of operating state supported Amtrak services in the Commonwealth as well as make capital investments to expand passenger rail service in the Commonwealth
- **Rail Enhancement Fund:** used to support freight and passenger rail investments, requires a 30% non-state match
- **Specialized Programs:**
  - *Revenue Sharing Program:* a state program that requires 50% local match for projects with an annual cap per locality of \$5 million
  - *Transportation Alternatives Program:* a federal program to fund pedestrian, bicycle and other improvements
  - *Highway Safety Improvement Program:* a federal program focused on reducing crashes that results in fatalities and severe injuries
  - *Congestion Mitigation Air Quality Program:* a federal program focused on improving air quality, these funds may not be used to expand capacity for single-occupant vehicles
  - *Virginia Transportation Infrastructure Bank:* a state revolving fund that provides low-interest loans to finance transportation improvements with applications accepted on a rolling basis
- DRPT also runs a number of smaller grant programs; allocations from those programs typically require a vote of the CTB.

## Regional Coordination

The NOVA District CTB member is also appointed by the Governor to sit on the Northern Virginia Transportation Authority. This linkage ensures that the two funding bodies are aware of each other's processes and timelines. There have been numerous snags to work through as funding has increased significantly since the passage of HB 2313 in 2013. Cross-appointment has been helpful in this regard. CTB holds spring and fall meetings to gather information from the public about proposals the CTB is considering.

# Agency Overview



Virginia Department of Rail and Public Transportation

## MISSION

The mission of DRPT is to facilitate and improve the mobility of the citizens of Virginia and to promote the efficient transport of goods and people in a safe, reliable, and cost-effective manner.

## STAKEHOLDERS

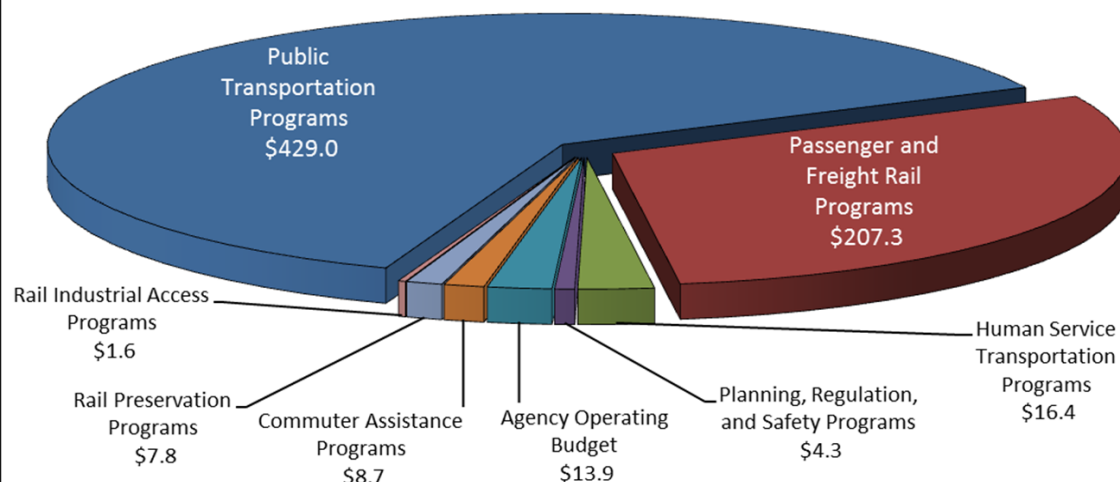
- **41** Transit Systems
- **76** Human Service Operators
- **1** Commuter Rail Operator (VRE)
- **18** TDM Agencies
- **15** MPOs
- **9** Short line Railroads
- **2** Class I Freight Railroads
- **1** Intercity Passenger Rail Operator (Amtrak)
- **1** DRPT-Supported Intercity Bus

## DRPT Provides Support for Projects and Programs:

- Assessing feasibility and environmental impacts of new and expanding services.
- Conducting statewide rail and public transportation studies.
- Planning and programming new services and capital improvement projects.
- Providing leadership, advocacy, technical assistance, and funding.



## FY 2018 BUDGETED EXPENDITURES



# Agency Overview



Virginia Department of Rail and Public Transportation

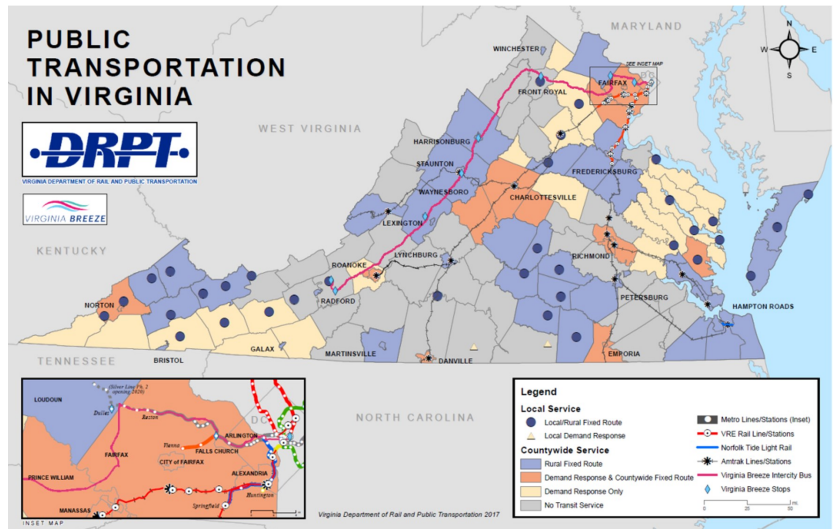
Transit plays a **key role** in congestion mitigation, economic development, and environmental stewardship in Virginia.

Transit **provides mobility** to many of Virginia's citizens who have no other means of transportation.

Transit **meets critical transportation needs** for not only citizens of the Commonwealth but for all individuals traveling in Virginia.

Transit **provides economic value**. VRE and WMATA alone provide **\$600 million** to Virginia's economy as the two systems transport approximately **293,000** people on an average weekday.

## PUBLIC TRANSPORTATION IN VIRGINIA



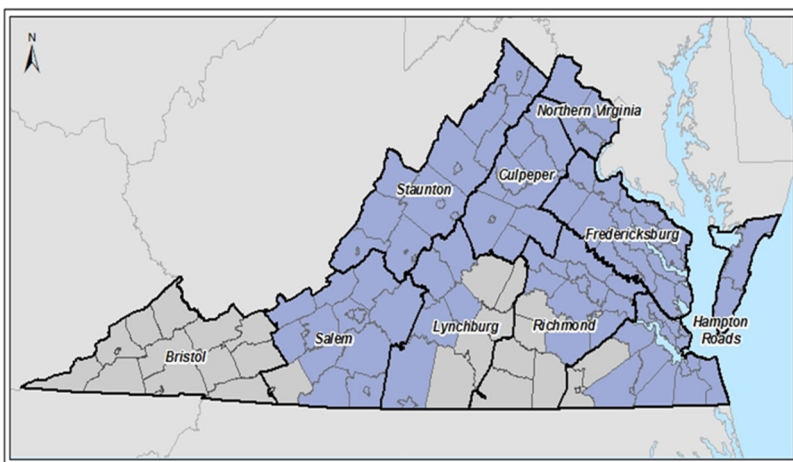
## TRANSPORTATION DEMAND MANAGEMENT

Moving people through TDM:

- Growing vanpooling and carpooling
- Encouraging transit ridership
- Promoting telework
- Bike to Work Week

Working with VDOT on major projects to mitigate construction impacts through transportation

## TDM AND COMMUTER SERVICES



Try Transit Week





# Agency Overview



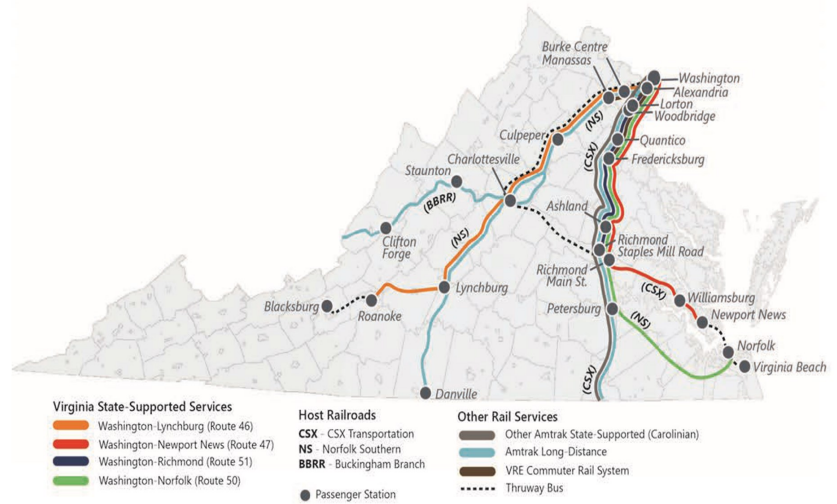
Virginia Department of Rail and Public Transportation

## PASSENGER RAIL IN VIRGINIA

Virginia sponsors **6 daily** Amtrak Trains accounting for over **850,000** rides in 2017.

Passenger rail provides **\$190 million** in **direct benefits** to Virginia each year.

**8** passenger rail cars equal **240 vehicles off** of Virginia highways



## FREIGHT RAIL IN VIRGINIA

Freight rail is part of Virginia's vision for a multi-modal network.

It is part of a national system with access to international markets.

Rail lines are privately owned in Virginia

The Port of Virginia ships 36% of cargo by rail - more rail volume than any other East Coast port.

**11** Freight railroads: **2** national Class I Railroads: Norfolk Southern and CSX; **9** local short line railroads









## Virginia Department of Transportation

### Statistics

- ⇒ NOVA has 760 employees.
- ⇒ We serve 2.4 million citizens in the Northern Virginia District
- ⇒ We are responsible for close to 14,000 lane miles
- ⇒ We are responsible for 2,200 bridges and culverts
- ⇒ We operate and maintain 1,400 traffic signals
- ⇒ We are responsible for approximately 45,000 wheelchair-accessible curb ramps.

### Who We Are: Roles & Responsibilities

- We plan, design, construct, operate, and maintain transportation facilities.
- Maintaining the state road network includes potholes, guardrail, paving, bridge repair, and drainage issues.
- We respond to emergencies, including weather, damaged infrastructure and support homeland security initiatives.
- We oversee any work on the state road network.
- We administer or review design and construction in our highway network—whether it's a developer, our contractors, a locality, a utility or a homeowner. We oversee efforts in all facets to ensure that safety, quality, and sound engineering principles are applied.
- We work with police & fire to clear highways as quickly as possible.
- We operate tolling and oversee operation of Public-Private Partnerships.
- We build, maintain and operate a commuter park-and-ride system.

### Regional Coordination and Members

- We collaborate on regional and state planning with local governments, transit providers and regional agencies.
- We work with partners in the General Assembly, localities, NVTA, TPB, DRPT and NVTC.
- VDOT is represented by our District Administrator on the NVTA Board of Directors, and we participate in the Regional Jurisdictions Advisory Coordinating Committee (RJACC) and other committee meetings as needed.
- VDOT has a voting representative on The National Capital Region Transportation Planning Board (TPB); and participates in many TPB committees including the Steering, State Technical Working Group; Technical; Travel Forecasting; Metropolitan Area Transportation Operations Coordination (MATOC); Long-Range Planning Task Force; Bike and Pedestrian; Metropolitan Washington Air Quality; Climate, Energy and Environment Policy committees; Clean Air Partners; and Commuter Connections.
- VDOT works regularly with the Northern Virginia Transportation Commission (NVTC); the Metropolitan Washington Council of Governments; the Northern Virginia Regional Commission (NVRC); Virginia Railway Express (VRE). We also partner with the Washington Metropolitan Area Transit Authority (WMATA) and Metropolitan Washington Airports Authority (MWAA). We partner, on a daily basis, with sister department ,the Virginia Department of Rail and Public Transportation.



## Virginia Department of Transportation

### Beyond Building & Maintaining Roads

We recognize that road widening alone is not the solution. VDOT works closely with the Department of Rail and Public Transportation to plan, design, construct, operate, and maintain multi-modal transportation facilities. Projects like I-66 and I-395 HOT lanes are generating hundreds of millions of dollars for improved transit services.

CTB policies require Context Sensitive Design and Solutions. The CSS approach seeks a realistic and practical balance between more traditional transportation objectives; such as mobility and safety; and preservation of scenic, aesthetic, historic, and environmental resources, and other community values and needs. VDOT policies require provision of pedestrian and bicycle accommodations as part of transportation projects.

We also take community involvement and public participation seriously. On I-66 alone, we participated in more than 200 public meetings, ranging from homeowners' yards to hundreds filling high school gyms.

### Statutory Requirements

Under Virginia Administrative Code, VDOT is charged with implementing and enforcing the policies and regulations of the Commonwealth Transportation Board. VDOT operates under the overall supervision of the Secretary of Transportation, who is designated as Chairman of the CTB.

The Commissioner is chief executive officer of VDOT and is authorized to perform all acts necessary for constructing, improving, and maintaining the roads comprising the state highway system. VDOT is divided into nine Districts, each headed by a District Administrator. The Northern Virginia District includes Arlington, Fairfax, Loudoun and Prince William counties, and the cities and towns within their boundaries.

### Funding

- VDOT's FY2018 Budget includes 5.4 billion dollars in revenues. The largest sources are:
  - Federal funds: 20%
  - Motor Vehicle Sales and Use Tax: 17%
  - Sales tax on motor fuels: 15%
  - Retail sales and use tax: 14%
  - Motor Vehicle License Tax: 5%
  - Local: 9%
- 51% of the revenues come from the 4 major sales and use taxes shown above.
- The above revenues include the Northern Virginia Transportation Authority Fund
- The Secretary of Transportation, Commissioner and CTB prioritize and allocate funds for our state transportation networks using VTRANS (State Transportation Plan) Smart Scale and the Six Year Improvements Program.
- NoVA District administers the application and evaluation process for Northern Virginia, and we provide technical assistance to guide applicants through the process.
- VDOT passes Federal Congestion Management Air Quality Mitigation (CMAQ) and Regional Surface Transportation Program (RSTP) through to NVTA member governments and transportation providers.



# Northern Virginia Transportation Authority

## Responsibilities

### Membership

#### **14 Voting Members:**

- ⇒ Counties of Arlington, Fairfax, Loudoun and Prince William
- ⇒ Cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park
- ⇒ 2 Virginia House of Delegates
- ⇒ 1 Virginia Senator
- ⇒ 2 Governor's Appointees

#### **3 Non-Voting Members:**

- ⇒ 1 Town Representative
- ⇒ Virginia Department of Transportation
- ⇒ Department of Rail & Public Transportation

#### **Primary Responsibilities:**

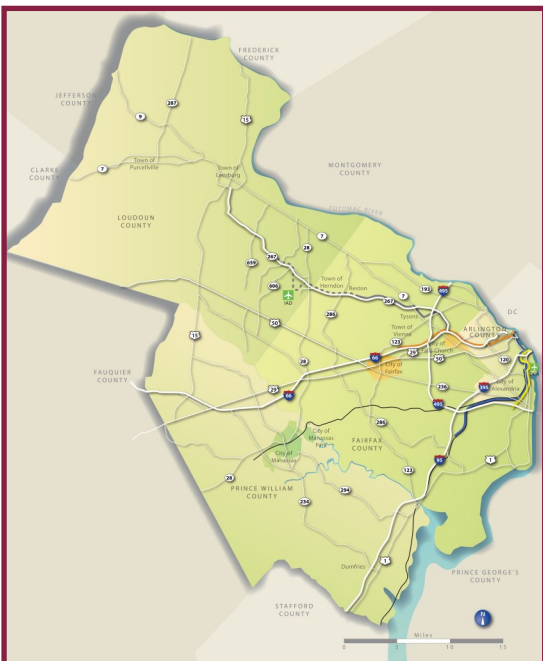
- Develop and update long range Transportation Plan in Northern Virginia → TransAction
- Prioritize and Fund regional transportation projects.
- Give priority to projects that provide greatest level of congestion relief relative to cost.

#### **Additional Responsibilities:**

- Provide general oversight of regional programs involving mass transit or congestion mitigation, including carpooling, vanpooling and ridesharing.
- Issue bonds or other debt in such amounts as it deems appropriate.
- Act as a responsible public entity under the Public-Private Transportation Act of 1995.
- Serve as an advocate for the transportation needs of Northern Virginia before the state and federal governments.
- Recommend to the Commonwealth Transportation Board priority regional transportation projects for receipt of federal and state funds.

## Statutory Requirements

SB576, the Authority's enabling legislation, states: "The Authority shall be responsible for long-range transportation planning for regional transportation projects in Northern Virginia. In carrying out this responsibility, the Authority shall, on the basis of a regional consensus, whenever possible, set regional transportation policies and priorities for regional transportation projects. The policies and priorities shall be guided by performance-based criteria such as the ability to improve travel times, reduce delays, connect regional activity centers, improve safety, improve air quality, and move the most people in the most cost-effective manner."





# Northern Virginia Transportation Authority

## Funding

### Examples of Regional Coordination

The NVTA has coordinates with its member jurisdictions and agencies to fund more than \$185M in projects for the Washington Metropolitan Area Transit Authority (WMATA).

These projects include construction of the Innovation Center Metrorail Station and traction power upgrades for the Orange and Blue lines.



The Authority has funded more than \$115M in congestion-relieving transportation projects along Route 28. These improvements and road widenings were funded through the Authority's FY2014-2017 programs, which required coordination with Fairfax County, Loudoun County, Manassas, Manassas Park and Prince William County.

The NVTA's revenues result from legislation enacted by the Virginia General Assembly in 2013 (HB 2313). HB 2313 separates these funds into "70% Regional Revenues," which are allocated by the Authority to regional transportation projects; and "30% Local Distribution Revenues," which are distributed to localities for locally determined transportation projects and purposes.

The NVTA's current funding sources are three existing taxes – Sales Tax, Grantor's Tax, and Transient Occupancy Tax. These taxes were increased in Northern Virginia to generate the NVTA's annual revenues of approximately \$330 million. In addition, the NVTA can finance projects through the issuance of long term bonds. NVTA revenues can be used to repay debt service on the bonds.

Since July 2013 when its revenue stream started, the NVTA has approved \$990 million to fund 79 regional projects. This excludes the local projects being funded by the NVTA's member jurisdictions using the 30% revenues. NVTA-funded regional projects include, but are not limited to, roadway widenings, new roads and other interchange improvements, new Metrorail stations, new bus acquisitions, rail infrastructure improvements, and intelligent transportation systems.

## Regional Coordination

The NVTA's regional success thus far is largely a result of direct collaboration with the counties and cities that make up the region, as well as the transit agencies that serve Northern Virginia. In particular, the NVTA's committees provide a platform for coordination across the region. These committees include two statutorily mandated committees – the Planning Coordination Advisory Committee (PCAC) and the Technical Advisory Committee (TAC). In addition, the Authority's Bylaws require three standing committees; Finance, Planning and Programming, and Governance and Personnel.

## Stay Connected!

- Visit: [TheNoVaAuthority.org](http://TheNoVaAuthority.org) & [NVTATransAction.org](http://NVTATransAction.org)
- Subscribe to our e-mail list at [TheNoVaAuthority.org](http://TheNoVaAuthority.org) for updates!
- Follow us on Facebook: @TheNVTA
- Follow us on Twitter: @NVTAAuthority & @NVTATransAction





## **OUR SERVICE**

**OmniRide** is the service name of the Potomac and Rappahannock Transportation Commission. PRTC's governing body oversees its transportation services and funding. **OmniRide** includes local and express bus routes, vanpools, and ride-matching services for Prince William County, Manassas and Manassas Park.

Key destinations for **OmniRide** include the Pentagon, Washington, D.C., and Tysons, with connections to Virginia Railway Express (VRE) and WMATA Metrorail stations. Local service offers connectivity in the urban areas of Manassas, Manassas Park, and eastern Prince William County; the ability to move across the county; and easy access to VDOT's regional Park & Ride locations.

PRTC also co-sponsors VRE in partnership with the Northern Virginia Transportation Commission (NVTC). The VRE provides commuter rail service along the Fredericksburg and Manassas Lines, connecting to transit providers at stations in Virginia and the District of Columbia.

## **OUR IMPACT**

In 2017, **OmniRide** removed nearly 17,000 car trips from regional roadways every day:

- +2.5 million customer trips across almost 3 million revenue miles
- Over 660 active vanpools in the Vanpool Alliance, with more than 1.6 million vanpool & carpool riders
- More than two dozen area employers worked with us to expand commuting options for their employees
- \$36M annual operating budget with a capital projects budget of \$6-12M annually depending on program needs
- 159 Buses: 99 long-haul commuter-style and 60 transit buses of 30', 35' & 40' lengths

## OUR MEMBERS

Prince William County  
City of Manassas

City of Manassas Park  
City of Fredericksburg

Stafford County  
Spotsylvania County

Stafford County, Spotsylvania County and the City of Fredericksburg confine their PRTC service sponsorship to VRE, while Prince William County and the Cities of Manassas and Manassas Park sponsor both **OmniRide** bus services and VRE.

PRTC member jurisdictions are eligible to collect a 2.1% motor fuels tax for transportation programs within their local jurisdictions to include bus and rail transit, park & ride facilities, and sidewalk projects.

## FUNDING

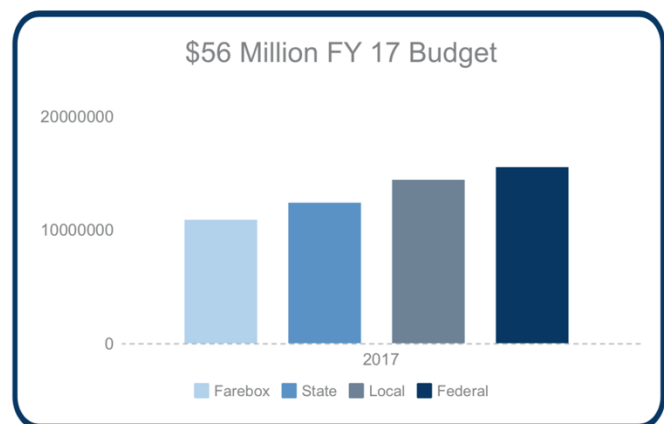
PRTC funding comes from a combination of local, state and federal dollars, along with passenger fares. The member jurisdictions use the 2.1% motor fuels tax to meet their respective subsidy obligations. State dollars primarily come from the Department of Rail and Public Transportation (DRPT). Federal dollars primarily come from the Federal Transit Administration (FTA).

PRTC has seen a reduction of 55% in federal funding over the last six years, mainly because of the elimination of fixed-guideway formula funding for buses and because providing services on HOT lanes no longer qualifies for federal funding.

### FY17 Budget

\$34,484,000	Operating
<u>\$21,562,300</u>	Capital
\$56,046,300	Total Budget

With the drop in fuel prices, there is less 2.1% motor fuels tax available for jurisdictions to spend on transportation projects other than rail (VRE) and bus (PRTC).



# VIRGINIA RAILWAY EXPRESS

## WHO WE ARE

Virginia Railway Express (VRE) is Virginia's only commuter rail system serving the Northern Virginia and Washington, D.C. area since 1992. Our service reaches as far west as Manassas and as far south as Spotsylvania County running parallel to the I-95/395 and I-66 Corridors of Statewide Significance (CoSS).

VRE's two lines—the 60-mile Fredericksburg Line and the 35-mile Manassas Line—provide direct access to jobs in Alexandria, Arlington, and Washington, DC. VRE provides safe, cost-effective, accessible, reliable, convenient, and customer responsive services to its riders. VRE is jointly operated by the Northern Virginia Transportation Commission (NVTC) and the Potomac and Rappahannock Transportation Commission (PRTC).

## VRE CONTRIBUTIONS TO THE VIRGINIA ECONOMY

- VRE's current ridership takes 20,000 cars off those CoSS during the busiest periods of every weekday providing the equivalent capacity of an entire lane on I-95/395 and I-66.
- According to a Commonwealth Transportation Board (CTB) study, VRE provides service valued around \$8.7 billion.
- NVTC's recent study found that VRE and Metro contribute over \$600 million dollars to the Commonwealth's general fund, an over 250 percent ROI.

## FUNDING

VRE is primarily funded through federal, state, and regional grants along with member jurisdiction subsidies and fares.

**Operating Funds:** Even with strong business practices and regular increases in fares and local jurisdictional subsidies, VRE operating costs are projected to rise faster than revenues. The operating funding gap on average, is \$11 million annually through 2040.

Currently, VRE utilizes all available options for operating funds, such as:

- Increasing passenger fares by 3 percent every other year to continue to cover more than 50 percent of operating costs.
- Increasing the jurisdictional subsidies 3 percent every other year.
- Applying for state funding through DRPT's transit assistance programs.

Our financial analysis shows these actions will no longer be sufficient to cover costs and without additional resources to cover operating costs, service levels must be cut. Less service will result in lower ridership, which leads to lower revenues, creating a financial "death spiral." This "death spiral" will result in drastic cuts to service starting as early as 2024 and eventual cessation of VRE service by 2033.



### VRE Contacts

**Doug Allen** – CEO, ☎ 703.838.5411, ✉ [dallen@vre.org](mailto:dallen@vre.org);

**Joe Swartz** – Chief of Staff, ☎ 703.838.5425, ✉ [jswartz@vre.org](mailto:jswartz@vre.org)

**Aimee Perron-Seibert** – Legislative Affairs, ☎ 804.647.3140, ✉ [aimee@commonwealthstrategy.net](mailto:aimee@commonwealthstrategy.net)



**Capital Funds:** Projected capital needs also exceed expected available funding, with a projected gap, on average, of \$34 million annually. VRE currently takes advantage of numerous sources of capital funding, including available Federal funds, regional NVTA funding, Virginia's SmartScale, and DRPT rail and transit funding programs and will be applying for the new funds available on I-66 and I-395 as part of the HOT lanes expansion.

VRE needs on average \$45 million additional funding annually through 2040 to maintain the current level of service per our strategic financial analysis, which was verified by the CTB's "VRE Long Range Service Plan & Financial Analysis Review." In order to expand service as outlined in our 2040 long range plan, which would potentially double ridership, VRE will need \$60 million.

VIRGINIA RAILWAY EXPRESS



## COMMUTER RAIL OPERATING AND CAPITAL (C-ROC) FUND

- Legislation passed during the 2018 Virginia Legislative session created a state fund specifically for operating and capital costs of commuter rail service.
- Legislation was also passed directing \$15 million of regional fuels tax revenue annually into C-ROC.
- Vital to VRE's financial stability:
  - Offset operating expense growth without major increases in local subsidy or fares
  - Provide funding for critical capacity projects like L'Enfant Station and Fourth Track and Crystal City Station
  - Support future needs such as railcar replacement

## ADDITIONAL NEEDS

- Fixing the transit capital fiscal cliff
- \$30 million annually for Phase I
- An additional \$15 million annually to fully implement Phase II

1500 King Street  
Suite 202  
Alexandria, VA 22314

 [GoTrains@vre.org](mailto:GoTrains@vre.org)  
 [@VARailXpress](https://twitter.com/VARailXpress)  
 [@RideVRE](https://www.facebook.com/RideVRE)  
 [@virginiarailwayexpress](https://www.instagram.com/virginiarailwayexpress)

## Role in the Region

The Northern Virginia Transportation Commission (NVTC) serves as a regional forum for discussion and analysis of transit issues that are critically important to Northern Virginia’s economy and quality of life. NVTC’s efforts include:

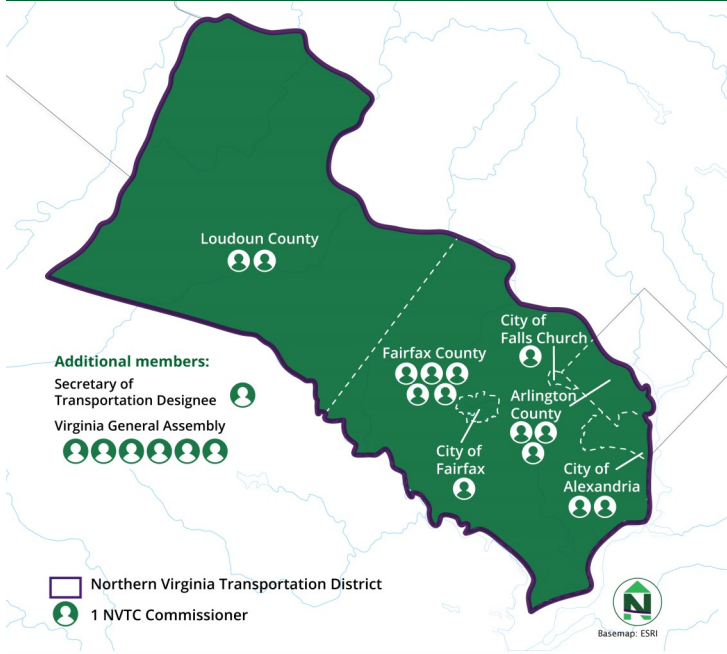
- ◆ Funding and stewardship of Metro and Virginia Railway Express
- ◆ Managing state and regional funding for six bus systems
- ◆ Working across jurisdictional boundaries to coordinate transit service
- ◆ Administering the I-66 Commuter Choice program
- ◆ Directing efforts for new fare box technologies
- ◆ Analyzing regional transit ridership to identify trends and opportunities
- ◆ Providing Northern Virginia-focused transit research and technical expertise

## Statutory Requirements

NVTC was established to manage and control the functions, affairs, and property of the Northern Virginia Transportation District, by the 1964 Acts of Assembly of the Commonwealth of Virginia, Chapter 630, and the Transportation District Act. The purpose of the Act is to facilitate “planning and developing a transportation system for Northern Virginia and for the safety, comfort and convenience of its citizens and for the economical utilization of public funds.” The duties and powers of the commission are set in *Sections 33.2-1900 through 33.2-1934* of the Virginia Code.

NVTC also administers the regional motor vehicle fuels tax, *Section 58.1-2295*, which provides dedicated capital and operating funds for WMATA.

## Membership



NVTC’s governing body consists of 21 commissioners from across Northern Virginia. Fourteen are locally elected officials from NVTC’s six member jurisdictions.

- Fairfax County — five members
- Arlington County — three members
- City of Alexandria -- two members
- City of Fairfax — one member
- City of Falls Church — one member
- Loudoun County — two members

The General Assembly appoints six commissioners, two senators and four delegates, and Virginia’s Secretary of Transportation appoints one commissioner.

NVTC officers are elected in January and serve for one year.

## Transit Systems Serving NVTC Jurisdictions



### FINANCIAL MANAGEMENT

NVTC manages more than \$260 million annually in state transit assistance for WMATA, VRE and five bus systems. In addition, NVTC administers the regional motor vehicles fuel tax (totaling \$30.6 million in fiscal year 2017) to support WMATA operating and capital needs. NVTC awards around \$10 million each year to multimodal projects through its I-66 Commuter Choice program. NVTC also manages and conducts compliance reviews of federal transit grant funds on behalf of several Northern Virginia jurisdictions.

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### FINANCIAL & POLICY ANALYSIS

Sustained federal, state and local funding is essential for high-quality, high-capacity transit to flourish in Northern Virginia. To ensure such funding, NVTC performs financial analyses of transit projects, documents transportation funding needs, and works with the commonwealth to develop new funding sources. NVTC also analyzes policy options and serves on the state's Transit Service Delivery Advisory Committee (TSDAC).

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### FARE COLLECTION TECHNOLOGY

NVTC works with local transit agencies and regional partners to maintain an operational, cost-effective regional fare collection system that meets current and future needs. NVTC is coordinating regional upgrades to extend the useful life of the regional fare collection program (Smarttrip) and analyzing future regional fare collection needs and options.

### I-66 COMMUTER CHOICE

To move more people more efficiently and reliably through the I-66 corridor between the Capital Beltway and Potomac River, NVTC funds a variety of transit and roadway enhancement projects. The goals of the I-66 Commuter Choice program are straightforward: to support projects that move more people, increase opportunities to connect from one mode of travel to another, improve transit service, reduce roadway congestion, and increase travel options. Tolls will provide revenue to fund new projects well into the future. These projects are specifically designed to benefit I-66 toll payers.



### ENVISION ROUTE 7 BRT

NVTC manages Envision Route 7, an effort to deploy financially sustainable new transit along Route 7 between Alexandria and Tysons. NVTC has recommended bus rapid transit (BRT), which is expected to attract 9,500 new daily transit riders to Route 7. BRT is proposed to run 11 miles between the Spring Hill Metrorail Station and the Mark Center, connecting to the East Falls Church Metrorail Station. NVTC has engaged in a conceptual engineering study as the next step toward providing faster and more reliable service.



### RESEARCH & DATA ANALYSIS

NVTC performs cutting edge research and data analysis to inform policy and budgetary decisions and transit service planning. Many of its reports, most recently on the economic value of rail transit to Virginia, are widely cited. NVTC's adaptation of a transit planning tool, known as TBEST, allows staff to estimate transit demand for its member jurisdictions and bus systems.

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### REGIONAL BUS AGENDA

To ensure access to safe, efficient, quality bus service throughout Northern Virginia, NVTC identifies opportunities for enhanced or new service that often transcends jurisdictional boundaries in order to connect communities. Using GIS, NVTC develops tools to help localities plan, develop and implement an innovative regional bus investment strategy.

---

### EMERGENCY PREPAREDNESS

NVTC serves as a convening body for regional transit responses to Metrorail station closures and other service disruptions. During Safe-track, NVTC facilitated the movement of people from Metrorail to alternatives, such as bus and VRE, during track closures. NVTC also supports periodic updates to station-specific plans to ensure the safe evacuation of Virginia's 25 Metrorail stations in an emergency. Accompanying maps – which feature bus and pedestrian routes, as well as gathering locations – facilitate evacuations.



# National Capital Region Transportation Planning Board

## Who We Are

The National Capital Region Transportation Planning Board (TPB) is the federally designated Metropolitan Planning Organization (MPO) for the Washington region. MPOs must carry out transportation planning activities for the US Census declared Urbanized Area. The Washington Urbanized Area encompasses portions of the State of Maryland, portions of the Commonwealth of Virginia and the District of Columbia.

⇒ 3,500 square miles in area

⇒ Home to more than 5 million people and 3 million jobs

⇒ 17 million person trips per day

## Roles and Responsibilities

### Membership

#### 44 Members Include:

- **State transportation agencies:** District of Columbia Department of Transportation, Maryland Department of Transportation, Virginia Department of Rail and Public Transportation Virginia Department of Transportation.
- **23 local jurisdictions:** The District of Columbia, Charles, Frederick, Montgomery, Prince George's counties in Maryland, Arlington, Fairfax, Loudoun, Prince William counties in Virginia, and the cities of Bowie, College Park, Frederick, Gaithersburg, Greenbelt, Laurel, Rockville, Takoma Park in Maryland, and Alexandria, Fairfax, Falls Church, Manassas, and Manassas Park in Virginia. Plus, the urbanized area around Warrenton in Fauquier County, Virginia.
- **State and DC legislatures**
- **WMATA**
- **MWAA**
- **NPS**
- **USDOT (FHWA & FTA)**

- Is a federally-mandated and federally-funded transportation policy-making organization that must follow the Federal Metropolitan Transportation Planning Process as regulated by the latest federal transportation authorization (FAST Act).
- Is made up of representatives from local governments and governmental transportation authorities.
- Carries out the "3C Process" – "Continuing, cooperative, and comprehensive" consultation process in cooperation with the state DOT(s) and transit operators.
- Leads the REGIONAL transportation planning process in cooperation with the state DOT(s) and transit operators.
- Develops plans and programs that consider all transportation modes and support metropolitan community and economic development
- Works in conjunction with state air and transportation agencies to meet federal Clean Air Act standards.

All federally funded projects and other regionally significant transportation projects must be included in the MPO's long-range transportation plan and the Transportation Improvement Program (TIP).

- **Long-Range Metropolitan Transportation Plan:** The LRP serves as the vision for the region and includes all the transportation improvements where funding is reasonably expected to be available over the next 20 years. Major updates are scheduled every 4 years. This year, the TPB is currently working on a major update called Visualize 2045.
- **Transportation Improvement Program (TIP):** Each MPO develops a short 4-6 year program for project implementation. Projects in the TIP must show that funding in the first 2 years is available and committed. All projects in the TPB TIP must come from a legislatively approved capital program. Major updates to the TIP are scheduled every two years with regular amendments as needed.



# National Capital Region Transportation Planning Board

## Regional Coordination

- ⇒ The TPB serves as a regional forum for transportation planning.
- ⇒ As individual projects go through the project development process, projects must be included in the plan and/or TIP in order for federal approval of key project milestones (ex NEPA) and in order to use federal funding.
- ⇒ We have a robust public involvement process and often conduct public outreach activities.
- ⇒ The TPB has 14 committees to help disseminate data, information and TPB products, to make sure the TPB is on track with our members' needs.

## Funding

The MPO planning activities are federally funded. The MPO spends on average about \$13-\$15 million a year to conduct the metropolitan transportation planning process.

The Transportation Alternatives Set Aside allocates federal reimbursable aid for capital improvements considered alternative to traditional highway construction. Large MPOs, like the TPB, are responsible for project selection on an annual basis for a sub-allocated portion of TA Set Aside Funds. The TPB works with the District of Columbia, Maryland, and Virginia to coordinate each state's application process in the region. The TPB strongly encourages applications that support priority criteria, Safe Routes to School, bicycle/pedestrian facilities, and non-motorized transit access improvements. The TPB has selected 82 projects since 2014 for a total of over \$30 million.

COG/TPB has also been designated by the governors and the mayor as the designated recipient for the Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities Program. Every two years the TPB selects and awards the federal grant funding to projects throughout the region aimed at improving mobility for older adults and persons with disabilities. This year, \$6 million in funding was awarded for 17 local and regional grants. Since 2007, the TPB has solicited, selected and implemented over 100 projects totaling over \$65 million.

The MPO has project selection authority over all regionally significant projects through its TIP and long-range plan. However, fiscal constraint must be demonstrated through local approval processes prior to inclusion into the plan and TIP. Therefore the TPB tends to rely on the local implementing agencies for their expertise and approval.

## Statutory Requirements

The mission is defined by federal law. It is to implement the Federal Metropolitan Transportation Planning Process. At the TPB, board interests are synchronized with those federal regulations. We are a regional forum for transportation planning. We prepare plans and programs that enable federal funds to flow to metropolitan Washington. We provide technical resources for decision-making.

## **ITEM 7 – Action**

May 16, 2018

### Approval of Technical Assistance Recipients Under the FY 2019 Transportation Land-Use Connections (TLC) Program

#### **Staff**

**Recommendation:** Approve TLC technical assistance recipients under the FY 2019 TLC Program

**Issues:** None

**Background:** The TPB initiated the Transportation Land-Use Connections (TLC) Program in 2006 to provide support to local jurisdictions as they deal with the challenges of integrating land-use and transportation planning at the community level. To date, 108 technical assistance projects have been funded through the program. The solicitation for the FY 2019 TLC round of technical assistance was conducted between February 1 and April 2. The board will be briefed and asked to approve the applications that are being recommended for funding in FY 2019.







## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** John Swanson, Transportation Planner  
Nicole McCall, Regional Planner  
**SUBJECT:** FY 2019 Transportation/Land Use Connections Technical Assistance Funding Recommendations  
**DATE:** May 10, 2018

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This memo provides information on the recommendations of the Selection Panel for the FY 2019 round of technical assistance under Transportation Land-Use Connections (TLC) Program.

The panel met on April 30 and recommended nine projects for funding in FY 2019. The TPB is scheduled to vote on the panel's recommendations on May 16.

### FUNDING RECOMMENDATIONS FOR FY 2019

The TPB received 20 applications for FY 2019 TLC technical assistance, including three from the District of Columbia, nine from Maryland, and eight from Virginia. The total application package requested amount was \$1,260,000. Requested funding for individual projects ranged from \$30,000 to \$80,000. Last year, for FY 2018, the TPB received 11 applications for a total request of \$615,000.

A total of \$500,000 will be provided for the program in FY 2019 through funding in the Unified Planning Work Program (UPWP). This includes \$260,000 in regional UPWP planning funds, as well as \$160,000 for Maryland projects and \$80,000 for Virginia projects from their UPWP technical assistance accounts.

The TLC selection panel recommended that the following projects be funded under the FY 2019 TLC Technical Assistance Program. A map showing the projects across the region is attached.

#### ***District of Columbia – Barry Farm-Metro Access Feasibility Analysis (\$60,000)***

This project will examine past planning studies and evaluate the feasibility of a new transportation connection across Suitland Parkway between the Barry Farm public housing complex redevelopment and the Anacostia Metro Station. This feasibility analysis is intended to promote the implementation of a new last-mile connection in a community where nearly 40% of residents commute to work without a car, helping to create a walkable community that is integrated into existing bike and pedestrian networks. The project complements the District's 30-year initiative to create a world-class waterfront along the Anacostia River. The new connection will link the project area to nearby investments, including the \$600 million reconstruction of the Frederick Douglass (South Capitol Street) bridge, the 11th Street Bridge Park and Anacostia Park, multi-use trails on Suitland Parkway, and future development in Historic Anacostia and Poplar Point. The final deliverable will identify suitable short- and long-term investment options with planning-level cost estimates, collaboration



models for inter-agency partners, equity analysis metrics, entitlements processes, and possible funding sources.

***Montgomery County – Montgomery County Site-level Person Trip Generation Data Collection Survey (\$40,000)***

There is a widespread belief that the available tools for estimating travel demand from urban development are not as accurate as they could be. To address this concern, Montgomery County is seeking to improve its understanding of urban, multimodal trip generation. This project will focus on the question of how trip generation is shaped by the relationship between land use and transportation infrastructure – particularly in more urbanized, mixed-use areas. This TLC project will fund the significant step of collecting data that captures multimodal trip-making behavior at the building level. Better data will be foundational to creating a better process. The ultimate objective is to develop a better suite of tools to understand development impacts so that appropriate mitigations can be made.

***Montgomery County – Short-Range Transit Plan for the Great Seneca Science Corridor Master Plan (\$60,000)***

The corridor from Shady Grove Metrorail station to Metropolitan Grove MARC station is not currently served by bus routes. The Corridor Cities Transitway (CCT) is an integral element of the Great Seneca Science Master Plan, but funding to move the CCT forward has not been identified. A plan needs to be developed to serve this corridor during the interim period until the CCT is operational, and to connect the Watkins Mill interchange of I-270 that is under construction that will bring commuters to the MARC Metropolitan Grove station and park and ride lot directly from the interchange. This TLC project will establish a preferred transit routing and service plan that can be considered for implementation when the Watkins Mill interchange is complete in 2020.

***Prince George's County – Cheverly Metro Non-Motorized Access Study (\$60,000)***

This project will provide planning and design assistance for improving bicycle and pedestrian access to the Cheverly Metro station. Currently, non-motorized access to the station is extremely limited because of missing or fragmented pedestrian and bicycle facilities. The master plan recommends trails and bikeways designed to enhance pedestrian safety and provide better access to the station. Improvements may include sidewalk retrofits, trail connections, and on-road bicycle improvements. This project will provide planning assistance to refine these alternatives. Such improvements will increase the comfort and convenience of walking and biking, and establish a foundation for multimodal transportation to the Cheverly Metro and surrounding communities.

***Prince George's County – Eastover and Forest Heights Trail Improvements (\$60,000)***

This project will provide planning assistance for several trails and sidewalks in the Eastover and Forest Heights area. These communities have fragmented sidewalk networks and few on-road bicycle facilities. In addition, MD 210 is a barrier to east-west pedestrian movement and trail connections are lacking to Oxon Run Trail in Oxon Cove Park. The Prince George's Master Plan of Transportation recommends a series of improvements to enhance pedestrian safety and provide better access to the region's trails and bicycle network. This project will help to implement the vision outlined in that master plan as well as in the Eastover/Forest Heights/Glassmanor Sector Plan. It will also assist with trail improvements to Oxon Cove, and provide regional connectivity per the National Park Service Paved Trails Plan.

***Prince George's County – Purple Line Parking Study (\$50,000)***

To maximize the potential for safety, development, and activity in communities along the Purple Line, Prince George's County must assess existing parking and management policies that are often detrimental to multi-modalism and transit-oriented development. This study will inventory the existing supply and peak demands of parking near the Purple Line, as well as recommend improvements to the County's policies for managing and establishing parking districts. The project will include three study areas: Takoma-Langley, Riverdale Park, and New Carrollton, which each have developed under a traditional automobile-oriented paradigm requiring large parking lots.

***Arlington County – Zone-based Demand-Response Circulator/Feeder Service (Flex) Parameters (\$60,000)***

The adopted Arlington County Transit Development Plan calls for the establishment of four “Flex” transit zones in which non-fixed route transit services would provide last-mile connections between lower density neighborhoods and two or three predetermined destinations, such as fixed-route transit hubs. Flex services could be provided by a taxi company or by an app-based ride-hailing company such as Uber or Lyft, although a paratransit provider could provide service for individuals with disabilities. This TLC project will develop standards for when and where such Flex services might be appropriate, considering population and job densities, appropriate boundaries for geofenced zones, fare structures, and standards for success.

***Fairfax County - Laurel Hill-Lorton VRE Connector Trail Feasibility Study (\$60,000)***

The Laurel Hill-Lorton VRE Connector Trail would provide a link to the Gerry Connolly Cross County Trail and adjacent communities on the west side of I-95 with the Lorton VRE Station and neighboring communities on the east side of I-95. The trail would enhance connectivity within Fairfax County for pedestrians and bicyclists, specifically connecting new developments in Laurel Hill with direct access to the Lorton VRE Station. This feasibility study would examine the engineering challenges related to this trail project, such as crossing Pohick Creek, and crossing the current/future CSX Railroad bridges and VDOT I-95 bridges. The TLC feasibility study would also develop preliminary cost estimates and provide guidance for prioritizing future funding for engineering design, right-of-way acquisition, and project construction.

***Prince William County - Development of Mixed-Use Zoning Regulations to Support Multi-Modal Travel and Connectivity in Small Area Plans (\$50,000)***

Current zoning regulations within the County, including mixed-use districts, focus on lists of uses and development standards with an emphasis on separating buildings with yards and buffers, and accommodating the needs of automobiles. To implement the vision of Small Area Plans within the County, as vibrant mixed-use multi modal centers, a paradigm shift to the Zoning framework is necessary. There is currently a disconnect between existing regulations and the long-range vision of the Small Area Plans, leaving the County with a lack of implementation tools. This TLC project will result in the development of draft regulations for new mixed-use zoning districts. The project will include a review of best-practices, public outreach, and development of draft zoning ordinance text.

**APPLICATION PROCESS**

On February 1, 2018, the TPB issued a call for projects for the FY 2019 round of TLC technical assistance. The deadline for application submissions was April 2, 2018. Applicants were invited to

submit optional abstracts which provided applicants an interim opportunity for TPB staff to review project concepts and to provide feedback on how to develop stronger TLC applications.

For this application cycle, \$500,000 is available. This includes three funding sources:

- \$260,000 from the TPB's FY 2019 UPWP regional planning funds;
- \$160,000 from the Maryland UPWP technical assistance account for projects in Maryland; and
- \$80,000 from the Virginia UPWP technical assistance account for projects in Virginia.

As in past years, technical assistance was again offered in amounts from \$30,000 to \$60,000 for planning projects, and up to \$80,000 for 30% design projects. The Call for Projects and application placed a focus on TPB priorities, including the seven initiatives recently endorsed by the TPB.

## **SELECTION PANEL**

The selection panel included the following participants:

- Chair: Julia Koster, TPB Member; National Capital Planning Commission
- Deborah Bilek, Urban Land Institute
- Jonathan Esslinger, American Society of Civil Engineers
- Michael Farrell, COG/TPB
- Nicole McCall, COG/TPB
- Claire Randall, Transportation Research Board
- John Swanson, COG/TPB

The selection panel met on April 30, 2018, to review the project applications and develop a list of recommended projects for the FY 2019 round of TLC technical assistance. The selection panel used the evaluation criteria and their own extensive industry knowledge to assess the proposed projects. TPB staff provided an overview of previous rounds of the TLC technical assistance program and was available to answer any questions related to the program. The selection panel members individually reviewed and scored each application based on their assessment of the project as well as regional criteria. The panel members then used their scores to divide the applications in rankings of high/medium/low. The rankings served as a starting point for their collective discussion.

After additional review of the regional and local merits of each project, the selection panel developed a list of projects to recommend to the TPB for approval. The panel endorses these projects as the most locally and regionally beneficial. The panel strives to balance the TPB's portion of funding between the District of Columbia, Maryland, and Virginia, while also attempting to create a slate of projects that addresses regional priorities across a diversity of topics affecting core, inner, and outer jurisdictions.

## **PROPOSED PROJECT COMPLETION TIMELINE**

On May 16, 2018, the TPB will be asked to approve the proposed slate of projects for completion under the FY 2019 TLC technical assistance program. Upon approval of the projects, TPB staff will begin to coordinate with the jurisdictions that have been awarded technical assistance to commence the consultant selection process from the pre-qualified list of TLC consultants. All projects will begin

soon after consultant contracts are signed. The projects will be scheduled for completion by May 31, 2019.

## **REVIEW OF THE TLC PROGRAM TO DATE: 2006-2017**

The TPB initiated the Transportation/Land-Use Connections (TLC) Program in November 2006 to provide support to local jurisdictions as they deal with the challenges of integrating land-use and transportation planning at the community level. In addition to providing technical assistance, the TLC Program includes a Regional Peer Exchange Network and provides support for the TPB's project selection role under the federal Transportation Alternatives Program (TAP).

Since its inception, the TPB has funded 108 technical assistance projects in all of the TPB's member jurisdictions for more than \$4 million in funding. For more information about completed projects, please visit the TLC website at [www.mwcog.org/tlc](http://www.mwcog.org/tlc).

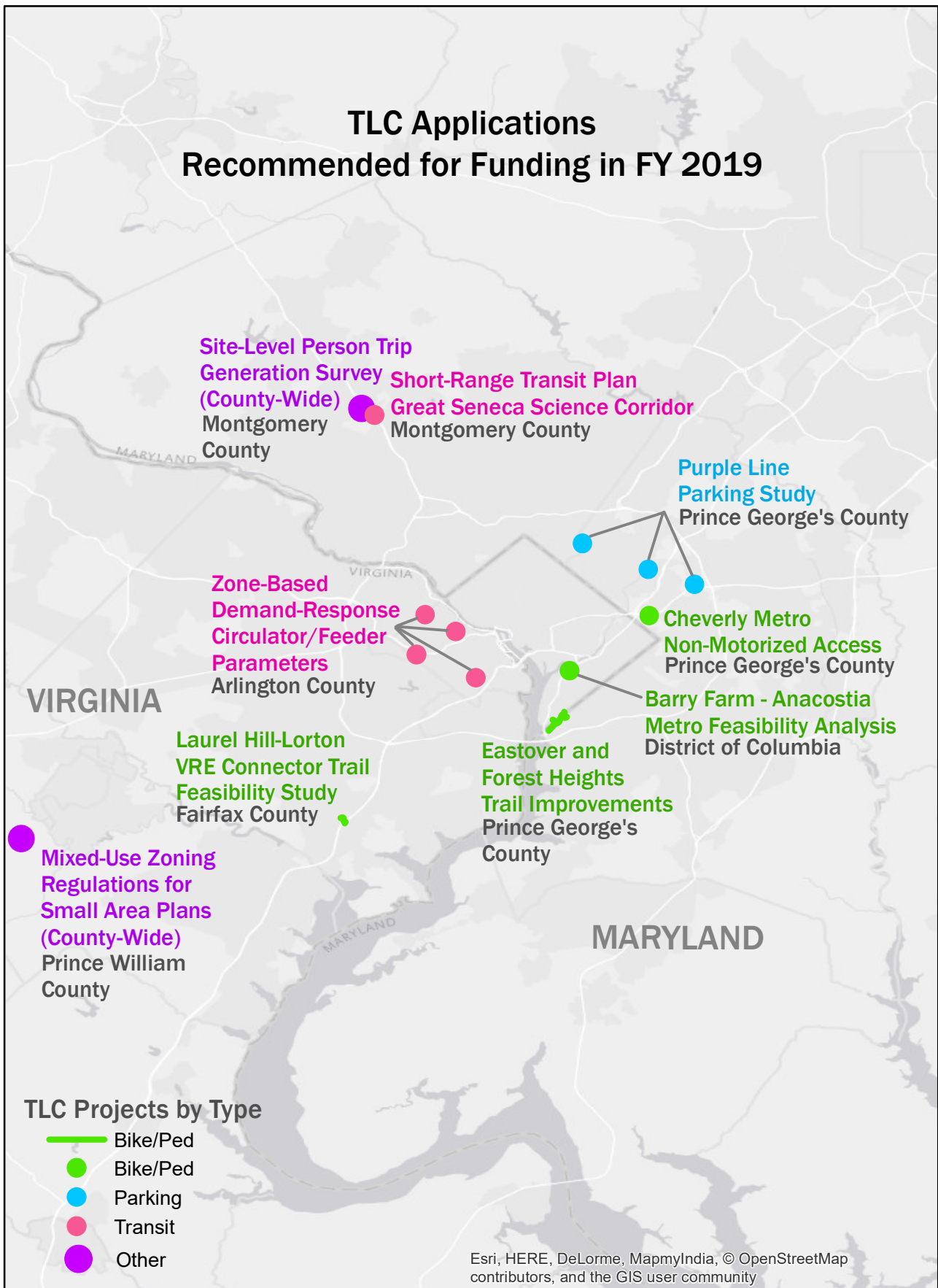
The program currently provides a range of funding between \$30,000 and \$60,000 for planning projects. This funding range offers the potential for scaling applications so that technical assistance can be awarded at amounts less than what was requested. Beginning in FY 2013, the program began funding 30% design projects up to \$80,000.

In addition to providing technical assistance for planning, the TLC Program includes the Regional Peer Exchange Network, which provides a variety of opportunities and media to communicate information and best practices on TLC topics.

Since 2012, the program has also provided supported for the TPB's role in the project selection process for small capital improvements using funding sub-allocated to the Washington metropolitan region through the state DOTs from the federal Transportation Alternatives Set-Aside Program (TAP).

For further questions regarding the TLC program, contact TPB staff at (202) 962-3295 or at [TLC@mwcog.org](mailto:TLC@mwcog.org).

# TLC Applications Recommended for Funding in FY 2019





**Transportation / Land Use Connections Program**  
 FY 2019 Technical Assistance

**Total Funding Requested: \$1,260,000**  
**Total Funds Available: \$500,000**

<i>Applicant Jurisdiction</i>	<i>State</i>	<i>Contact Department</i>	<i>Type</i>	<i>Project</i>	<i>Project Description</i>	<i>Budget Request</i>
1 District of Columbia	DC	DDOT	Design	Van Ness Main Street	This proposal seeks a design for a key intersection that is underperforming: Connecticut Avenue at Windom, leading west to UDC's Performing Arts Theater, and east to Soapstone Valley Trail/Rock Creek Park. Our goal is to increase use of and access to these cultural and recreational assets by local pedestrians and commuters using the Van Ness transit hub. In addition, the design will improve stormwater management to mitigate flooding and erosion, using environmentally-thoughtful techniques.	\$80,000
2 District of Columbia	DC		Design	Streetscape Improvements along North Capitol Street	The proposed streetscape improvements seek to re-establish North Capitol Street as an inviting destination and a place to bring people together. Specifically, this application requests 30% design development of streetscape improvements along the 1400 and 1500 blocks of North Capitol Street.	\$80,000
3 District of Columbia	DC		Planning	Barry Farm - Anacostia Metro Feasibility Analysis	This project will examine past planning studies evaluate the feasibility of a new connection between the redevelopment Barry Farm public housing complex and the Anacostia Metro Station.	\$60,000
4 City of Gaithersburg	MD		Planning	Improving access to transit scenario study: An examination of the demand and feasibility in connecting existing regional transit nodes via alternative routes.	The City will utilize the technical assistance provided by one of TLC's pre-qualified consultants to complete a scenario study to examine the feasibility and effectiveness of a new express transit route, compared to existing and proposed transit systems, on increasing current ridership to and from Metro and being a catalyst for future redevelopment opportunities in the Lakeforest area, including the Mall itself. The Study will examine connecting the Lakeforest Mall and Transit Center Area with Shady Grove Metro via Midcounty Highway. This study should examine the feasibility of altering existing Ride On transit routes and alternative transit models such as micro transit.	\$60,000
5 City of Rockville	MD		Design	Scott & Veirs Drive Shared Use Path Design	This project will develop the optimal alignment and preliminary engineering (30% design) plans for 1.2-mile shared use path along Scott Drive and Veirs Drive, between Wootton Pkwy and Glen Mill Rd.	\$80,000



**Transportation / Land Use Connections Program**  
 FY 2019 Technical Assistance

**Total Funding Requested: \$1,260,000**  
**Total Funds Available: \$500,000**

	<i>Applicant Jurisdiction</i>	<i>State</i>	<i>Contact Department</i>	<i>Type</i>	<i>Project</i>	<i>Project Description</i>	<i>Budget Request</i>
6	Montgomery County	MD		Planning	Short-Range Transit Plan for the Great Seneca Science Corridor Master Plan	MCDOT and MTA have been working on the CCT for decades and funding to complete the final design, right of way and construction is not in the state's six year CTP. The CCT is an integral element of the Great Seneca Science Master Plan. The corridor from Shady Grove Metrorail station to Metropolitan Grove MARC station is not served by bus routes. There is a need to begin service planning to serve this corridor during the interim period until the CCT is operational and to connect the Watkins Mill interchange of I-270 that is under construction that will bring commuters to the MARC Metropolitan Grove station and park and ride lot directly from the interchange.	\$60,000
7	Montgomery County	MD		Planning	Montgomery County Site-level Person Trip Generation Data Collection Survey	There is a limited amount of observed multi-modal trip generation data available - particularly in suburban areas. This lack of data limits the ability of the Montgomery County Planning Department to accurately assess development impacts on the transportation system in urban and multi-modal contexts. This project is a significant step to address this gap using a survey designed to collect observed trip generation data by travel mode at selected mixed-use development sites in Montgomery County.	\$40,000
8	Prince George's County	MD	M-NCPPC	Design	Eastover and Forest Hights Trail Improvements	This project will provide design assistance for several trails and sidewalks in the Eastover and Forest Heights area. The master plan recommends a series of improvements to enhance pedestrian safety and provide better access to the region's trails and bicycle network. This project will help to implement the vision outlined in the Eastover / Forest Heights / Glassmanor Sector Plan, assist with trail improvements to Oxon Cover, and provide regional connectivity per the National Park Service Paved Trails Plan.	\$80,000
9	Prince George's County	MD	M-NCPPC	Design	Cheverly Metro Non-Motorized Access Study	This project will provide planning and design assistance for improving bicycle and pedestrian access to the Cheverly Metro. The master plan recommends trails and bikeways designed to enhance pedestrian safety and provide better access to the station. This project will provide planning assistance to refine these alternatives and the 30% designs for one viable pedestrian connection.	\$80,000





**Transportation / Land Use Connections Program**

FY 2019 Technical Assistance

**Total Funding Requested: \$1,260,000**

**Total Funds Available: \$500,000**

	<i>Applicant Jurisdiction</i>	<i>State</i>	<i>Contact Department</i>	<i>Type</i>	<i>Project</i>	<i>Project Description</i>	<i>Budget Request</i>
10	Prince George's County	MD	MNCPPC, Prince George's County Planning Department	Planning	Purple Line Parking Study	In order to maximize the safety, development, and activity potential in communities along the Purple Line, the County must assess the existing parking and management policies that are often detrimental to multimodalism and transit-oriented development. This project will inventory the existing supply and peak demands of parking near the Purple Line, as well as recommend improvements to the County's policies for managing and establishing parking districts.	\$50,000
11	Prince George's County / City of Hyattsville	MD	DPW&T	Planning	Hyattsville Transit Triangle Feasibility Study	The project will evaluate existing transit programs, market demand, financial and operating feasibility of implementing a transit program with direct service to the City's thriving commercial centers and two (2) WMATA Metro Stations.	\$60,000
12	Arlington County	VA		Planning	Capital Bikeshare Equity User Survey	We seek technical assistance to design and execute a survey of current and potential future Capital Bikeshare users, for a better picture of the barriers and opportunities to better serve low-income and minority communities, non-English speakers, and casual (non-member) users in particular.	\$60,000
13	Arlington County	VA		Planning	Zone-based Demand-Response Circulator/Feeder Service (Flex) Parameters	Flex would be a sustainable model for providing Many-to-Few connections from/to lower density neighborhoods. Flex would connect residents of geo-fenced neighborhoods to the closest transit hub with frequent fixed-route services, a nearby shopping center with a grocery store and optionally medical offices for those residents who aren't commuting.	\$60,000
14	Arlington County	VA	DES/DOT	Planning	Long Bridge Trail Action Analysis	Arlington County seeks help advocating for improved bicycle and pedestrian connectivity in the vicinity of Long Bridge. Specifically, Arlington proposes building a direct link between Long Bridge Park, a future new Long Bridge, and the Mt. Vernon Trail. This link can best be realized in the context of the once-per-century opportunity presented by a new Potomac River crossing.	\$60,000
15	City of Fairfax	VA		Planning	City of Fairfax Transportation Demand Management Program	The City of Fairfax seeks assistance to develop a Transportation Demand Management (TDM) program. A TDM program will help the City optimize recent and ongoing transportation investments and address traffic congestion by encouraging residents, employees and visitors to choose alternatives to driving alone, such as riding transit, walking, biking, carpooling, and telecommuting. This will help maximize use of existing transportation capacity, alleviate congestion and related transportation impacts, and provide cost savings and other benefits to individual travelers.	\$60,000





**Transportation / Land Use Connections Program**  
 FY 2019 Technical Assistance

**Total Funding Requested: \$1,260,000**  
**Total Funds Available: \$500,000**

	<i>Applicant Jurisdiction</i>	<i>State</i>	<i>Contact Department</i>	<i>Type</i>	<i>Project</i>	<i>Project Description</i>	<i>Budget Request</i>
16	City of Falls Church	VA		Planning	City of Falls Church Residential Parking Standards Update	The City of Falls Church is a designated MWCOG Regional Activity Center. To support a shift in mode share, the City needs to right size its multifamily parking ratios and Traffic Impact Analysis (TIA) inputs. Reducing residential parking requirements allows for additional housing to be built or additional investments to be made in City infrastructure and services, including transportation infrastructure. The City of Falls Church Residential Parking Standards Update would support the City's adopted goals from the Land Use and Transportation Chapters of the City's Comprehensive Plan.	\$60,000
17	City of Manassas	VA		Design	Mathis Avenue Streetscape Project (30% Design Pilot)	The City of Manassas seeks consultant services to implement the Mathis Avenue Sector Plan's vision for an improved transportation network within the Mathis/Route 28 commercial corridor. Specifically, the City seeks funding to support the development of 30% design plans for a 1,200 linear foot section of Mathis Avenue from from Reb Yank Drive to Liberia Avenue. This "pilot" or phase 1 project would serve as a tangible, highly-visible example of what is possible throughout the entire corridor.	\$80,000
18	Fairfax County	VA	Fairfax County Dept. of Transportation	Planning	Laurel Hill-Lorton VRE Connector Trail Feasibility Study	The Laurel Hill-Lorton VRE Connector Trail would provide a link to the Gerry Connolly Cross County Trail and adjacent communities on the west side of I-95 with the Lorton VRE Station and neighboring communities on the east side of I-95. The Trail would enhance connectivity within the County for pedestrians and bicyclists, specifically connecting new developments in Laurel Hill with direct access to the Lorton VRE Station.	\$60,000
19	Prince William County	VA	Planning Office	Planning	Development of Mixed-Use Zoning Regulations to Support Multi-Modal Travel and Connectivity in Small Area Plans.	Current zoning regulations within the County, including mixed-use districts, focus on lists of uses and development standards with an emphasis on separating buildings with yards and buffers, and accommodating the needs of automobiles. In order to implement the vision of Small Area Plans within the County, as vibrant mixed-use multi modal centers, a paradigm shift to the Zoning framework is necessary. There is currently a disconnect between existing regulations and the long-range vision of the Small Area Plans, leaving the County with a lack of implementation tools.	\$60,000
20	City of College Park	MD	Community Development	Planning	Complete Streets Network Connectivity Plan	This project will develop a complete streets master plan focused on the implementation of bicycle and pedestrian network connectivity. It will identify gaps in our bicycle and pedestrian network and prioritize projects to address them.	\$30,000



# TRANSPORTATION/LAND USE CONNECTIONS

## FY 2019 TECHNICAL ASSISTANCE

John Swanson  
Transportation Planner

Transportation Planning Board  
May 16, 2018



National Capital Region  
Transportation Planning Board

Agenda Item #7

## Background on TLC

- Began in 2007
- Promotes TPB goals and priorities
- Program Components
  - TAP/STP Set-Aside: Collaboration with state DOTs
  - Technical Assistance: Regional Funds (\$260,000), Maryland Technical Assistance (\$160,000), Virginia Technical Assistance (\$80,000)
    - 108 Technical Assistance projects funded for \$4.1 million between 2007-2018
    - Projects cover a range of planning issues, including trail planning, corridor studies, and TOD analysis



National Capital Region  
Transportation Planning Board



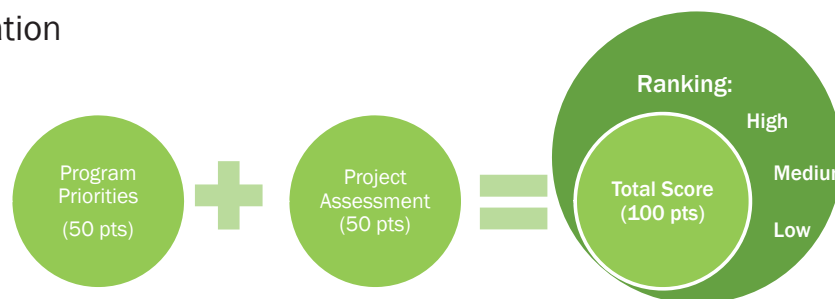
Agenda Item #7: FY 2019 TLC Technical Assistance  
May 16, 2018

# Solicitation

- Application solicitation between February 1 – April 2, 2018
  - Joint solicitation with Urban Land Institute Technical Assistance Panels
  - Optional Abstracts due February 23, 2018
- 20 applications were received for \$1,260,000 in funding requests
  - 3 applications from the District of Columbia, 9 from Maryland, and 8 from Virginia

# Selection

- Panel
  - Chaired by TPB member Julia Koster from the National Capital Planning Commission
  - American Society of Civil Engineers,, Urban Land Institute – Washington, Transportation Research Board, COG and TPB staff
- Evaluation



- Panel also looks to reflect geographic balance among projects

# Draft Funding Recommendations

Project	Jurisdiction/ Agency	Funding
Barry Farm - Anacostia Metro Feasibility Analysis	District of Columbia Office of Planning	\$60,000
Site-level Person Trip Generation Data Collection Survey	Montgomery County / M-NCPPC	\$40,000
Short-Range Transit Plan for the Great Seneca Science Corridor Master Plan	Montgomery County Department of Transportation	\$60,000
Cheverly Metro Non-Motorized Access Study	Prince George's County / M-NCPPC	\$60,000
Eastover and Forest Heights Trail Improvements	Prince George's County / M-NCPPC	\$60,000
Purple Line Parking Study	Prince George's County / M-NCPPC	\$50,000
Zone-based Demand-Response Circulator/Feeder Service (Flex) Parameters	Arlington County Department of Transportation	\$60,000
Laurel Hill-Lorton VRE Connector Trail Feasibility Study	Fairfax County Department of Transportation	\$60,000
Development of Mixed-Use Zoning Regulations to Support Multi-Modal Travel and Connectivity in Small Area Plans.	Prince William County Planning Office	\$50,000



# Draft Funding Recommendations



Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community



## Next Steps

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- Present project recommendations to TPB for approval at May 16 meeting
- Begin consultant selection process in late May



National Capital Region  
Transportation Planning Board



Agenda Item #7: FY 2019 TLC Technical Assistance  
May 16, 2018

7

### John Swanson

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Metropolitan Washington Council of Governments  
777 North Capitol Street NE, Suite 300  
Washington, DC 20002



National Capital Region  
Transportation Planning Board

## **ITEM 8 – Action**

May 16, 2018

Visualize 2045 Air Quality Conformity Scope of Work Amendment

**Staff Recommendation:** Approve changes to the Visualize 2045 Air

Quality Conformity Scope of Work

**Issues:** None

**Background:** The board will be asked to amend the Visualize 2045 Air Quality Conformity Scope of Work to respond to two developments that have occurred since the TPB approved the Scope on January 17, 2018. The first update satisfies a requirement related to the 2015 Ozone National Ambient Air Quality Standards (NAAQS), and the second update addresses new financial information related to Washington Metropolitan Area Transit Authority (WMATA) funding.





## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Jane Posey, TPB Transportation Engineer  
**SUBJECT:** Amendments to the Visualize 2045 Air Quality Conformity Scope of Work  
**DATE:** May 16, 2018

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The Transportation Planning Board (TPB) will be asked to amend the Visualize 2045 Air Quality Conformity Scope of Work to respond to two developments that have occurred since the TPB approved the Scope on January 17, 2018. The first update satisfies a requirement related to the 2015 Ozone National Ambient Air Quality Standards (NAAQS), and the second update addresses new financial information related to Washington Metropolitan Area Transit Authority (WMATA) funding.

### **2015 OZONE NAAQS**

Earlier this month the Environmental Protection Agency (EPA) announced final non-attainment designations for the 2015 Ozone NAAQS. The Washington DC-MD-VA region was designated “marginal” non-attainment, which is the lowest level of non-attainment. Marginal non-attainment areas have three years to achieve the standard, which means that our region would have an attainment date of 2021. Non-attainment regions are required to conduct a conformity analysis within one year of the effective date of the designations. The conformity analysis of Visualize 2045 will meet the requirement, but with a requirement to analyze the attainment year, TPB staff will have to add 2021 as a forecast year in the Visualize 2045 conformity analysis.

### **WMATA FUNDING**

In March, lawmakers from the District of Columbia, Maryland, and Virginia agreed to jointly provide \$500 million annually for WMATA funding. All three governments have passed legislation to provide dedicated funding sources to support the transit agency. This money will fund WMATA’s capital improvements to ensure the system is in a state of good repair, which will include investments such as the infrastructure and equipment needed to run 8-car trains.

Since 2000, the TPB travel demand model has included a technical adjustment to account for the expectation that future peak period Metrorail ridership in the region’s “core” downtown area will be subject to capacity limitations of the Metrorail system. This so-called “Metrorail transit constraint” was used to account for WMATA’s expressed concern that the Metrorail ridership would exceed peak period capacity in the regional core unless the rail fleet and station infrastructure were expanded to allow for 8-car trains. The recent legislation establishing stable long-term funding will now support WMATA’s plans to implement all 8-car trains during peak periods in the Visualize 2045 Plan. Consequently, TPB staff recommends that the transit constraint be removed from the travel model process.



## **SCOPE OF WORK AMENDMENT**

In order to add the new 2021 analysis year, and to remove the transit constraint, the TPB must amend the Visualize 2045 Air Quality Conformity Scope of Work to reflect these updates. The Scope currently lists a 2020 analysis year, which is included to provide the transit constraint levels for future forecast years. With the removal of the transit constraint, the 2020 analysis year will no longer be necessary, and will be replaced with the 2021 analysis year. This substitution will allow for adherence to the original conformity schedule. The updated Scope, with changes highlighted, is attached.





May 16, 2018

## AIR QUALITY CONFORMITY ANALYSIS: VISUALIZE 2045

### AMENDED SCOPE OF WORK

#### I. INTRODUCTION

Projects solicited for the quadrennial update of the region's transportation plan, Visualize 2045, and the FY2019-2024 Transportation Improvement Program (TIP) are scheduled to be finalized at the January 17, 2018 TPB meeting. This work effort addresses requirements associated with attainment of the ozone standard (volatile organic compounds (VOC) and nitrogen oxides (NO<sub>x</sub>) as ozone precursor pollutants).

The amended 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. FEDERAL REQUIREMENTS

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
3. Contribute to annual emissions reductions

The federal requirements governing air quality conformity compliance are contained in §93.110 through §93.119 of the Transportation Conformity Regulations (printed April 2012), as follows:

<b>CONFORMITY CRITERIA &amp; PROCEDURES</b>	
All Actions at all times	
§93.110	Latest Planning Assumptions
§93.111	Latest Emissions Model
§93.112	Consultation
§93.113	TCMs
§93.114	Currently conforming Plan and TIP
§93.115	Project from a conforming Plan and TIP
§93.116	CO, PM10 and PM2.5 hot spots
§93.117	PM10 and PM2.5 Control Measures
§93.118 and/or §93.119	Emissions Budget and/or Interim Emissions

**§ 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.

**§ 93.111 Criteria and procedures: Latest emissions model** - The conformity determination must be based on the latest emission estimation model available.

**§ 93.112 Criteria and procedures: Consultation** – The 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.

**§ 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.

**§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.

**§93.115 Criteria and procedures: Projects from a plan and TIP** - The project must come from a conforming plan and program.

**§93.116 Criteria and procedures: Localized CO, PM10, and PM2.5 violations (hot spots)** -The FHWA/FTA project must not cause or contribute to any new localized CO, PM10, and/or PM2.5 violations or increase the frequency or severity of any existing CO, PM10, and /or PM2.5 violations in CO, PM10, and PM2.5 nonattainment and maintenance areas.

**§93.117 Criteria and procedures: Compliance with PM10 and PM2.5 control measures** -The FHWA/FTA project must comply with PM10 and PM2.5 control measures in the applicable Implementation Plan.

**§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).

**§93.119 Criteria and procedures: Interim emissions in areas without motor vehicle budgets** - The FHWA/FTA project must satisfy the interim emissions test(s).

**Assessment Criteria:**

Ozone season pollutants will be assessed by comparing the forecast year pollutant levels to the mobile budgets most recently approved or found adequate by the EPA. For the Visualize 2045 conformity assessment there are two possible sets of mobile budgets: 1) the 2009 attainment and 2010 contingency budgets found adequate for use in conformity by EPA in Feb. 2013; or 2) the 2008 Ozone National Ambient Air Quality Standards (NAAQS) Maintenance Plan mobile budgets scheduled to be approved by MWAQC in December and submitted to EPA in early 2018. The budgets found adequate by EPA in 2013 are the most recently approved budgets at the time of the development of this scope of work. However, when the EPA approves or finds adequate the mobile budgets in the 2008 Ozone NAAQS Maintenance Plan, the TPB will immediately be required to use those new budgets. The 2008 Ozone NAAQS Maintenance Plan includes mobile budgets for 2014 (attainment year), 2025 (intermediate year), and 2030 (out year). The 2014 budgets will be used for any analysis year between 2014 and 2024, the 2025 budgets will be used for any analysis year between 2025 and 2029, and the 2030 budgets will be used for any analysis year beyond 2029.

**III. POLICY AND TECHNICAL APPROACH**

The table below summarizes the key elements of the Policy & Technical Approach:

<b>Pollutants</b>	Ozone Season VOC and NOx
<b>Emissions Model</b>	MOVES2014a
<b>Conformity Test</b>	<u>Budget Test</u> : Using mobile budgets most recently approved by EPA. Two possibilities: 1) 2009 attainment and 2010 contingency budgets found adequate for use in conformity by EPA in Feb. 2013; or 2) 2008 Ozone NAAQS Maintenance Plan mobile budgets scheduled to be approved by MWAQC in December and submitted to EPA in early 2018
<b>Vehicle Fleet Data</b>	December 2016 vehicle registration data for all jurisdictions
<b>Geography</b>	8-hour ozone non-attainment area
<b>Network Inputs</b>	Regionally significant projects
<b>Land Activity</b>	Cooperative Forecasts Round 9.1
<b>HOV/HOT</b>	<u>VA</u> : All HOV 2+/HOT 2+ facilities become HOV 3+/HOT 3+ in 2020 and beyond except I-66 inside the Beltway, which will convert to HOT3+ when I-66 outside the Beltway opens <u>MD</u> : All HOV facilities remain HOV2+ through 2045
<b>Transit Constraint</b>	<b>NO</b> Metrorail “capacity constraint” procedures –2020 constrains later years
<b>Analysis Years</b>	2019, 2020, 2021, 2025, 2030, 2040, 2045
<b>Modeled Area</b>	3,722 TAZ System
<b>Travel Demand Model</b>	Version 2.3.70 or latest

#### IV. CONSULTATION

The TPB adheres to the specifications of the consultation procedures (as outlined in the consultation procedures report adopted by the TPB on May 20, 1998). The TPB will participate in meetings of MWAQC, its Technical Advisory Committee, and its Conformity Subcommittee to discuss the Scope of Work, project inputs, and other elements as needed. The TPB will discuss at meetings or forums, as needed, the following milestones:

- Visualize 2045 Technical Inputs Solicitation
- Scope of Work
- Project submissions: documentation and comments
- Conformity analysis: documentation and comments
- Visualize 2045 Performance
- Process: comments and responses

#### V. WORK TASKS

The work tasks associated with the Visualize 2045 air quality conformity analysis are as follows:

1. Receive project inputs from programming agencies and organize into conformity documentation listings by:
  - Project type, limits, etc.
  - Phasing with respect to forecast years
  - Transit operating parameters, e.g., schedules, service
2. Update Travel Model Base Transit Service to reflect:
  - Service current to Fall 2017
  - Fares current to Fall 2017
3. Prepare 2016 Vehicle Registration Data (VIN data)
  - Coordinate with States to receive raw VIN data
  - Explore updated VIN decoder software options and procure the software that best suits the agency's needs
  - Convert raw VIN data into MOVES input categories/format
4. Review and Update Land Activity files to reflect Round 9.1 Cooperative Forecasts with respect to:
  - Zonal data files
  - Employment Data Census Adjustment
  - Households by auto ownership, size and income
  - Coordination with agencies outside the MWCOG Cooperative Forecast area (BMC, FAMPO, C-SMMPO etc.)
  - Exogenous Travel (external, through trips etc.)

5. Prepare forecast year highway, HOV, and transit networks including regionally significant projects, as follows:
  - 2019, 2020, 2021, 2025, 2030, 2040, and 2045 highway networks
  - 2019, 2020, 2021, 2025, 2030, 2040, and 2045 transit network input files
  - Update highway tolls, as necessary
6. Execute travel demand modeling for years 2019, 2020, 2021, 2025, 2030, 2040, and 2045
7. Derive Mobile Emissions Estimates for years 2019, 2021, 2025, 2030, 2040, and 2045 using inputs from both 2008 Ozone NAAQS attainment SIP mobile budgets and 2008 Ozone NAAQS Maintenance Plan mobile budgets (2 runs per year)
8. Provide emissions reductions estimates for TERMS
9. Summarize key inputs and outputs (VMT, mode share, emissions, etc.) of the conformity determination for use in the Visualize 2045 Performance Analysis
10. 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
  - Respond to comments and present to TPB for action
  - Finalize report and forward to FHWA, FTA, and EPA

# SCHEDULE FOR DEVELOPMENT & ADOPTION OF VISUALIZE 2045

2017	September 20*	TPB is briefed on the draft Solicitation of Technical Inputs document.
	October 18*	TPB releases final Solicitation Document. Transportation agencies begin submitting project information through online database.
	November 17	<b>DEADLINE:</b> Transportation agencies complete online submission of draft inputs.
	December 1	Technical Committee reviews draft Visualize 2045 inputs and draft Scope of Work for the Air Quality Conformity Analysis.
	December 14	Visualize 2045 inputs and draft Scope of Work released for <b>30-day comment period.</b>
	December 12	TPB staff briefs Metropolitan Washington Air Quality Committee Technical Advisory Committee (MWAQC TAC) on inputs and Scope of Work.
2018	December 20*	TPB is briefed on inputs and draft Scope of Work.
	January 13	Comment period ends.
	January 17*	TPB reviews comments and is asked to approve inputs and draft Scope of Work.
	March 2	<b>DEADLINE:</b> Transportation agencies finalize forms (including Congestion Management Documentation forms where needed) and inputs to the FY 2019-2024 TIP. Submissions must not impact conformity inputs. Note that the deadline for changes affecting conformity inputs was December 14, 2017.
	May 10	Public Forum on the development of the FY 2019-2024 TIP.
	September 7	Technical Committee reviews draft Visualize 2045 and Conformity Analysis.
	September 7	Draft Visualize 2045 Plan, TIP, and Conformity Analysis are released for <b>30-day comment period</b> at Citizens Advisory Committee (CAC) meeting.
	September 19*	TPB is briefed on the draft Visualize 2045 Plan, TIP, and Conformity Analysis.
	October (TBD)	TPB staff briefs MWAQC TAC on the draft Visualize 2045 Plan, TIP, and Conformity Analysis.
	October 7	Comment period ends.
October 17*	TPB reviews comments and responses to comments, and is presented with the draft Visualize 2045 Plan, TIP, and Conformity Analysis for approval.	

\* Regularly scheduled TPB meeting.

**ITEM 9 – Information**  
May 16, 2018

Performance Based Planning and Programming – Draft Regional  
Targets for CMAQ Traffic Congestion and Emissions Reduction  
Measures

**Staff Recommendation:** Briefing on a draft set of targets developed by staff in coordination with the state DOTs.

**Issues:** None

**Background:** The board will be briefed on requirements under the federal performance-based planning and programming (PBPP) rulemaking for MPOs to set targets for CMAQ Program performance measures for traffic congestion and emissions reduction. A draft set of targets developed by staff in coordination with the state DOTs will be presented. In June, the board will be asked to adopt traffic congestion and emission targets for the region.





# PERFORMANCE BASED PLANNING & PROGRAMMING

## Traffic Congestion and On-Road Emissions Performance Targets

Eric Randall, TPB Engineer

Transportation Planning Board  
May 16, 2018

Agenda Item 9



## Contents of Presentation

- Draft Near Term Performance Targets
  - Traffic Congestion
  - On-road emissions } Collectively called: *CMAQ Program*
- Next Steps
- Performance Measures Table
- Details on performance measures and targets
  - Requirements
  - Overview of each measure
  - Data for each measure
  - Forecasting targets for each measure

# System Performance: CMAQ Program (Congestion Mitigation and Air Quality)

	Performance Measures
<b>CMAQ Program: Traffic Congestion</b>	<b>Peak Hour Excessive Delay (PHED)</b> – Annual hours of peak hour excessive delay per capita
	<b>Mode Share</b> - Percent of Non-SOV Travel on the National Highway System (NHS)
<b>CMAQ Program: Emissions Reduction</b>	<b>Emissions</b> - CMAQ-funded projects on-road mobile source total emission reductions for each applicable criteria pollutant and precursor

## Traffic Congestion Measures & Draft Targets

### Measures: \*

- **Peak Hour Excessive Delay (PHED):**  
Annual hours of peak hour excessive delay per capita
- **Non-SOV Mode Share (Non-SOV):**  
Percent of Non-SOV Travel on the National Highway System (NHS)

### Targets:

Performance Measure for the Washington DC-MD-VA Urbanized Area	CY 2018 – 2019 Two Year Target	CY 2018 – 2021 Four Year Target
Peak Hour Excessive Delay (PHED)	<b>Not Required</b>	<b>18.7 hours</b>
Mode Share (Non-SOV)	<b>36.9 %</b>	<b>37.2 %</b>

\* Prescribed by FHWA rulemaking on System Performance: Highway and Freight, Congestion Mitigation and Air Quality (CMAQ), published on January 18, 2017, with an effective date 5/20/2017

# On-road Emission Measures & Draft Targets

## Measures: Total Emissions Per day <sup>1</sup>

Of applicable criteria pollutants from on-road projects receiving federal CMAQ funds

## Targets: <sup>2</sup>

Total Emissions Reduction for the TPB portion of the Washington DC-MD-VA nonattainment area		FFY 2018 - 2019	FFY 2018 - 2021
		Two Year Target	Four Year Target
	Volatile Organic Compounds (VOCs)	1.838 Kg/Day	2.195 Kg/Day
	Nitrogen Oxides (NOx)	4.019 Kg/Day	4.703 Kg/Day

1. Prescribed by FHWA rulemaking on System Performance: Highway and Freight, Congestion Mitigation and Air Quality (CMAQ), published on January 18, 2017, with an effective date of May 20, 2017.
2. MPO targets reflect the anticipated cumulative emissions reduction to be reported MDOT, VDOT, and DDOT for the region

## Next Steps: TPB

- Receive and respond to draft targets
- TPB Adopts targets on June 20, 2018
- Complete the MPO CMAQ Performance Plan with MPO targets and submit to State DOTs by September
- Approval of FAMPO and BRTB MPO targets

# Next Steps: Overall

- States and MPOs agree on identified CMAQ (Traffic Congestion and Emission Reductions) targets for the urbanized areas
- States identified CMAQ targets May 20, 2018
- States and MPOs develop a CMAQ Performance Plan for the targets
- States submit CMAQ targets and the State and MPO Performance Plans to the FHWA by October 1, 2018



# Traffic Congestion: Peak Hour Excessive Delay Overview

The Peak Hour Excessive Delay (PHED) measure is the per capita Excessive delay on all reported segments on the National Highway System (NHS; *NOT all roads*) in the urbanized area.

- Excessive delay = when travel speed is less than 20 miles per hour or 60% of the posted speed limit)

PHED is calculated by measuring <sup>1</sup> or forecasting:

- cumulative hours of excessive delay experienced by all people,
- travelling through all reported segments on the NHS in the urbanized area,
- during the peak period <sup>2</sup> (*even though titled Peak Hour*),
- for the full calendar year.

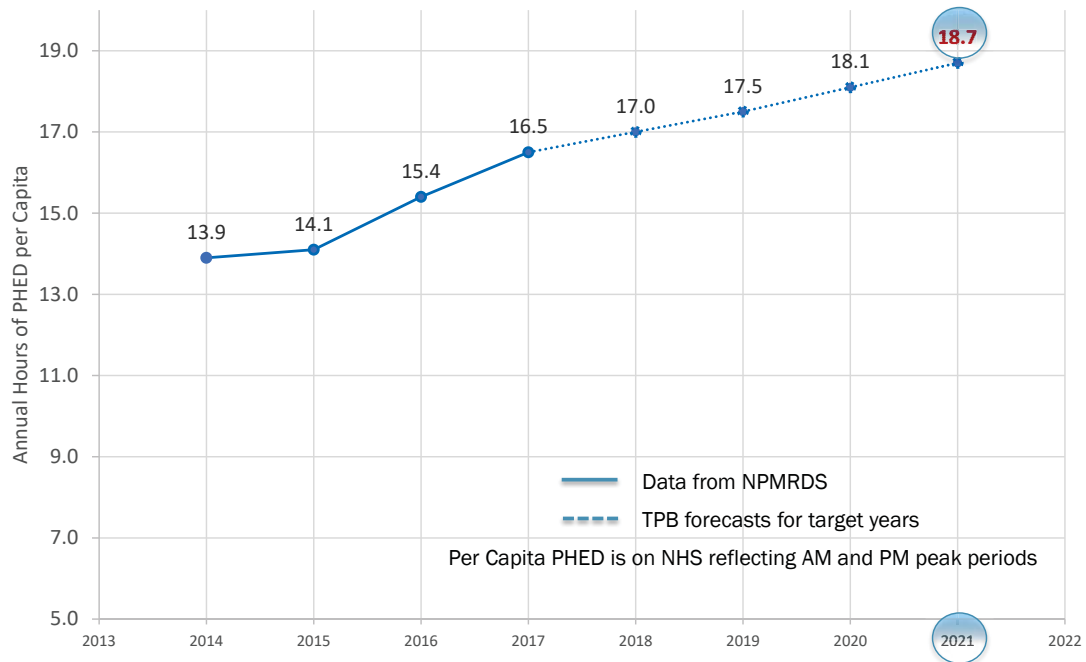
1. TPB Urbanized area Peak travel hours:

Weekday morning: 6 a.m. to 10 a.m. And Weekday afternoon: 3 p.m. to 7 p.m.

2. Current year data collected using the National Performance Management Research Data Set (NPMRDS)



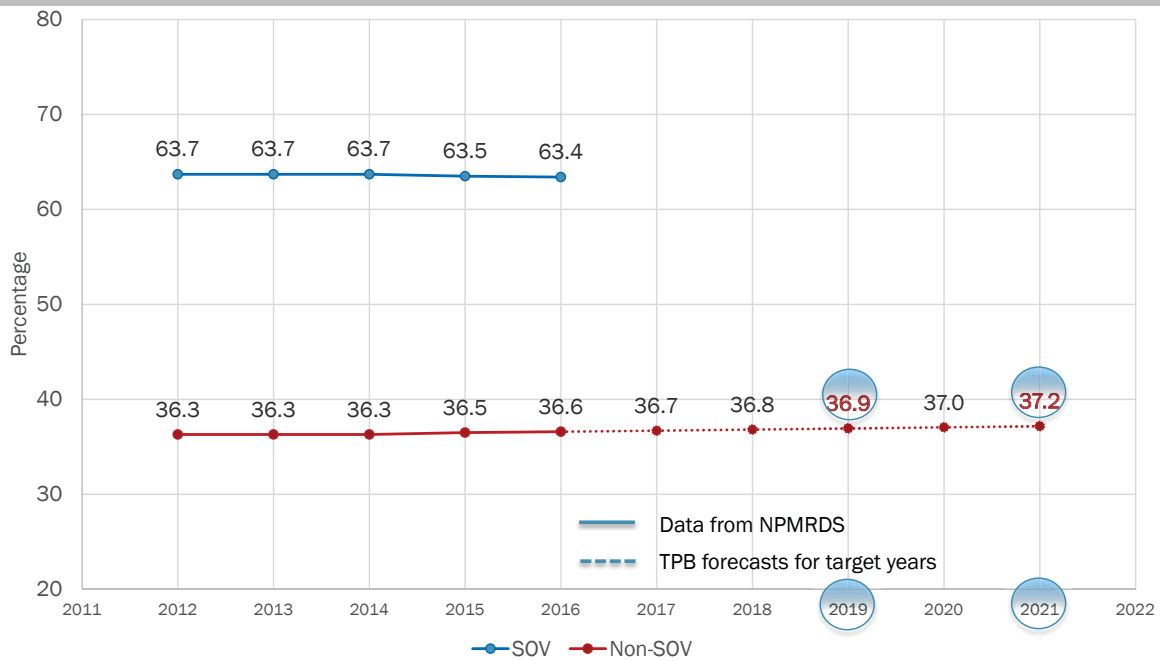
# Traffic Congestion: PHED - Recent Data and Short Term Forecast (Target)



## Traffic Congestion: Mode Share—Overview

- Non-SOV (Single Occupancy Vehicle) mode share measure is for the commuting travel within the urbanized area.
- Includes carpools/vanpools, public transit, walking, biking, and teleworking.
- Non-SOV mode share data derived from the U.S. Census Bureau American Community Survey

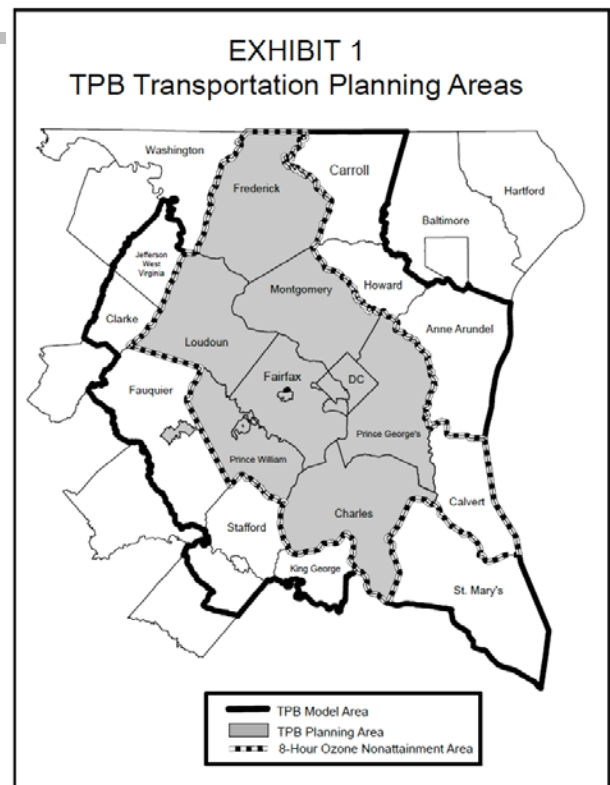
# Traffic Congestion: Mode Share–Recent Data And Short Term Forecast (Target)



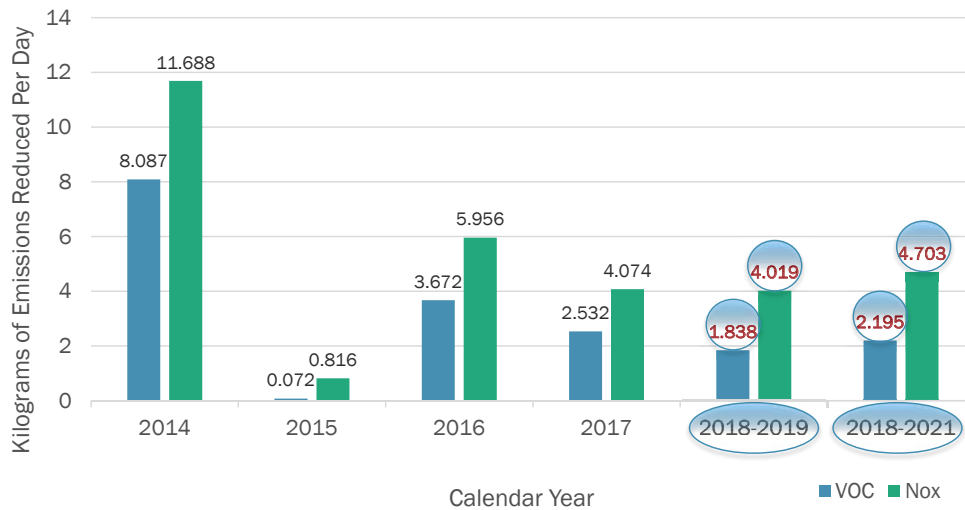
## On-road Emissions Reduction - Overview

- Applies to criteria pollutants in non-attainment or maintenance areas\*
- Emissions reductions data are estimates from (select) projects that have received CMAQ funds.
- Forecast emissions reductions are estimates based on projects anticipated to receive CMAQ funds.

\* Targets for Calvert County will be set by Calvert-St Mary's MPO (outside TPB planning area) .



# Emissions Reduction: Recent Data And Short Term Forecasts (Targets)



Data source for past years: FHWA Public Access System  
Emissions reductions from select CMAQ funded projects only for the TPB planning area within the Washington DC-MD-VA Ozone nonattainment area

## Next Steps: TPB

- Receive and respond to draft targets
- TPB Adopts targets on June 20, 2018
- Complete the MPO CMAQ Performance Plan with MPO targets and submit to State DOTs by September
- Approval of FAMPO and BRTB MPO targets
- Questions



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National Capital Region  
Transportation Planning Board

# CMAQ PROGRAM PERFORMANCE

- **MAY 16 DRAFT**

Performance-Based Planning and Programming

June 2018

**Pictures on cover to be included in final version**



Metropolitan Washington  
**Council of Governments**

## **CMAQ PROGRAM PERFORMANCE**

June 16, 2018

### **ABOUT COG**

The Metropolitan Washington Council of Governments (COG) is an independent, nonprofit association that brings area leaders together to address major regional issues in the District of Columbia, suburban Maryland, and Northern Virginia. COG's membership is comprised of 300 elected officials from 24 local governments, the Maryland and Virginia state legislatures, and U.S. Congress.

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DRAFT

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# CMAQ PROGRAM PERFORMANCE

This report summarizes the federal requirements for the National Capital Region Transportation Planning Board (TPB), which is a Metropolitan Planning Organization (MPO), in the establishment of performance measure targets associated with the CMAQ Program. This includes unified urbanized targets for the performance measures of Peak Hour Excessive Delay (PHED) and Mode Share in the area of traffic congestion, and a quantifiable target for Emissions Reduction for applicable pollutants and precursors for the nonattainment/maintenance areas within the TPB planning area boundary. The targets described in this report meet the MAP-21/FAST performance-based planning and programming (PBPP) requirements and are consistent with the target setting approaches of Maryland, Virginia, and the District of Columbia. These 2018 targets were approved by the National Capital Region Transportation Planning Board (TPB) at its regular meeting on (date).

## Overview of Performance-Based Planning and Programming Requirements

Under the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reinforced in the Fixing America's Surface Transportation (FAST) Act, federal surface transportation regulations require the implementation of performance management requirements through which states and MPOs will “transition to a performance-driven, outcome-based program that provides for a greater level of transparency and accountability, improved project decision-making, and more efficient investment of federal transportation funds.”

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have been gradually issuing a set of rulemakings, initially proposed and subsequently final, for the implementation of this performance-based planning and programming (PBPP) process. Each rulemaking lays out the goals of performance for an area of transportation, establishes the measures for evaluating performance, specifies the data to be used to calculate the measures, and then sets requirements for the setting of targets.

Under the PBPP process, states, MPOs, and providers of public transportation must link investment priorities to the achievement of performance targets in the following areas:

- Highway Safety;
- Highway Assets: Pavement and Bridge Condition;
- System Performance (Interstate and National Highway System, Freight Movement on the Interstate System, and the Congestion Mitigation and Air Quality Improvement Program); and
- Transit Safety and Transit Asset Management.

The final Statewide and Metropolitan Planning Rule, published May 27, 2016, provides direction and guidance on requirements for implementation of PBPP, including specified measures and data sources, forecasting performance, target-setting, documentation in the statewide and metropolitan long-range transportation plans and Transportation Improvement Programs (TIPs), and reporting requirements. The initial part of the PBPP process will require coordination and agreement on specific responsibilities for each agency in accordance with the planning rule.

## Overview of CMAQ Program Performance Measures

The FHWA published the System Performance: Highway and Freight, Congestion Mitigation and Air Quality (CMAQ) Final Rule on January 18, 2017, with an effective date of May 20, 2017. The State departments of transportation (DOTs) then had one year until May 20, 2018 to set their initial targets. The rule requires states to set targets for four performance measures concerning Highway and Freight: 1) Interstate TTR, 2) National Highway System (NHS) TTR, 3) Greenhouse Gas Emissions, and 4) Freight Reliability. (Note: the Greenhouse Gas Emissions measure due date was delayed to September 28, 2018, and has been proposed for withdrawal by current federal rulemaking.) In addition, the FHWA requires states to set three performance measures concerning CMAQ: 1) Peak Hour Excessive Delay (PHED), 2) Mode Share, and 3) Emissions Reduction.

This report covers the two CMAQ Program: Traffic Congestion performance measures and the CMAQ Program: Emissions Reduction performance measure. It provides an overview of the measures, data collection, and the methodology utilized for target setting. Additionally, information concerning the CMAQ Program in general is presented, as well as details concerning CMAQ project selection and programming for the states of Virginia, Maryland, and the District of Columbia.

**Table 1: Summary of CMAQ Program: Traffic Congestion and Emissions Reductions Measures**

	Performance Measure
<b>CMAQ Program: Traffic Congestion</b>	<b>Peak Hour Excessive Delay – Annual hours of peak hour excessive delay per capita</b>
	<b>Mode Share – Percent of Non-SOV Travel on the NHS</b>
<b>CMAQ Program: Emissions Reduction</b>	<b>Emissions – CMAQ-funded projects on-road mobile source total emissions reduction for each applicable criteria pollutant and precursor</b>

## TARGET SETTING AND COORDINATION

### PHED

Applicable State DOTs and MPOs collectively establish a single target for each applicable urbanized area for the first performance period by May 20, 2018. As part of a phased implementation approach, only four-year targets will be reported in the State's baseline performance period report due by October 1, 2018. There is no requirement for States to report two-year targets or baseline condition for this specific measure in the report for the first performance period. With the first mid performance period progress report, due October 1, 2020, four-year targets may be adjusted, and two-year condition/performance will be reported as baselines.

### Mode Share

Applicable State DOTs and MPOs must collectively establish a single, unified two-year and four-year target for each applicable urbanized area for the first performance period by May 20, 2018. A baseline report for the first performance period is due October 1, 2018 and must include two and four-year targets and a description of the data collection method used.

## Emissions Reduction

State DOTs, with coordination from the MPO, must establish statewide two and four-year targets for total emissions reduction of on-road mobile source emissions for each performance period for all nonattainment and maintenance areas within the state boundary, for each applicable criteria pollutants and precursors. State DOTs must set targets by May 20, 2018 and targets must be reported to FHWA by October 1, 2018. MPOs, in coordination with State DOTs, must establish two and four-year targets for all nonattainment and maintenance areas within the metropolitan planning area. Targets are to be set within 180 days after state DOTs have set their targets. In both cases, the targets shall reflect the anticipated cumulative emissions reductions to be reported in the CMAQ Public Access System.

In addition to the responsibility of MPOs setting targets, MPOs that have a population of over 1 million people within a nonattainment or maintenance area must prepare a CMAQ Performance Plan. The CMAQ Performance Plan will be attached to the Biennial Performance Reports prepared by the respective state DOTs. The performance plan will provide information on projects associated with the reduction of emissions, as well as target and methodology information for the emissions reduction performance measure.

## MPO Coordination with State DOTs

MPOs are required to establish their performance targets in coordination with their state partners and these **targets should be data-driven and realistic**. The requirement for these targets to be evidence based and predictive of anticipated outcomes does not supersede or diminish any aspirational targets to which local, regional, or state jurisdictions are committed. Coordination is essential between the MPO and State DOTs in setting the CMAQ Program targets. Both are to work together to share data, review strategies, and understand outcomes.

TPB staff has worked in close coordination with the Virginia Department of Transportation (VDOT), Maryland Department of Transportation (MDOT) and District Department of Transportation in the development of these performance targets.

## CMAQ Program: Traffic Congestion - PHED and Mode Share Performance Measures

### PHED

PHED is based on the calculation of all segments of the National Highway System. PHED is defined as the extra amount of time spent in congested conditions defined by speed thresholds that are lower than a normal delay threshold. For this measure, the speed threshold is 20 mph or 60% of the posted speed limit, or whichever is greater. The FHWA requires that the data collected must occur during the weekdays (Monday through Friday), with a required morning peak timeframe of 6:00AM – 10:00AM, and a choice between two evening peak timeframes: 3:00PM – 7:00PM or 4:00PM – 8:00PM. TPB staff have used the earlier PM peak (3:00PM – 7:00PM) for all calculations; the same PM peak is also being used by the State DOTs.

Data for all peaks was collected for the region from the National Performance Management Research Data Set (NPMRDS), using a widget created by RITIS. Regional Integrated Transportation Information System (RITIS) is an automated data sharing, dissemination, and archiving system that includes many performance measure, dashboard, and visual analytics tools that help agencies to



gain situational awareness, measure performance, and communicate, managed by the University of Maryland CATT Lab. The RITIS widget is designed to assist with performance measurement target creation using NPMRDS data.

### PHED Forecasting and Target Setting

After the collection of data there are two general approaches that may be utilized for forecasting performance: the extrapolation of measured performance or the use of travel demand model data.

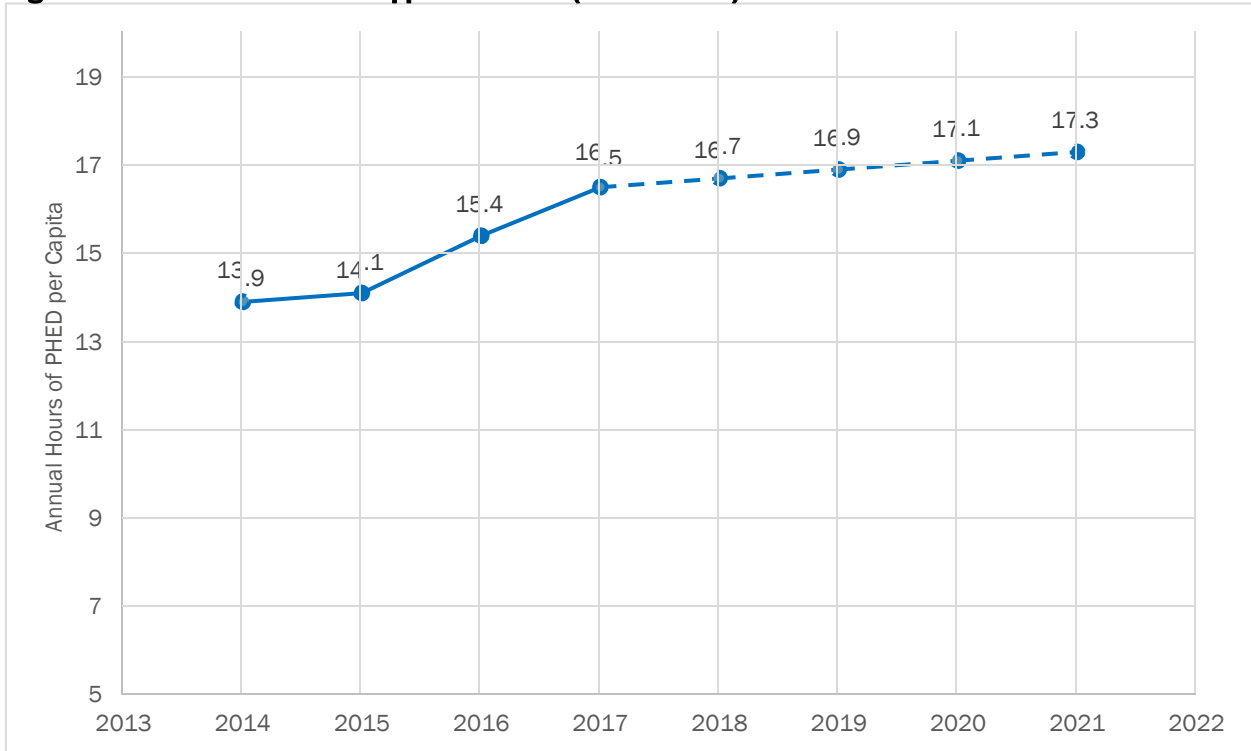
- Travel Demand Model
  - In 2016 TPB produced a travel demand model which produced congestion/related outputs for modelled years 2016, 2020, 2025, etc. Forecasting will be achieved by utilizing such outputs as AM Peak Hour VMT estimates to project change in congestion, applying the percentage increases to measured performance.
  - Use of the travel demand model takes into account near-term predicted changes in population, employment and other factors that increase travel demand, as well as changes in the highway and transit network.
- Extrapolation of Measured Performance
  - For this approach, measured data for the previous years of 2014 through 2017 is extrapolated, via linear regression, through the year 2021. This would cover both the two and four-year targets. This approach would result in either a fitted line or a best fit curve as a means of forecasting.
  - The extrapolation method captures trends over time but depends upon consistent data.
- Averaging
  - Taking both the results from the Extrapolation of Measured Performance and the Travel Demand Model and averaging those methodologies.

**Table 2: Summary of PHED measured In Annual Hrs./Capita\***

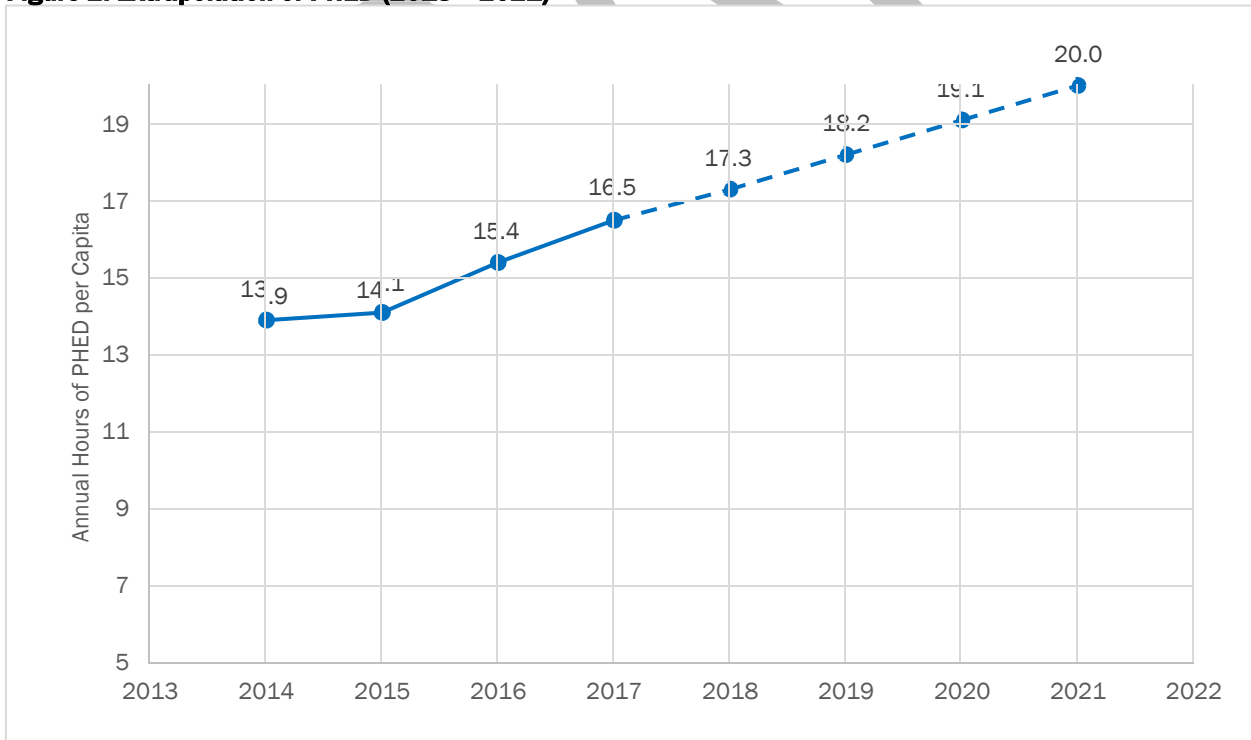
	2014	2015	2016	2017
<b>Peak Hours of Excessive Delay (PHED) for the Washington DC-MD-VA Urbanized Area</b>	13.9	14.1	15.4	16.5

\* Morning peak timeframe of 6:00AM – 10:00AM and evening peak timeframe of 3:00PM – 7:00PM

**Figure 1: Travel Demand Model applied to PHED (2018 – 2021)**



**Figure 2: Extrapolation of PHED (2018 – 2021)**



**Figure 3: Averaging of Travel Demand Model and Extrapolation of PHED (2018 – 2021)**

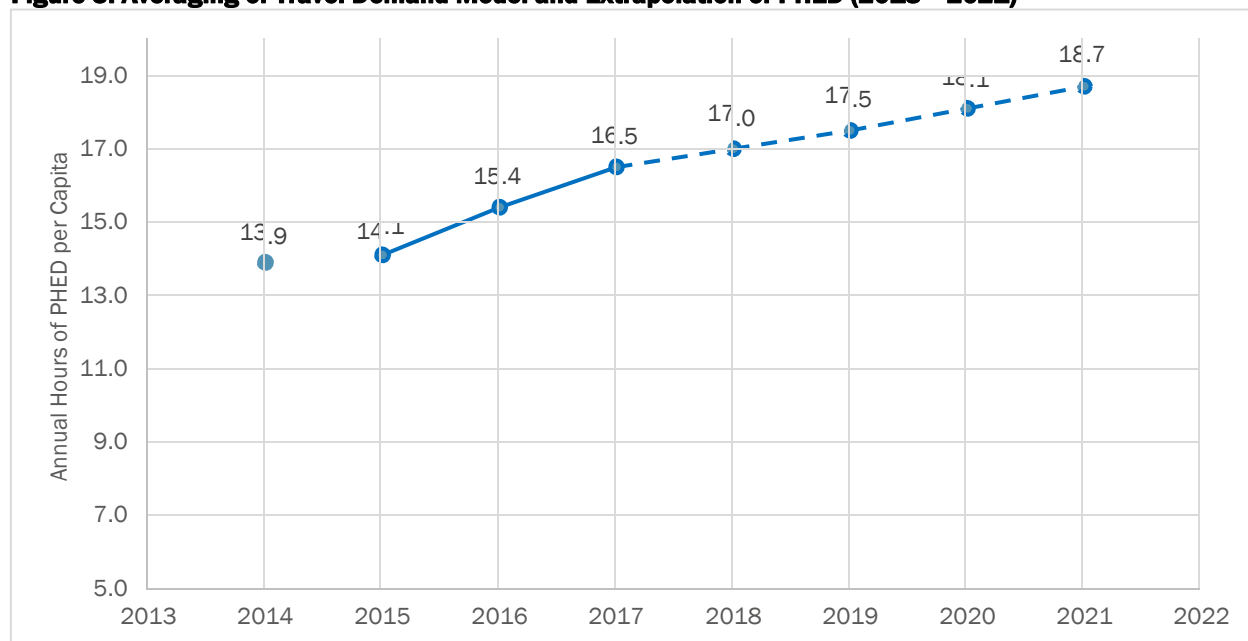


Figure 1 shows an application of the second methodology using the TPM Travel Demand Model. For the purposes of forecasting PHED in the TPB region, the forecasted population and the VHD (Vehicle Hours Delay) was used from the travel demand model. From these two sets the compounded growth rate was calculated. This rate of growth was then applied to most recent data (2017) showing the amount of growth from 2017 to 2025. With these two endpoints, the other points in between were calculated, providing a forecasted target.

For comparative purposes, Figure 2 shows the extrapolation of PHED data based on linear regression. Due to the increase in 2017, this leads to an extrapolation of PHED increasing more rapidly than forecast by the travel demand model. Lastly, Figure 3 shows the averaging of the previous two methods.

### **MODE SHARE**

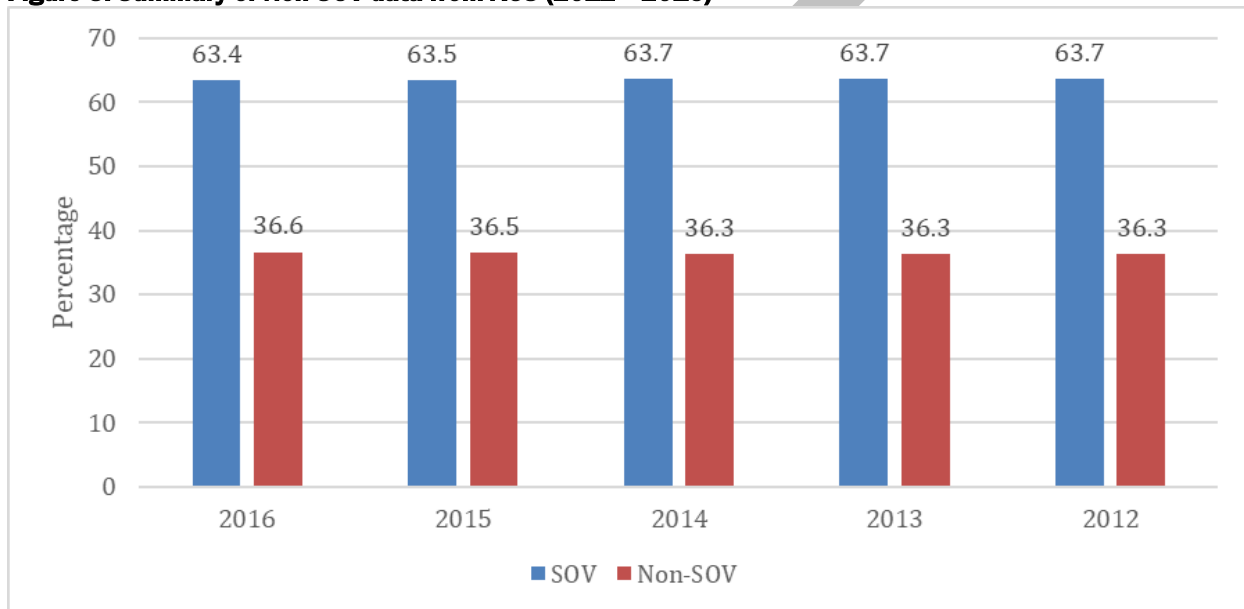
Mode Share is a calculation of the percent of Non-SOV Travel within the urbanized area. Non-SOV Travel, defined by the FHWA, applies to travel occurring on modes other than driving alone in a motorized vehicle and includes travel that is avoided by telecommuting, it is a measure of the percentage of all surface transportation occurring in the urbanized area. An urbanized area is defined as having a population of at least 1 million people in a nonattainment/maintenance area for any of the criteria pollutants under the CMAQ program. For the TPB region, this includes the Washington DC-MD-VA urbanized area (UZA).

The FHWA has provided three data collection models as a means of estimating the required performance targets. Model A allows use of the ACS data found in the table titled “Journey to Work.” Model B allows for data collected from localized surveys. Model C involves estimating the percent of non-SOV based on volume measurements of actual use for each mode of transportation, including telework. For purposes of this region’s measure, an Model A was utilized.

In selecting this model, explicit guidelines are detailed on how to utilize the ACS data. Data is to be obtained from the “Journey to Work” dataset, labeled *DP03*. These data sets contain the five-year estimates of the economic characteristics of those surveyed. Within, this dataset is a breakdown on how people commute to work, either by driving alone (SOV) or car-pooling, public transportation, walking, other means, or working at home (Non-SOV).

Figure 3 was created from the “Journey to Work” *DP03* dataset. The original datasets showed a breakdown between modes of transportation people utilized to get to work, Figure 3 combines that data and makes a clear indication of SOV versus Non-SOV percentages. Figure 3 contains this information starting in 2012 and concluding with the most recent dataset published in 2016. There has not been significant change in the rate of SOV or Non-SOV travel within the Washington UZA.

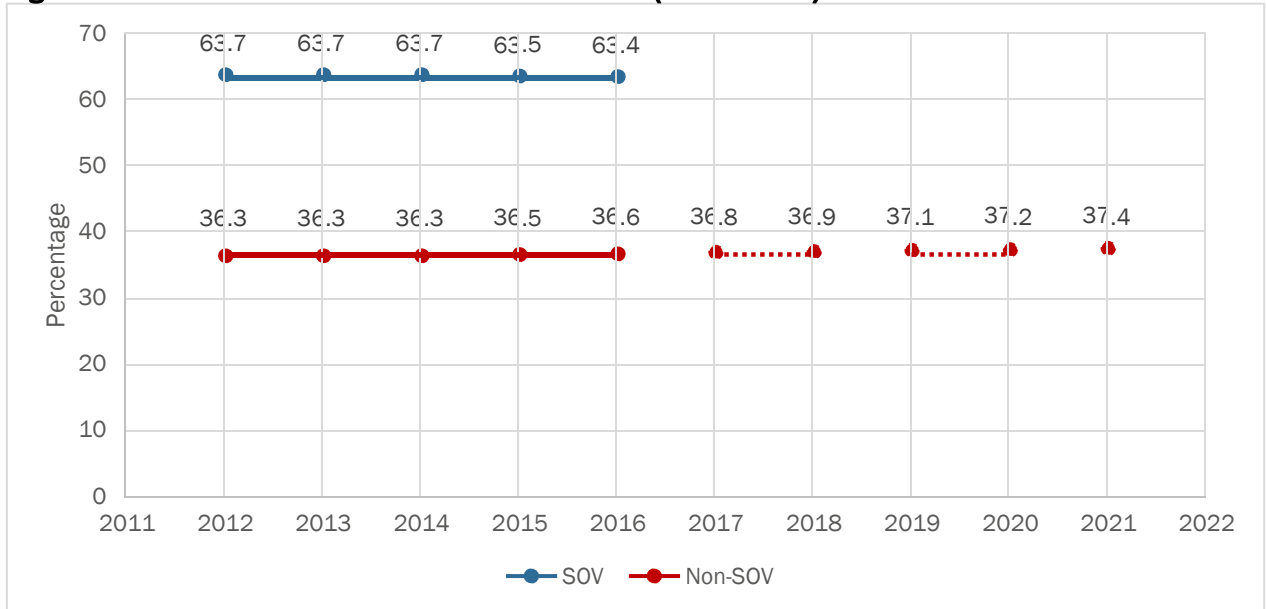
**Figure 3: Summary of Non-SOV data from ACS (2012 – 2016)**



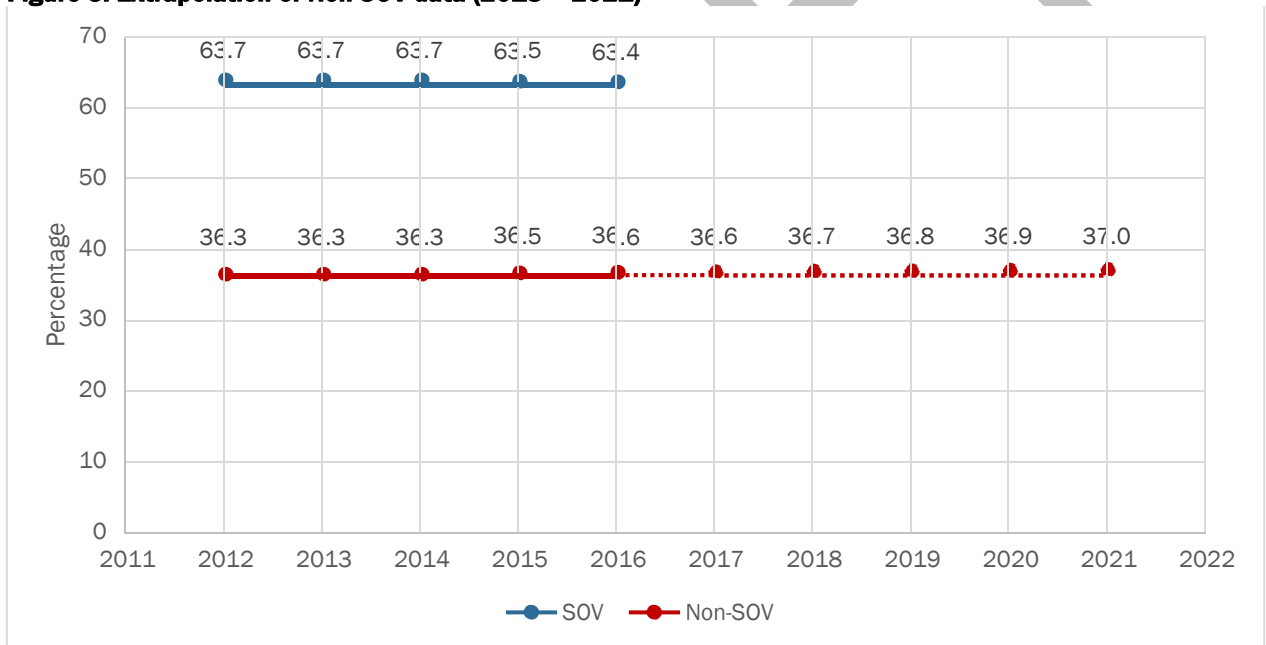
The TPB is responsible for setting both two-year (2018, 2019) and four-year (2018, 2019, 2020, 2021) unified targets with Virginia, Maryland, and District of Columbia Departments of Transportation. In determining the unified targets for both two and four years, there is no formula or calculation specified. The FHWA only requires estimations for target projections. Without the restrictions of calculations and formulas for target setting, there are a few methodologies that can be used by the TPB to determine their targets. The approach selected was a straight-line projection and use of data from the travel demand model.

Figure 4 illustrates the application of forecasted Non-SOV work trip travel through year 2021 with input from the TPB Travel Demand Model. Initially, a five-year average was calculated from years 2012 – 2016. Next, the absolute change of SOV work trips from years 2016 to 2025 was calculated and then converted to the actual percentage change. This percent change was then applied to the five-year average. Since this was a calculation of SOV work trips, this percent was subtracted from 100, to provide Non-SOV work trip information. Figure 5 shows the extrapolation of the ACS data from years 2012 – 2016. Lastly, Figure 6 shows the averaging of the previous two methods.

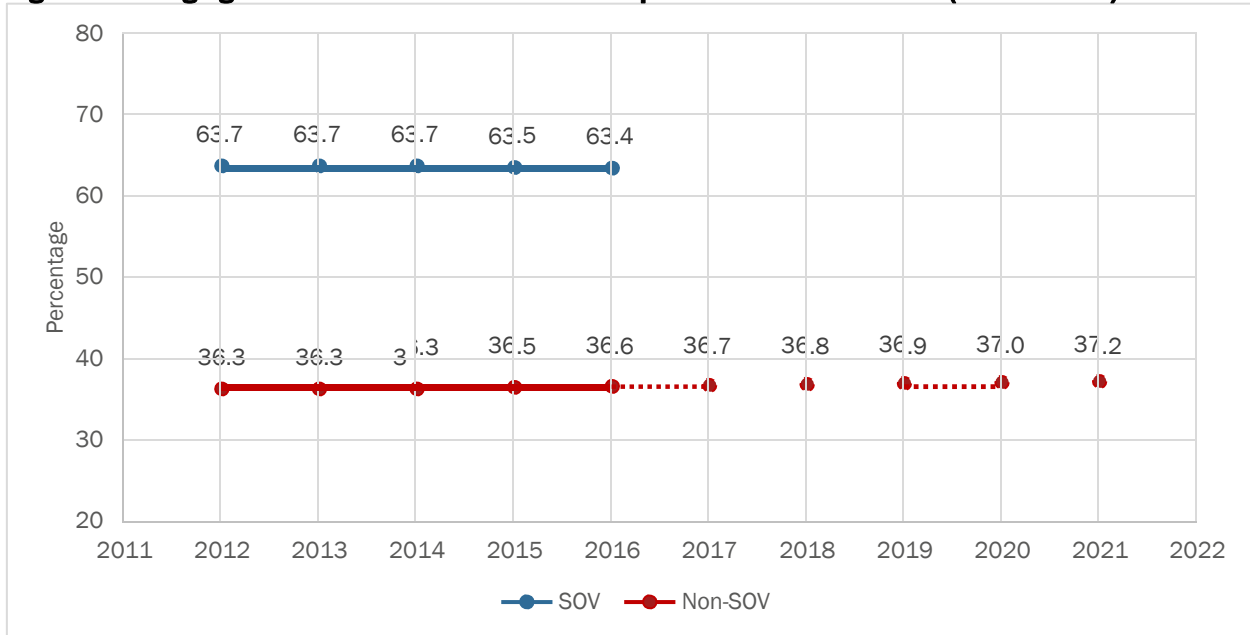
**Figure 4 Use of Travel Demand Model on Non-SOV data (2018 – 2021)**



**Figure 5: Extrapolation of Non-SOV data (2018 – 2021)**



**Figure 6: Averaging of Travel Demand Model and Extrapolation for Non-SOV Data (2018 – 2021)**



### TPB Methodology for Target Setting

In terms of developing a methodology, TPB staff have chosen the use of the averaging of the Travel Demand Model and Extrapolation for forecasting future performance and setting targets for the Washington DC-MD-VA urbanized area (UZA) and the Peak Hours of Excessive Delay (PHED). These targets include 2-year and 4-year targets for mode share: Non-SOV and a 4-year target for PHED, as initially required in the federal rulemaking. The targets cover calendar years 2018 through 2021. A summary of the targets is presented in Table 3.

**Table 3: CMAQ Program Targets: Mode Share and Peak Hour Excessive Delay (PHED)**

Performance Measure	CY 2018 – 2019 Two Year Target	CY 2018 – 2021 Four Year Target
Peak Hour Excessive Delay (PHED)	Not Required	18.7 Hours
Mode Share (Non-SOV)	36.9%	37.2%

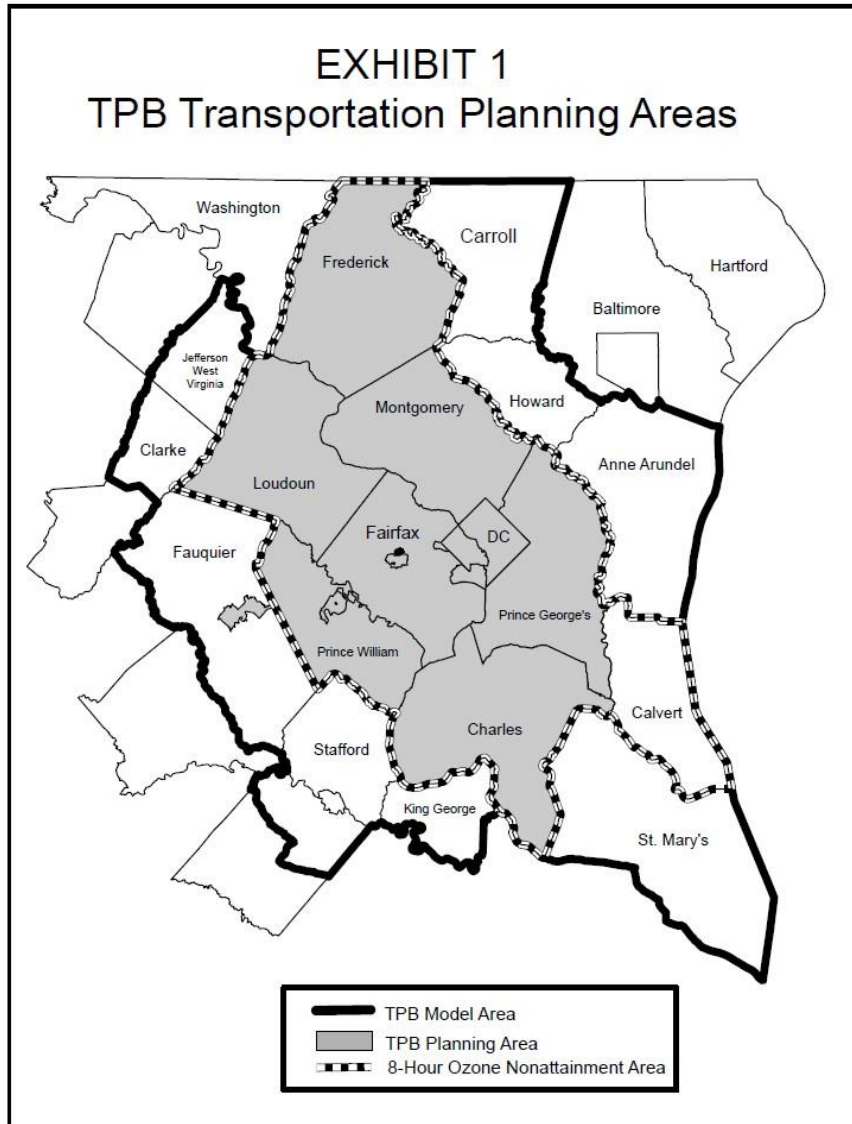
## CMAQ Program: Emissions Reduction

Emissions reduction is defined as the total on-road mobile source total emission reductions for each applicable criteria pollutant and precursor for a nonattainment area. For the nonattainment area in the TPB region, the applicable criteria pollutants are Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx). This performance measure applies to projects that receive or are

programmed for CMAQ funding. Data was collected from the CMAQ Public Access System, as specified in the federal rulemaking.

It should be noted that the regional nonattainment area includes Calvert County; however, this county is not part of the TPB planning area. Maryland DOT and Calvert County are conducting a separate performance measure analysis for emissions reduction for that part of the nonattainment area

**Figure 6: Map of TPB Planning Area and Regional Nonattainment Area**



## **FEDERAL REQUIREMENTS FOR CMAQ PROJECT FUNDING**

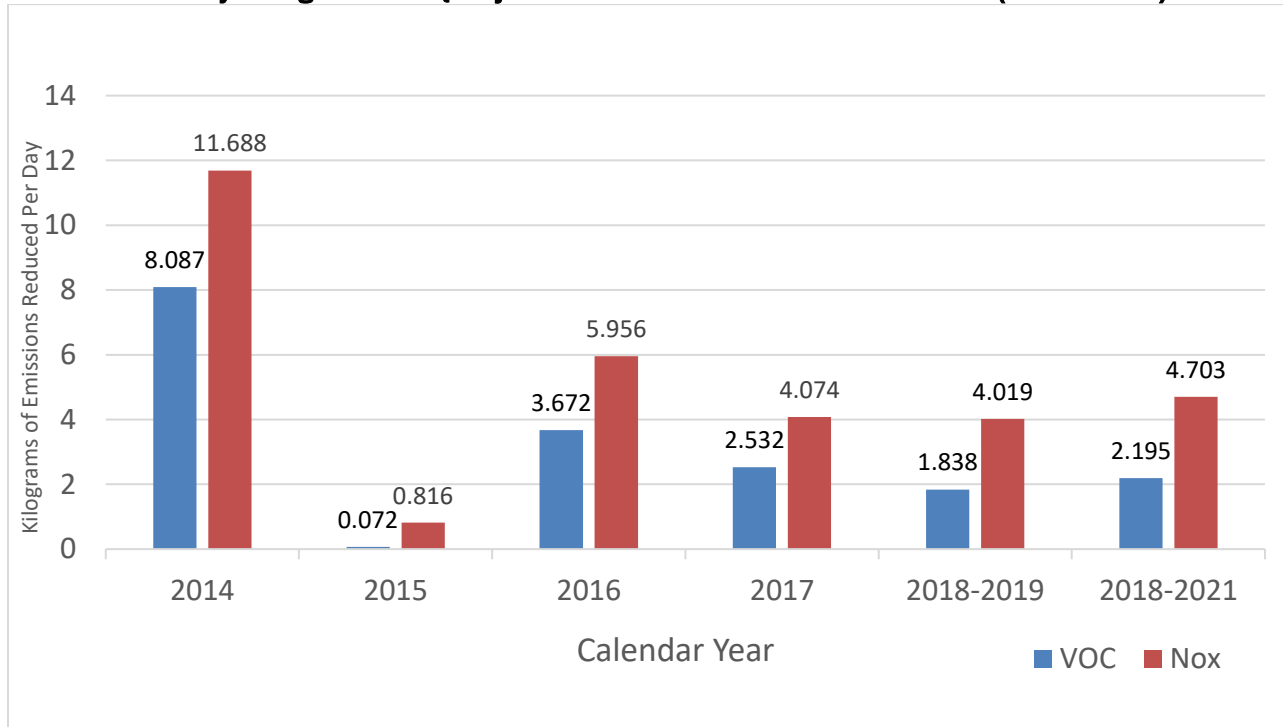
The Congestion Mitigation and Air Quality (CMAQ) program supports two important goals of the U.S. Department of Transportation: improving air quality and relieving congestion. While these goals are not new elements of the program, they were strengthened in SAFETEA-LU and further bolstered in provisions added to the MAP-21. Growing highway congestion continues to rise at a faster rate than transportation investments. Reducing congestion is a key objective of federal surface transportation policy, and one that has gathered increasing importance in the past several years. The costs of congestion can be an obstacle to economic activity. In addition, congestion can hamper quality of life through diminished air quality, lost personal time, and other negative factors. Accordingly, the CMAQ Program includes federal funds programmatically allocated to each state for funding applicable projects.

A CMAQ project must meet three basic criteria: it must be a transportation project, it must generate an emissions reduction, and it must be in or benefit a nonattainment or maintenance area. Additionally, as with all Federal-aid projects, CMAQ projects must be included in the MPO's current transportation plan and Transportation Improvement Program (TIP) (or the current Statewide Transportation Improvement Program (STIP) in areas without an MPO). In nonattainment and maintenance areas, the project also must meet the conformity provisions contained in section 176(c) of the CAA and the transportation conformity regulations. Lastly, all CMAQ-funded projects need to complete National Environmental Policy Act (42 U.S.C. 4321 et seq.) (NEPA) requirements and satisfy the basic eligibility requirements under titles 23 and 49 of the United States Code.

The District of Columbia, Maryland, and Virginia departments of transportation each receive CMAQ funding and allocate it annually to fund applicable projects. Each state follows its own selection process for identifying and funding CMAQ projects; for Maryland and Virginia many such projects are funded elsewhere in the state than the TPB planning area. Projects are selected on various criteria, only one of which is estimated emissions reduction benefits. Projects are not required to have quantifiable emissions reduction benefits; a quantitative assessment is sufficient. All projects awarded annually must be entered into the CMAQ Public Access System (PAS). Data for the CMAQ Emissions Reduction performance measure for the region is taken from the quantified benefits included in the projects listed in the PAS that have been funded in the region. Table 3 lists the quantified benefits, if any, included in the PAS for the region for recent years (2014 to 2017). Further information on each state's CMAQ project process and methodology for forecasting future performance and setting targets follows.



**Table 4: Summary of Regional CMAQ Projects Emissions Reduction of VOC and NOx (2014 – 2017)**



**MARYLAND CMAQ PROJECT PROGRAMMING**

The Maryland Consolidated Transportation Program (CTP) is a six-year capital budget for transportation projects, where CMAQ programming is determined during the one-year development process. CMAQ projects selected for programming are done so based on criteria provided by the CTP. Projects should meet all federal and legal requirements; support departmental program priorities; meet all federal match requirements to maximize federal revenue; support State plans and objectives; support existing project commitments and uphold intergovernmental agreements; and lastly support alternative modes of transportation (transit, bike, pedestrian). Projects selected for programming must also be consistent with local plans and be included in the regional MPO long-range plan.

In addition to this formalized process, a more intuitive process is used within MDOT to fund applicable projects. A majority of the CMAQ funding is used for transit projects (bus replacements, MARC, and light rail). Funding for some signal synchronization and for the CHART program, have also utilized CMAQ funds.

**Maryland Methodology for Target Setting**

The target setting methodology utilizes a combined approach of historic trends and anticipated CMAQ projects programmed over the next four years. The targets were established using historic CMAQ trends, averaging emissions from FY2014 through FY2017 CMAQ projects, and the known FY2018 – FY2021 programmed projects. MDOT primarily uses two analysis tools for estimating emissions benefits of CMAQ projects. MAQONE, a Maryland specific tool for analyzing off-network

projects that uses MD MOVES emission rates and it is populated with county-level defaults. Also the FHWA Emissions Calculator Toolkit, which supports a number of project types developed by FHWA to analyze CMAQ projects

The targets were adjusted to represent the average emission rates of light-duty vehicles declining over time due to the federal vehicle and fuel standards, Tier 3 along with the fleet turnover of older vehicles. Adjustments were not applied to diesel vehicle replacements. For recommended MPO targets, the statewide target was allocated to the MPO based on project location as reported in the updated FHWA's PAS.

Targets reflect the anticipated cumulative emissions reduction to be reported in the CMAQ PAS for new projects over the next four years. The Maryland CMAQ projects are programmed through MDOT's Maryland Transit Administration (MTA) and State Highway Administration (SHA).

### **VIRGINIA CMAQ PROJECT PROGRAMMING**

Within the region, the Northern Virginia Transportation Alliance (NVTA) coordinates Northern Virginia's annual programming of federal CMAQ projects as well as Regional Surface Transportation (RST) funds. CMAQ funds contribute to the attainment and maintenance of the National Ambient Air Quality Standards (NAAQS).

The recommendation of programming is done through the Regional Jurisdiction and Agency Coordinating Committee (RJACC). Final approval is given by the Commonwealth Transportation Board (CTB). VDOT provides local matches for approved CMAQ projects, but only if the project utilizes the funds within an established timeline. Recipients have 24 months to obligate the funds and then 48 months to expend the funds. CMAQ projects are eligible for potential funding after an application submission, a Transportation Emissions Estimation Models (TEEM) worksheet submittal for air quality benefit calculation, and a resolution of support from the respective governing bodies.

### **DISTRICT OF COLUMBIA CMAQ PROJECT PROGRAMMING**

Currently the District of Columbia department of transportation does not have any additional steps in determining CMAQ programming beyond the federal requirements. A majority of the CMAQ programs that have been selected for funding have involved bike lanes and TDM. In the future, the department plans to add additional requirements, other than the federal minimum standards, in the programming of CMAQ projects.

### **District of Columbia and Virginia Methodology for Target Setting**

Both the District of Columbia and the state of Virginia have selected a similar methodology for target selection for the emissions reduction performance measure. Both departments of transportation will be listing and calculating the total emissions reduction for CMAQ programmed projects for years 2018 to 2021.

#### **TPB Methodology for Target Setting**

In terms of developing a methodology that could be utilized for target setting, TPB staff considered four techniques. First, taking the average past years' data and setting targets reflective of those averages. Second, setting a trend line based on past years' data and setting targets based on those projections. Third, using the percentage of CMAQ funding in the TIP and the cost-effectiveness

(kg/ton), created by a ratio, of quantified CMAQ projects in the CMAQ Public Access System to forecast future emissions and thereby creating targets. Fourth, list expected CMAQ projects for the next four years and analyze emissions benefits. This fourth method was suggested from FHWA presentations and webinars; however, it is not a requirement. The fourth method was utilized for the target setting in this report.

Based on the available quantified data and the information provided by the District of Columbia, Maryland, and Virginia departments of transportation, the TPB has summed the forecast emissions reduction benefits forecast by each state for CMAQ projects planned in the region. The combined emissions reduction is then used to set the two-year and four-year target for the two applicable pollutants.

**Table 5: CMAQ Program Targets: On-Road Mobile Emissions Reductions**

Total Emissions Reductions for the TPB portion of the Washington DC-MD-VA nonattainment area		FFY 2018 – 2019	FFY 2018 – 2021
		Two Year Target	Four Year Target
	Volatile Organic Compounds (VOCs)	1.8376 Kg/Day	2.1950 Kg/Day
	Nitrogen Oxides (NOx)	4.0194 Kg/Day	4.7026 Kg/Day

□ May 16: Data from VDOT is included though still pending.

**ITEM 10 – Information**  
May 16, 2018

Visualize 2045: Bicycle and Pedestrian Element

**Staff**

**Recommendation:** Briefing on the Bicycle and Pedestrian Element of Visualize 2045.

**Issues:** None

**Background:** The board will be briefed on the Bicycle and Pedestrian Element of Visualize 2045, which includes a summary of all of the TPB's bicycle and pedestrian planning activities.





## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Michael Farrell, Senior Transportation Planner  
**SUBJECT:** Bicycle and Pedestrian Element of Visualize 2045  
**DATE:** May 16, 2018

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## **INTRODUCTION**

This memorandum provides background information on the Bicycle and Pedestrian Element of Visualize 2045 and summarizes the TPB's bicycle and pedestrian planning activities.

## **BICYCLING AND WALKING IN THE WASHINGTON REGION**

The Washington region is a national leader in bicycle, pedestrian, and transit-oriented community design. Bike sharing, protected bike lanes, bike trails, and bike parking have been critical to the success of new developments such as the Wharf in the District of Columbia and Potomac Yards in Arlington.

The Washington region has over 500 miles of paved multi-use path, and over 200 miles of bike lanes. Bicycling is booming in the urban core. The District of Columbia was recently awarded a gold-level award by the League of American Bicyclists, while Arlington and Alexandria hold silver-level awards.

The suburban counties and towns are catching up, with rapidly expanding networks of bike paths, bike lanes, and bike friendly streets. Fairfax County, Vienna, Reston, Frederick, and Rockville hold bronze-level awards. Montgomery County now has 46 miles of bike lanes, up from almost none a decade ago.



## TPB PLANNING CONTEXT

The TPB has consistently promoted bicycling and walking in all its plans. The 1998 Vision called for the creation and implementation of a regional bicycle and pedestrian plan.

In 2012, the TPB adopted a regional [Complete Streets](#) policy that helped build a consensus that the transportation system should provide safe and adequate accommodation for all users. Today, all three states and most of the local jurisdictions in the region have a Complete Streets policy.

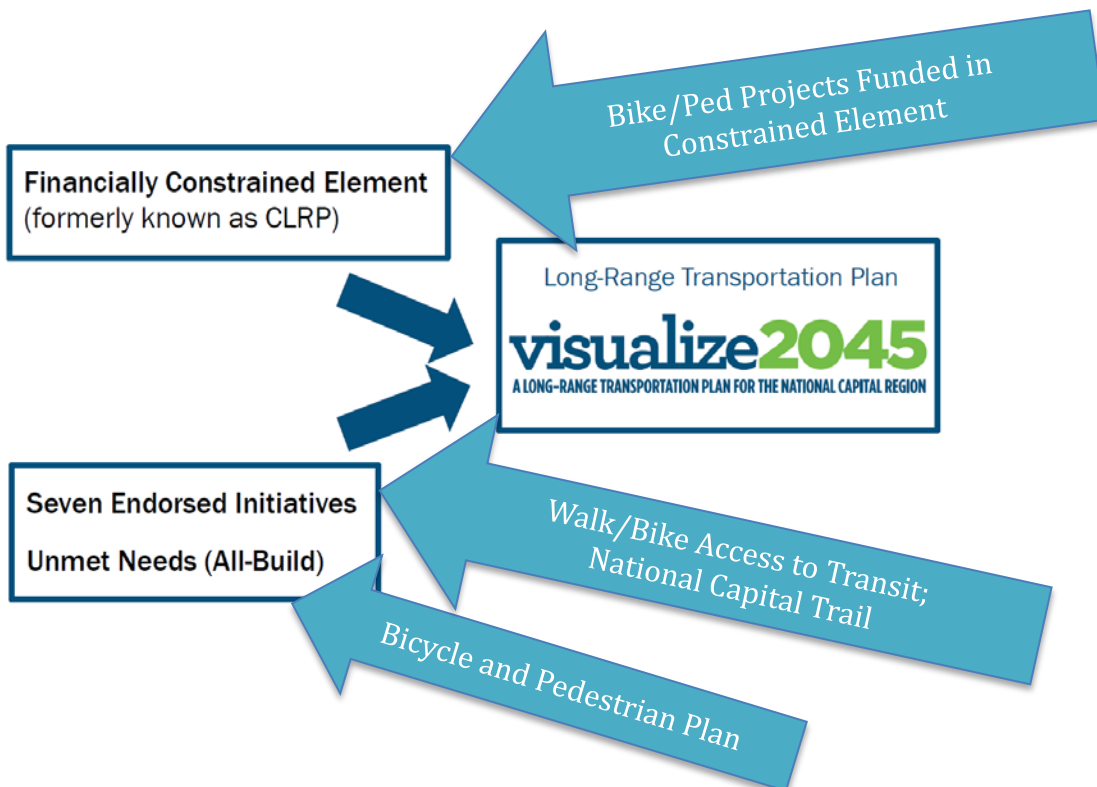
## BICYCLING AND WALKING IN VISUALIZE 2045

Visualize 2045 represents a major break from previous long-range transportation plans in that it contains unfunded projects (unmet needs), and prioritizes [seven transportation initiatives](#) which are not fully funded.

Of the seven transportation initiatives, two address walking and bicycling: “Improve Walk and Bike Access to Transit”, and “Complete the National Capital Trail.” The TPB [endorsed](#) these non-motorized initiatives at the January 17, 2018 meeting.

The Constrained Element of Visualize 2045 includes funded bicycle and pedestrian projects, many of them incorporated into larger transportation projects.

The Bicycle and Pedestrian Plan for the National Capital Region includes both funded and unfunded bicycle and pedestrian projects. Most the projects in the plan are not funded and would be included under the unmet needs portion of Visualize 2045.





## BICYCLE AND PEDESTRIAN PLAN FOR THE NATIONAL CAPITAL REGION

The [Bicycle and Pedestrian Plan for the National Capital Region](#) identifies the capital improvements, studies, actions, and strategies that the region proposes to carry out by 2040 for major bicycle and pedestrian improvements, as shown in the state, local, and agency plans. It includes both funded and unfunded projects.

The plan identifies trends in policy, mode share, and bicycle and pedestrian safety at the regional level. It includes goals and performance measures drawn from the TPB *Vision* and *Region Forward* and helps measure progress towards those goals.

The plan serves as a resource for planners and the public.

The plan is updated every four years. The most recent version was adopted in January 2015. An updated plan is currently under development.

### Bicycle and Pedestrian Plan for the National Capital Region

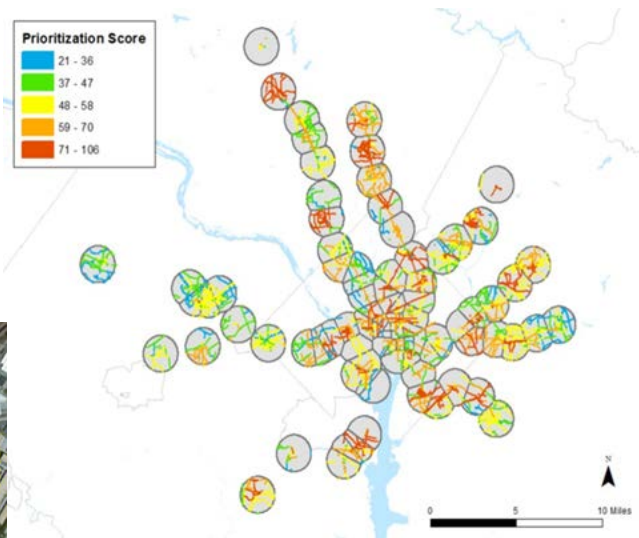


January 2015

National Capital Region Transportation Planning Board

## IMPROVE WALK/BIKE ACCESS TO TRANSIT

The goal of this initiative is to increase access to high-capacity transit through improved first- and last-mile connections on foot or by bike. WMATA and TPB have identified numerous such improvements across the region that would increase the effective walk and bike sheds of transit stations.



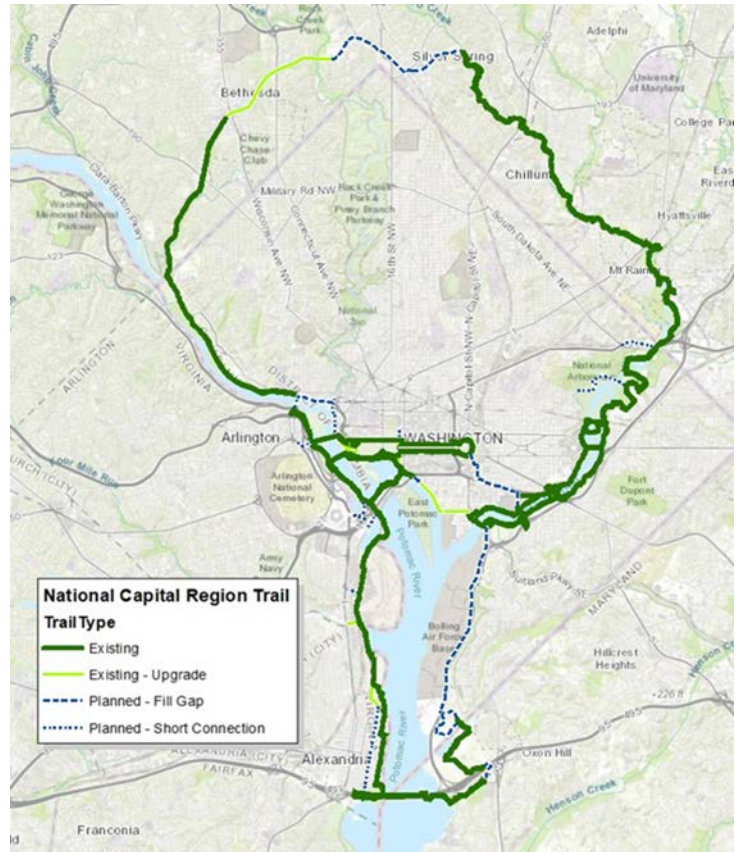


## COMPLETE THE NATIONAL CAPITAL TRAIL

The National Capital Trail is a proposed trail loop circling the core of the Washington region. It will integrate existing regionally significant, heavily used trails such as the Mt. Vernon Trail, the Capitol Crescent, and the Anacostia River Trail into a single circuit. Combined, all the links in the trail, including short connector trails, will be 60 miles long. Thirty-nine miles have already been built.

The goal of this TPB initiative is to fill the remaining missing links and complete other needed improvements.

The National Capital Trail will provide a high quality, low stress bicycle and pedestrian connection between the populations centers, jobs, rail stations, parks, and tourist attractions of the urban core. When it is complete, half a million people, 820,000 jobs, and twenty-six Metro stations will be within walking distance (1/2 mile) of the National Capital Trail.



The initial route was developed by the “Bicycle Beltway” working group of the Bicycle and Pedestrian Subcommittee of the TPB Technical Committee. That route was subsequently adopted into the National Park Service [Paved Trail Plan](#) (2016) as the National Capital Trail and incorporated into Visualize 2045.

## BICYCLE AND PEDESTRIAN SUBCOMMITTEE

The Bicycle and Pedestrian Subcommittee of the TPB Technical Committee oversees the maintenance of the regional Bicycle and Pedestrian Plan. It advises the bicycle and pedestrian planning aspects of the work of other TPB Subcommittees, as well as advising the region’s [Street Smart](#) Pedestrian and Bicycle Safety Campaign. The Subcommittee assisted with the development of TPB Policies such as [Complete Streets](#) and [Green Streets](#).

The Subcommittee helps State and local agencies share information and coordinate their bicycle and pedestrian planning efforts. It sponsors regular workshops on topics of regional interest, such as Vision Zero and Dockless Bikeshare. The Subcommittee and staff also coordinate regarding related activities such as the Capital Trails Coalition and member agency bicycle and pedestrian planning.

## STREET SMART PEDESTRIAN AND BICYCLE SAFETY CAMPAIGN



The [Street Smart](#) Pedestrian and Bicycle Safety campaign focuses on education through mass media. It uses concentrated waves of radio, gas station, transit, and internet advertising designed to change driver, pedestrian, and cyclist behavior. The Fall and Spring waves are supported by concurrent law enforcement.

A single campaign for a single media market makes financial sense.

The campaign is overseen by Advisory Group of COG/TPB member agencies. The Advisory group approves the media plans, helps plan the press event and outreach campaign, and guides the development or revision of the ads.

Program funding is provided administered by DC, Maryland, and Virginia, as well as local funds from DC and WMATA.

## COMMUTER CONNECTIONS

Commuter Connections has a number of programs that promote alternative commute modes, including walking and bicycling. Commuter Connections partners with the Washington Area Bicyclist Association to manage the regional [Bike to Work Day](#).

## VISUALIZE THE FUTURE

In the future, people in the region may have even more options to travel throughout the region by foot or by bike. More trails, sidewalks, and ways to get around safely and comfortably not only inspire more people to choose biking and walking but also reduce congestion by taking cars off the roads, improve the environment, and provide a healthy alternative.





# Bicycle & Pedestrian Element

## Visualize 2045

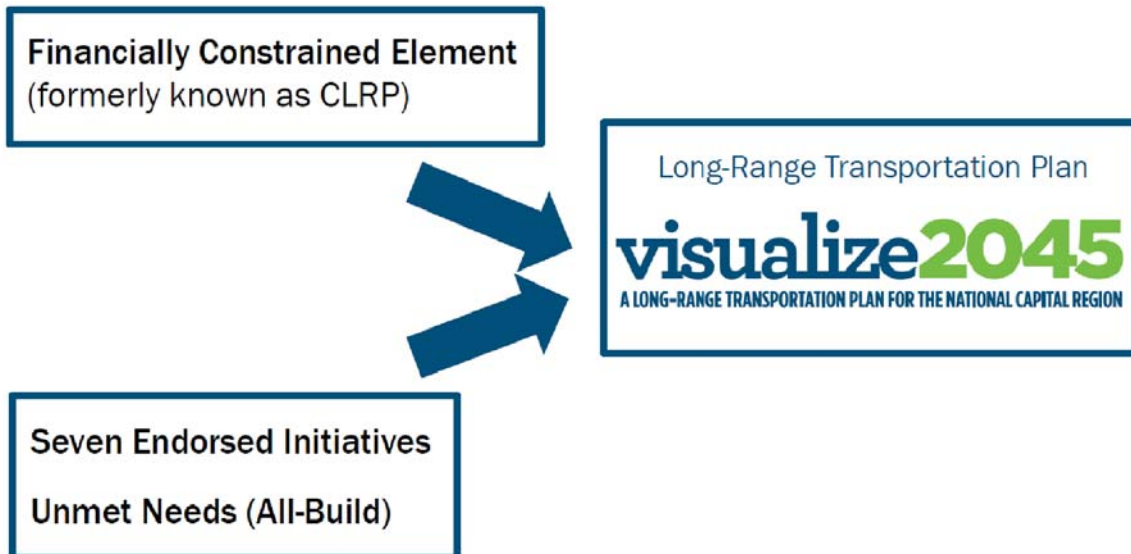
Michael Farrell  
Transportation Planner

Transportation Planning Board  
May 16, 2018

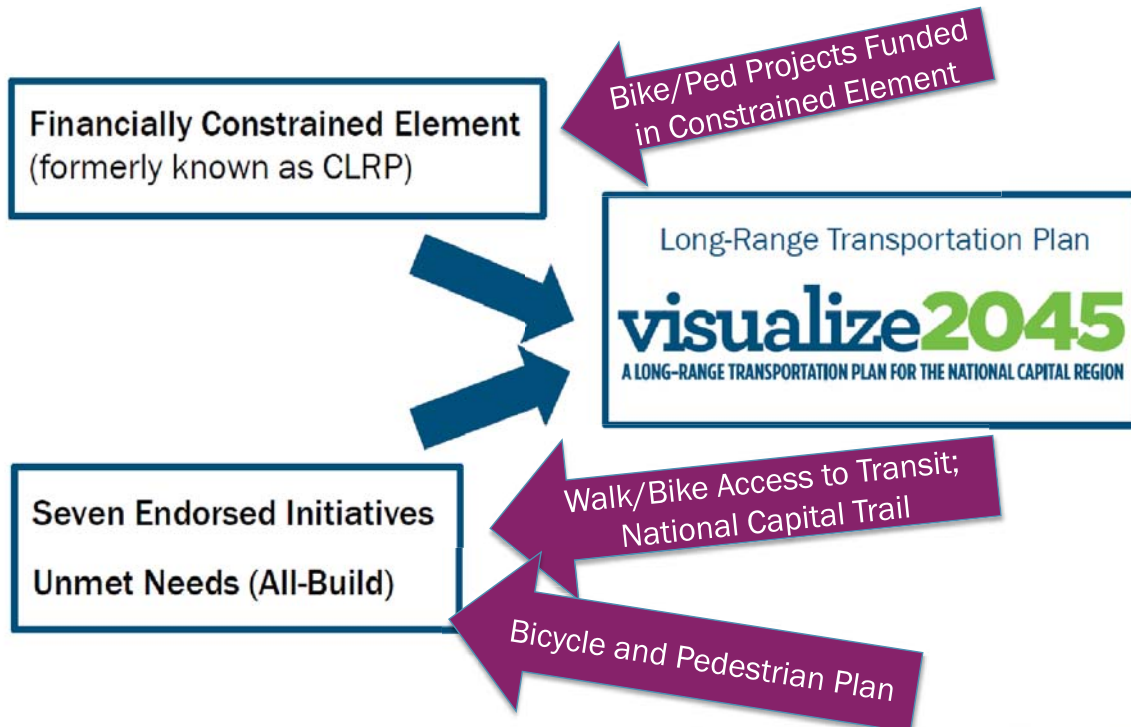
Item #10



## Visualize 2045 – Big Changes from Past



# How Bike/Ped is Woven into Viz2045



3

# How Bike/Ped is Woven into Viz2045

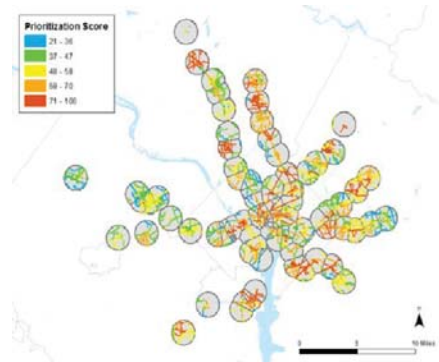
- TPB Policy Context
  - Complete Streets and Green Streets policies
- Bicycle and Pedestrian Subcommittee
  - Related bicycle & pedestrian planning efforts
  - Commuter Connections coordination
- Bicycle and Pedestrian Plan for the National Capital Region
- Visualize 2045 Endorsed Aspirational Initiatives:
  - Improve Walk and Bike Access to Transit
  - Complete the National Capital Trail
- Street Smart Pedestrian and Bicycle Safety Campaign

4



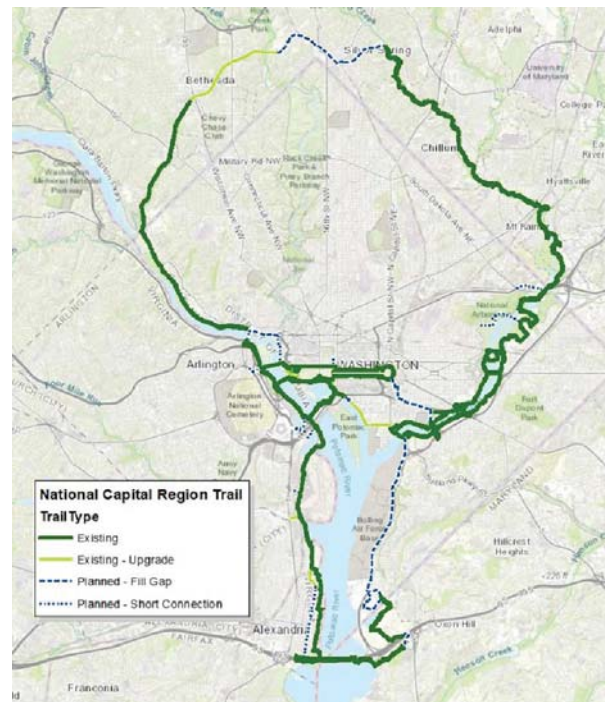
# Aspirational Initiative: Improve Walk and Bike Access to Transit

- One of seven TPB-endorsed initiatives
- Goal: Increase access to transit through improved first- and last-mile connections on foot or by bike



# Aspirational Initiative: Complete the National Capital Trail

- One of seven TPB-endorsed initiatives
- Goal: complete the missing links and needed improvements
- The National Capital Trail will integrate existing regionally significant, heavily used trails into a single circuit.



# Bicycle and Pedestrian Plan for the National Capital Region

- Adopted January 2015 and updated every four years
- Advisory to the Long-Range Plan
  - Unfunded and Funded Projects
- Identifies:
  - Planned major bicycle and pedestrian projects through 2040
  - “Recommended Practices”
  - Goals and Performance Measures
    - From the TPB *Vision* and from *Region Forward*
  - Trends in policy, mode share, & safety
- Provides the “[Regional Picture](#)”

Bicycle and Pedestrian Plan for the National Capital Region



January 2015

National Capital Region Transportation Planning Board



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## Visualize the Future

- More options to travel throughout the region by foot or by bike: trails, sidewalks, crossings, lighting, better connections.
- More people inspired and enabled to choose biking and walking – personal health benefits, makes communities more vibrant and safer, reduce congestion by taking cars off the road and reducing emissions for environmental benefit.



8

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Metropolitan Washington Council of Governments  
777 North Capitol Street NE, Suite 300  
Washington, DC 20002





## **ITEM 11 – Information**

May 16, 2018

### **COG Title VI Program to Ensure Non-Discrimination In COG and TPB Programs and Activities**

- Staff Recommendation:** Briefing on the elements of the Title VI Program and how the program ensures participation and consideration of transportation-disadvantaged populations in the planning process.
- Issues:** None
- Background:** On May 9, the COG Board approved an update to the Title VI Program which is required by the Federal Transit Administration (FTA) to ensure non-discrimination in all COG and TPB program and activities. The TPB will be briefed on the elements of the Title VI Program and how the program helps to ensure participation and consideration of transportation-disadvantaged populations in the planning process.



# COG'S TITLE VI PROGRAM

## TO ENSURE NON-DISCRIMINATION IN COG AND TPB PROGRAMS AND ACTIVITIES

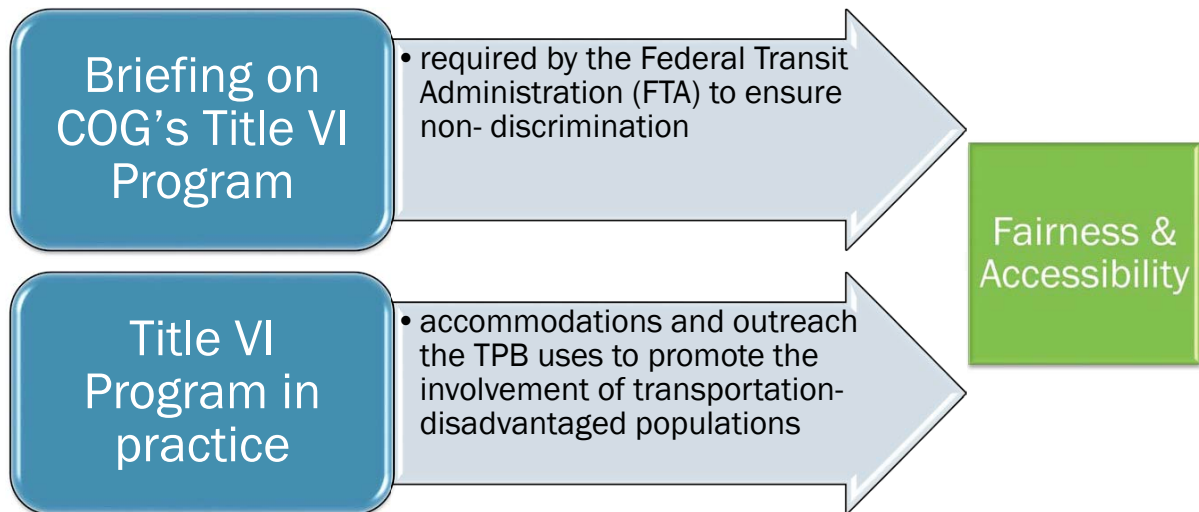
Wendy Klancher, AICP  
TPB Transportation Planner

Transportation Planning Board  
May 16, 2018

Agenda Item 11



## Purpose



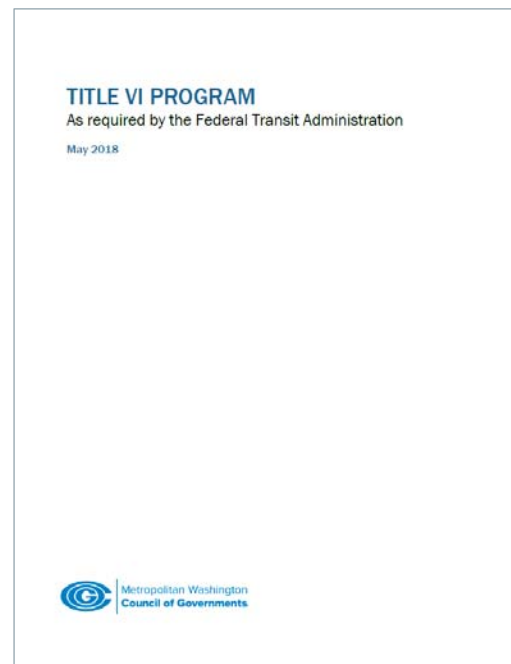
# What is Title VI?

- Title VI of the Civil Rights Act of 1964

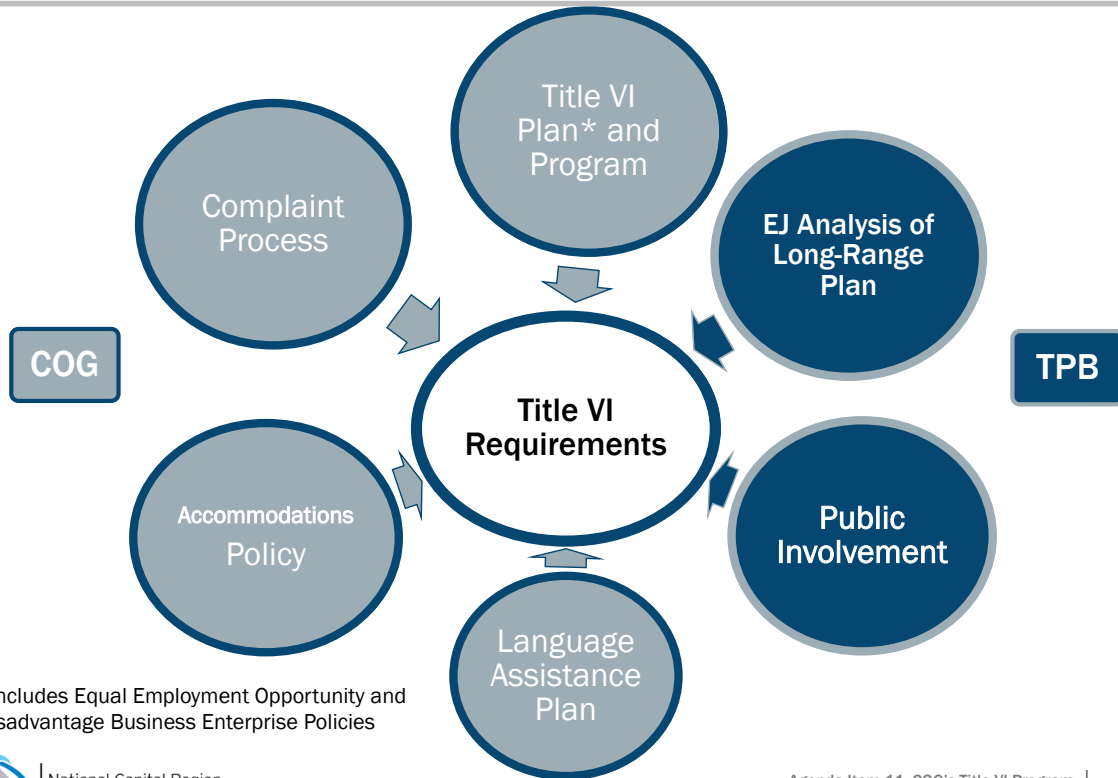
*No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.*

# Why a Title VI Program?

- To comply with Federal Transit Administration (FTA) grant recipient guidelines
- COG, as the TPB's administrative agent, prepares and adopts the Title VI Program
  - ***COG Board adopted the Title VI Program on May 9***
- COG's Title VI Program must be updated and submitted to the FTA for approval every three years



# Title VI Requirements



\*Includes Equal Employment Opportunity and Disadvantage Business Enterprise Policies

# Title VI Program versus Plan

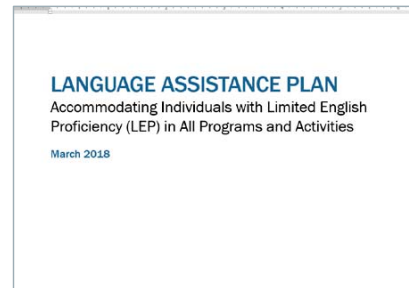
- Title VI **Program** –
  - Specific to the FTA requirements as outlined in FTA Circular 4702.1B
- Title VI **Plan** – Public-facing document
  - Same policies and procedures to ensure nondiscrimination as the Title VI program
  - Addresses general Civil Rights requirements from Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and other Federal agencies

# Major Elements of the Title VI Program

- Title VI notice to the public
- Title VI complaint form and instructions
- Summary of outreach efforts
- Accommodations for people with disabilities and those with limited-English skills
- Monitoring of subrecipients
- Demographic profile, maps and analysis

## Attachments:

- Language Assistance Plan
- Public Participation Plan (update FY2019)



# Title VI Notice to the Public

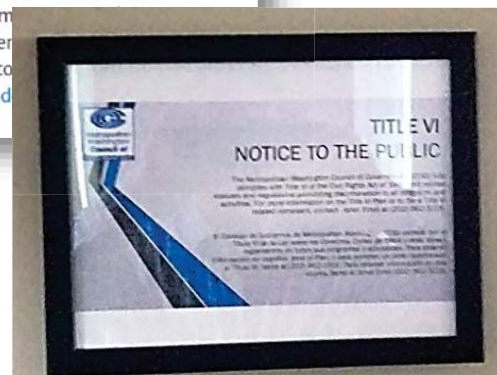


[Home](#) > Title VI Nondiscrimination Policy

## Title VI Nondiscrimination Policy

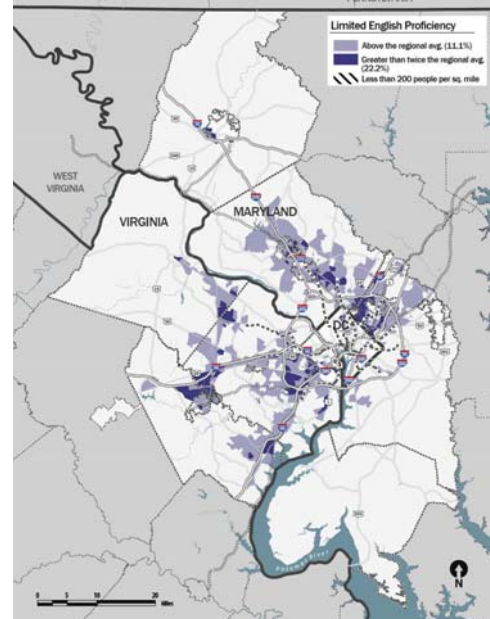
The Metropolitan Washington Council of Governments (COG) fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations prohibiting discrimination in all programs and activities. For more information, to file a Title VI related complaint, or to obtain information in another language, visit the [Title VI plan page](#) or call (202) 962-3300.

El Consejo de Gobiernos del Área Metropolitana de Washington (COG) cumple con la Ley sobre los Derechos Civiles de 1964 y otras leyes y reglamentos en todos los programas y actividades. Para obtener más información, someter un pleito o obtener información en otro idioma, visite [la página del plan de Título VI](#), u obtenga información en otro idioma, visite [la página del plan de Título VI](#) al (202) 962-3300.



# Language Assistance Plan

- Census Data used to examine languages other than English most often spoken in the region
- Requires COG/TPB documents and website to note availability of assistance:
  - *Reasonable accommodations are provided upon request, including alternative formats of meeting materials. Visit [www.mwcog.org/accommodations](http://www.mwcog.org/accommodations) or call (202) 962-3300 or (202) 962-3213 (TDD).*
- Outlines assistance that will be provided



# Accommodations Policy



[Home](#) > Accommodations Policy

## Accommodations Policy

It is the policy of the Metropolitan Washington Council of Governments (COG) to provide equal access for individuals with disabilities and those with limited English skills to programs, meetings, publications, and activities. Reasonable accommodations will be provided by COG upon request with reasonable advance notice. Reasonable accommodations may include translation services, modifications or adjustments to a program, publication, or activity to enable an individual with a disability or someone who does not speak English to

To read the Accommodations Policy in different languages, click on the links below:

[Spanish - Español](#)  
[French - Français](#)  
[Korean - 한국의](#)  
[Vietnamese - tiếng Việt](#)  
[Amharic - አማርኛ](#)  
[Chinese - 中国](#)

- Requests (7) business days notice
- [Link: www.mwcog.org/accommodations/](http://www.mwcog.org/accommodations/)

## Title VI in Practice

### TPB's work on Fairness and Accessibility

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**Access for All Advisory Committee:** advises TPB on issues important to low-income communities, minority populations, persons with disabilities, older adults and those with limited English Skills

**Equity Emphasis Areas:** Demographic analysis identifying concentrations of low-income and minority populations



## Title VI in Practice

### TPB's work on Fairness and Accessibility, Continued

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#### Language access

- Visualize 2045 public comment period advertised in Spanish in the Washington Hispanic
- Visualize 2045 Phase 1 Public Opinion Survey in Spanish
- Google Translator is available on all COG webpages
- Regional Travel Survey: Spanish version underdevelopment

#### Accommodations for people with disabilities

- Seven Transportation Initiatives story map: text-only version created
- Automated door openers, assisted listening devices, tables for wheelchair users





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Principal Transportation Planner

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[mwkog.org/tpb](http://mwkog.org/tpb)

---

Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002



National Capital Region  
Transportation Planning Board



# TITLE VI PROGRAM

As required by the Federal Transit Administration

May 2018



Metropolitan Washington  
**Council of Governments**

## **TITLE VI PROGRAM**

Adopted on May 9, 2018

### **ABOUT COG**

The Metropolitan Washington Council of Governments (COG) is an independent, nonprofit association that brings area leaders together to address major regional issues in the District of Columbia, suburban Maryland, and Northern Virginia. COG's membership is comprised of 300 elected officials from 24 local governments, the Maryland and Virginia state legislatures, and U.S. Congress.

### **CREDITS**

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### **ACCOMMODATIONS POLICY**

Alternative formats of this document are available upon request. Visit [www.mwcog.org/accommodations](http://www.mwcog.org/accommodations) or call (202) 962-3300 or (202) 962-3213 (TDD).

### **TITLE VI NONDISCRIMINATION POLICY**

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Attachment A: TPB's Public Participation Plan

Attachment B: Language Assistance Plan

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# TITLE VI PROGRAM

## Introduction

The Federal Transit Administration (FTA) requires that the Metropolitan Washington Council of Governments (COG), as a Designated Recipient of the FTA Section 5310 Enhanced Mobility program, submit a Title VI Program to “document compliance with DOT’s Title VI regulations by submitting a Title VI Program to their FTA regional civil rights officer once every three years or as otherwise directed by FTA”.<sup>1</sup>

COG also has a Title VI Plan which includes policies and procedures to ensure nondiscrimination in all COG and TPB programs and services (available at [www.mwcog.org/nondiscrimination](http://www.mwcog.org/nondiscrimination)). While there is overlap between the Title VI Plan and Title VI Program, the Plan includes required elements for the U.S. Federal Highway Administration (FHWA), FTA, and other Federal agencies. The Title VI Program is specific to the USDOT FTA requirements as outlined in Circular FTA C 4702.1B ([www.fta.dot.gov/legislation\\_law/12349\\_14792.html](http://www.fta.dot.gov/legislation_law/12349_14792.html)). A list is provided on page 6 of where to find the FTA-required items for a Title VI Program in this document. The Program includes general requirements for a Title VI Program and the requirements for Metropolitan Planning Organizations (MPOs). The TPB serves as the MPO for the Metropolitan Washington region.

COG is committed to assuring that no person shall, on the grounds of race, color, national origin, or sex, as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 (PL 100.259), be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination under any program or activity. COG further assures that every effort will be made to ensure nondiscrimination in all of its programs and activities whether those programs and activities are federally funded or not.

## RELATIONSHIP BETWEEN COG AND THE TPB

The Metropolitan Washington Council of Governments was established in 1957 by local cities and counties seeking to work together more closely and develop solutions to regional issues, including growth, housing, the environment, public health and safety - as well as transportation. COG is an independent, nonprofit association, supported by financial contributions from its participating local governments, federal and state grants and contracts, and donations from foundations and the private sector. Policies are set by the full membership acting through its board of directors, which meets monthly.

COG serves as the administrative agent for the National Capital Region Transportation Planning Board (TPB) under an agreement with the Transportation Departments of Maryland, Virginia, and the District of Columbia. The TPB was created in 1965 by the region's local and state governments to respond to federal highway legislation in 1962 that required the establishment of a "continuing, comprehensive, and coordinated" transportation planning process in every urbanized area in the United States. The TPB is designated as this region's Metropolitan Planning Organization (MPO) by

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<sup>1</sup> Title Vi Requirements And Guidelines For Federal Transit Administration Recipients. FTA C 4702.1B. October 1, 2012. Page III-1. [www.fta.dot.gov/legislation\\_law/12349\\_14792.html](http://www.fta.dot.gov/legislation_law/12349_14792.html)

the governors of Virginia and Maryland and the mayor of Washington, D.C. based upon an agreement among the local governments. Although the TPB is an independent body, it's staff is provided by COG's Department of Transportation Planning. COG administers a Unified Planning Work Program (UPWP) in conjunction with the TPB in accordance with federal requirements.

## **COG AS DESIGNATED RECIPIENT**

COG is the Designated Recipient for the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility Program.



## LIST OF FTA-REQUIRED ELEMENTS FOR A TITLE VI PROGRAM AND PAGE LOCATION

Requirement	Page Number
A copy of the recipient's Title VI notice to the public that indicates the recipient complies with Title VI, and informs members of the public of the protections against discrimination afforded to them by Title VI. Include a list of locations where the notice is posted	4
A copy of the recipient's instructions to the public regarding how to file a Title VI discrimination complaint, including a copy of the complaint form	7
A list of any public transportation-related Title VI investigations, complaints, or lawsuits filed with the recipient since the time of the last submission.	13
A public participation plan and a summary of outreach efforts made since the last Title VI Program submission.	14 and Attachment A
A copy of the recipient's plan for providing language assistance to persons with limited English proficiency, based on the DOT LEP Guidance.	17 and Attachment B
Recipients that have transit-related, non-elected planning boards, advisory councils or committees, or similar bodies, the membership of which is selected by the recipient, must provide a table depicting the racial breakdown of the membership of those committees, and a description of efforts made to encourage the participation of minorities on such committees or councils.	18
Description of efforts the primary recipient uses to ensure subrecipients are complying with Title VI, as well as a schedule of subrecipient Title VI program submissions.	20
If the recipient has constructed a facility, such as a vehicle storage facility, maintenance facility, operation center, etc., the recipient shall include a copy of the Title VI equity analysis conducted.	N/A
Board Resolution or minutes approving Title VI Program.	24
A demographic profile of the metropolitan area that includes identification of the locations of minority populations in the aggregate.	25
A description of the procedures by which the mobility needs of minority populations are identified and considered within the planning process.	29
Demographic maps that overlay the percent minority and non-minority populations as identified by Census or ACS data, at Census tract or block group level, and charts that analyze the impacts of the distribution of State and Federal funds in the aggregate for public transportation purposes, including Federal funds managed by the MPO as a designated recipient.	Pages 31 to 37
An analysis of impacts that identifies any disparate impacts on the basis of race, color, or national origin, and, if so, determines whether there is a substantial legitimate justification for the policy that resulted in the disparate impacts, and if there are alternatives that could be employed that would have a less discriminatory impact.	38

## Title VI Notice to the Public

In order to comply with 49 CFR Section 21.9(d), the COG shall provide information to the public regarding their Title VI obligations and apprise members of the public of the protections against discrimination afforded to them by Title VI. For more information on COG's nondiscrimination obligations, contact COG's Title VI Officer at [cbean@mwcog.org](mailto:cbean@mwcog.org) or (202) 962-3260. The paragraph below will be inserted into all significant publications that are distributed to the public. The text will be placed permanently on the COG website at [www.mwcog.org/nondiscrimination](http://www.mwcog.org/nondiscrimination) and in public areas of COG's offices.

The Metropolitan Washington Council of Governments (COG) fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations prohibiting discrimination in all programs and activities. For more information, to file a Title VI related complaint, or to obtain information in another language, visit [www.mwcog.org/nondiscrimination](http://www.mwcog.org/nondiscrimination) or call (202) 962-3300.

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Any individual, group of individuals, or entity that believes he/she, they, or it have been subjected to discrimination prohibited by Title VI may file a formal complaint with COG's Title VI Officer by completing and signing COG's Title VI Complaint Form. A formal complaint must be submitted in writing within 180 calendar days from the date of the alleged occurrence or when the alleged discrimination became known to the complainant. Complaints should be mailed to Title VI Officer, Metropolitan Washington Council of Governments, 777 North Capitol Street NE, Suite 300, Washington, DC 20002.

COG will acknowledge receipt of the complaint within 5 business days and determine if it accepts the complaint for investigation. Once accepted, COG will notify the parties within 5 calendar days. COG then has 40 calendar days to investigate the complaint. The investigation will be forwarded to the appropriate state agency within 60 calendar days of the acceptance of the complaint. Refer to COG's Nondiscrimination Complaint Procedures for additional information.

A person may also file a complaint directly with the appropriate state agency or the Federal Transit Administration at the following:

Virginia:

Civil Rights Division Administrator  
Virginia Department of Transportation  
1401 E. Broad St.  
Richmond, VA 23219  
Telephone: (804) 786-2085  
Toll free: (888) 508-3737  
(TTY/TDD 711)

OR

U.S. Department of Transportation  
Federal Highway Administration  
Virginia Division  
Office of Civil Rights  
400 N. 8th St., Suite 750  
Richmond, VA 23219

Maryland:

Equal Opportunity Compliance Programs  
Maryland Transit Administration  
6 Saint Paul Street  
Baltimore, Maryland 21202  
Web: [www.mta.maryland.gov](http://www.mta.maryland.gov)  
Telephone: (410) 539-3497 (TTY)

District of Columbia:

District Department of Transportation  
Office of Civil Rights  
55 M Street, SE, Suite 400  
Washington, DC 20003  
Telephone: (202) 673-6813  
Fax: (202) 671-0650

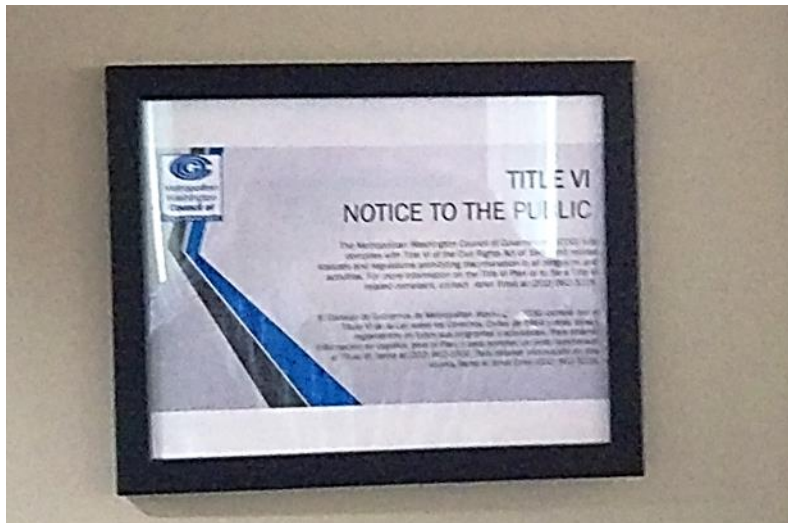
Federal Transit Administration:

FTA Office of Civil Rights  
Attention: Complaint Team  
East Building, 5th Floor – TCR  
1200 New Jersey Ave., SE  
Washington, DC 20590

## LOCATIONS OF WHERE THE NOTICE IS POSTED

The Title VI notice in English and Spanish is posted in the following locations:

- In the COG Board Room where it is visible to members of the public;
- On the bulletin board in the Office of Human Resources; and
- Throughout the COG offices on three bulletin boards on both the 2nd and 3rd floor.



COG's Title VI Notice to the Public as Displayed in the Board Room.

The notice is also posted on COG's website at [www.mwcog.org/nondiscrimination](http://www.mwcog.org/nondiscrimination)

# Instructions to the Public on How to File a Title VI Discrimination Complaint

These procedures apply to all complaints filed under Title VI of the Civil Rights Act of 1964 (including its Disadvantaged Business Enterprises (DBE) and Equal Employment Opportunity (EEO) components), Section 504 of the Rehabilitation Act of 1973, the Civil Rights Restoration Act of 1987, and the Americans with Disabilities Act of 1990, relating to any program or activity administered by COG or its sub-recipients, consultants, and/or contractors, intimidation or retaliation of any kind is prohibited by law. They do not apply to complaints related to employment conditions, actions, or decisions reflecting COG's status as employer. Such complaints should be initiated under policies administered by COG's Office of Human Resource Management.

These procedures do not deny the right of the complainant to file formal complaints with other state or federal agencies, or to seek private counsel for complaints alleging discrimination. These procedures are part of an administrative process that does not provide for remedies that include punitive damages or compensatory remuneration for the complainant.

Every effort will be made to obtain early resolution of complaints at the lowest level possible. The option of informal mediation meeting(s) between the affected parties and the Title VI Officer or the appropriate Title VI Coordinator may be utilized for resolution, at any stage of the process. The Title VI Officer will make every effort to pursue a resolution to the complaint. Initial interviews with the complainant and the respondent will request information regarding specifically requested relief and settlement opportunities.

## Procedures

1. Any individual, group of individuals, or entity that believes he/she, they, or it have been subjected to discrimination prohibited by Title VI may file a formal complaint with COG's Title VI Officer by completing and signing COG's Title VI Complaint Form. A formal complaint must be submitted in writing within 180 calendar days of the alleged occurrence or when the alleged discrimination became known to the complainant. The complaint must meet the following requirements:
  - a. Complaint shall be in writing and signed by the complainant(s) and submitted using COG's Title VI Complaint Form
  - b. Include the date of the alleged act of discrimination (date when the complainant(s) became aware of the alleged discrimination; or the date on which that conduct was discontinued or the latest instance of the conduct).
  - c. Present a detailed description of the issues, including names and job titles of those individuals perceived as parties in the complained-of incident. Additional pages may be submitted with the completed and signed Title VI Complaint Form.
  - d. Allegations received by fax or e-mail will be acknowledged and processed, once the identity(ies) of the complainant(s) and the intent to proceed with the complaint have been established. In order to establish the intent to proceed, the complainant is required to mail a signed, original copy of the fax or e-mail transmittal for COG to be able to process it.

- e. Complaints received by telephone will be entered into a log listing time, date, and complainant. Complainants will be requested to file a complaint in writing and will be directed to the website or other templates for a complaint form.
2. COG will acknowledge receipt of the complaint within 5 business days. Upon receipt of the complaint, the Title VI Officer will refer the matter to the General Counsel who will determine its jurisdiction, acceptability, and need for additional information, as well as investigate the merit of the complaint. In cases where the complaint is against one of COG's sub-recipients of federal funds, COG will assume jurisdiction and will investigate and adjudicate the case. Complaints against COG or the TPB will be referred by the General Counsel to the appropriate state or federal agencies for proper disposition pursuant to their procedures. In special cases warranting intervention to ensure equity, these agencies may assume jurisdiction and either complete or obtain services to review or investigate matters.
3. In order to be accepted, a complaint must meet the following criteria:
  - a. The complaint must be filed within 180 calendar days of the alleged occurrence or when the alleged discrimination became known to the complainant.
  - b. The allegation(s) must involve a covered discrimination such as race, color, national origin, gender, disability, or retaliation.
  - c. The allegation(s) must involve a program or activity of a Federal-aid recipient, sub-recipient, contractor, or, in the case of ADA allegations, an entity open to the public.
  - d. The complainant(s) must accept reasonable resolution based on COG's administrative authority (reasonableness to be determined by COG).
4. A complaint may be dismissed for the following reasons:
  - a. The complainant requests the withdrawal of the complaint.
  - b. The complainant repeatedly fails to respond to requests for additional information needed to process the complaint.
  - c. The complainant cannot be located after reasonable effort.
5. Once COG or a state or federal agency decides to accept the complaint for investigation, the complainant and the respondent will be notified in writing of such determination within five calendar days. The complaint will receive a case number and will then be logged in the records of COG or the agency referred to identifying its basis and alleged harm, and the race, color, national origin, and gender of the complainant.
6. In cases where COG assumes the investigation of the complaint, COG will provide the respondent with the opportunity to respond to the allegations in writing. The respondent will have 10 calendar days from the date of COG's written notification of acceptance of the complaint to furnish his/her response to the allegations.
7. In cases where COG assumes the investigation of the complaint, within 40 calendar days of the acceptance of the complaint, the General Counsel, with assistance from the appropriate Title VI Officer will prepare an investigative report for review by the Executive Director. The

report shall include a narrative description of the incident, identification of persons interviewed, findings, and recommendations for disposition.

8. The General Counsel and the appropriate Title VI Officer will discuss the report and recommendations with the Executive Director within 10 calendar days. The report will be modified as needed and made final for its release.
9. COG's final investigative report and a copy of the complaint will be forwarded to the appropriate state agency within 60 calendar days of the acceptance of the complaint.
10. COG will notify the parties of its preliminary findings, which may be subject to concurrence from the appropriate state agency.
11. Once a state agency issues its final decision, COG will notify all parties involved about such determination. State determinations cannot be appealed.

If information is needed in another language, then contact (202) 962-3300.

Para obtener información en otra idioma, llame al (202) 962-3300.

## TITLE VI COMPLAINT FORM

### Section I

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

Address: \_\_\_\_\_

Telephone Numbers:

(Home) \_\_\_\_\_ (Work) \_\_\_\_\_

Electronic Mail Address: \_\_\_\_\_

Accessible Format Requirements?

Large Print \_\_\_\_\_ Audio tape \_\_\_\_\_

TDD \_\_\_\_\_ Other \_\_\_\_\_

### Section II

Are you filing this complaint on your own behalf?

Yes \_\_\_\_\_ No \_\_\_\_\_

[If you answered "yes" to this question, go to Section III.]

If not, please supply the name and relationship of the person for whom you are complaining:

\_\_\_\_\_

Please explain why you have filed for a third party. \_\_\_\_\_

\_\_\_\_\_

If you are filing on behalf of a third party, have you obtained the permission of the aggrieved party?

Yes \_\_\_\_\_ No \_\_\_\_\_

### Section III

Have you filed this complaint with any other federal, state or local agency, or with any federal or state court?

Yes \_\_\_\_\_ No \_\_\_\_\_

If Yes, please list:



Federal agency\_\_\_\_\_

State Agency\_\_\_\_\_

Local Agency\_\_\_\_\_

Federal Court\_\_\_\_\_

Have you filed a lawsuit regarding this complaint? Yes\_\_\_\_\_ No\_\_\_\_\_

If you answered “yes” to either of the two previous questions, please provide a copy of the complaint form or lawsuit.

**[Note: This above information is helpful for administrative tracking purposes. However, if litigation is pending regarding the same issues, we defer to the decision of the court, and COG will not take action.]**

Name of office or department you believe discriminated against you:

Office or Department\_\_\_\_\_

Name of Individual (if applicable)\_\_\_\_\_

Address\_\_\_\_\_

City\_\_\_\_\_ State\_\_\_\_\_ Zip code\_\_\_\_\_

Telephone\_\_\_\_\_

Basis(es) for complaint, check all that apply:

Race  Color  National Origin

**On separate sheets, please describe your complaint. You should include specific details such as names, dates, times, witnesses, and any other information that would assist us in our investigation of your allegations. Please also provide any other documentation that is relevant to this complaint.**

Please sign here: \_\_\_\_\_ Date: \_\_\_\_\_

[Note - We cannot accept your complaint without a signature.]

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**You may attach any written materials or other information that you think is relevant to your complaint.**

**Please mail your completed form to: Title VI Officer, Metropolitan Washington Council of Governments, 777 North Capitol Street NE, Suite 300, Washington, DC 20002**

Any individual, group of individuals, or entity that believes he/she, they, or it have been subjected to discrimination prohibited by Title VI may file a formal complaint with COG's Title VI Officer by completing and signing COG's Title VI Complaint Form. A formal complaint must be submitted in writing within 180 calendar days from the date of the alleged occurrence or when the alleged discrimination became known to the complainant. Complaints should be mailed to Title VI Officer, Metropolitan Washington Council of Governments, 777 North Capitol Street NE, Suite 300, Washington, DC 20002.

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1401 E. Broad St.  
Richmond, VA 23219  
Telephone: (804) 786-2085  
Toll free: (888) 508-3737  
(TTY/TDD 711)

Or

U.S. Department of Transportation  
Federal Highway Administration  
Virginia Division  
Office of Civil Rights  
400 N. 8th St., Suite 750  
Richmond, VA 23219

Maryland:

Equal Opportunity Compliance Programs  
Maryland Transit Administration  
6 Saint Paul Street  
Baltimore, Maryland 21202  
Web: [mta.maryland.gov](http://mta.maryland.gov)  
Telephone: (410) 539-3497 (TTY)

District of Columbia:

District Department of Transportation  
Office of Civil Rights  
55 M Street, SE, Suite 400  
Washington, DC 20003  
Telephone: (202) 673-6813  
Fax: (202) 671-0650

Federal Transit Administration:

FTA Office of Civil Rights  
Attention: Complaint Team  
East Building, 5th Floor – TCR  
1200 New Jersey Ave., SE  
Washington, DC 20590

Alternative formats of this form can be made available upon request. Visit [www.mwcog.org/accommodations](http://www.mwcog.org/accommodations) or call (202) 962-3300 or (202) 962-3213 (TDD).

## **List of Any Public Transportation-Related Title VI Investigations, Complaints, or Lawsuits Filed**

There are no Title VI investigations, complaints or lawsuits filed against the neither the Metropolitan Washington Council of Governments nor the National Capital Region Transportation Planning Board. There have not been any since COG's last Title VI Program submission in 2015.

## Public Participation Plan and Summary of Outreach Efforts

The TPB has a Participation Plan for the National Capital Region provided in Attachment A and is also available at [www.mwcog.org/tpb-participation-plan](http://www.mwcog.org/tpb-participation-plan). The plan outlines public involvement activities for constituencies with different levels of understanding and interest in the TPB process. The Participation Plan calls for the TPB to be strategic in targeting its activities to serve the needs of three different constituencies. The Participation Plan focuses on tailoring outreach and involvement activities to the "involved" public, the "informed" public, and the "interested" public.

As required by federal regulations, the Participation Plan was developed in consultation with interested parties that include: residents of the Washington region, representatives of people with disabilities, users of public transportation, users of bicycle and pedestrian facilities, and transportation and planning agencies in the Washington region.

While activities outlined in the Participation Plan are broadly applied to Washington area residents, including Title VI populations, there are several activities in the plan that are designed to specifically reach minority populations and other constituencies that are traditionally underserved, including people with disabilities, low-income populations, and others. Some of these activities are described below.

### SUMMARY OF OUTREACH SINCE THE LAST TITLE VI PROGRAM SUBMISSION

The following provides a summary of outreach to engage minority and limited English proficient populations since COG's last Title VI Program submission, which was in 2015.

#### Access for All Advisory Committee

The AFA was established in 2001 with a focus on bringing transportation concerns from low-income populations, minority populations, and persons with disabilities into the regional transportation planning process. While the TPB has been analyzing its Long-Range Transportation Plan for disproportionate and adverse impacts on traditionally-underserved populations since 2001, the AFA committee has brought short-term critical concerns about transportation issues to the attention of the TPB.

In 2016, the AFA and the Human Service Transportation Coordination Task Force were combined due to overlapping membership and to increase efficiency. After the Task Force oversaw the development Coordinated Human Service Transportation Plan, the work of the Task Force was largely done. The enhanced AFA committee has a larger membership with wider representation from low-income communities, minority communities, limited English speakers, older adults and people with disabilities.

The enhanced AFA mission is consistent with the mission statement included in the 2014 Update to the TPB's Participation Plan, although the definition of "traditionally underserved communities" has been expanded to explicitly include people with limited English proficiency and older adults.

The AFA is the primary way that TPB staff and Board members interact with and get feedback from Title VI populations. The committee includes approximately 30 community leaders, as well as ex-

officio representation from the major transportation agencies and private providers in the region. The AFA is chaired by a TPB member who makes regular reports to the TPB on AFA issues and concerns. The AFA meets four to five times a year. The month following each AFA meeting, the TPB is provided a written and oral report on the AFA agenda items and issues raised by members. The AFA comments on every update and amendment to the Long-Range Transportation Plan, and these comments are documented in a memorandum to the TPB and presented by the AFA chair.

## **Outreach for Visualize 2045**

Work is now underway on a new type of long-range transportation plan for the National Capital Region, called Visualize 2045.

Visualize 2045 will include both a financially constrained element (formerly known as the Constrained Long-Range Transportation Plan or CLRP) with hundreds of regionally significant highway, transit, bicycle, and pedestrian projects planned to be built throughout the region by 2045. In addition, Visualize 2045 will include an unfunded element and priority initiatives that the TPB has identified as important for the future.

In 2017, the TPB began the development of Visualize 2045 by launching an interactive online survey to solicit input about people's travel patterns, how key transportation issues affect them, and their ideas for improving transportation in the region. To encourage participation in the survey, the TPB conducted a wide range of outreach including direct mail, having tables at community events with staff with iPads who encouraged people to take the survey at the event, (this included staff who spoke Spanish), and the use of social media. Assistance for people that may have difficulty taking the online survey was offered for people with disabilities, those without internet access, or people with limited English Skills.

To reach other under-represented groups, staff attended National Night Out events at King Greenleaf Recreation Center in Southwest DC and Kenilworth Park in Northeast DC. Staff also administered the survey to students at the Washington English Center, a language school for immigrants. And staff reached out to and promoted the survey among additional groups who provide services for hard-to-reach populations.

The findings are currently being analyzed and will be shared with elected leaders and regional planners to help them better understand public attitudes and opinion as they make decisions about the region's transportation future.

## **Other Committees**

The TPB invites members of the public to participate in the review of technical work programs and analysis through attendance at meetings of the TPB Technical Committee and other TPB subcommittees, and at the regular monthly meetings of the TPB. These meetings are all held at a location, the COG office building, that is accessible to users of transit, automobiles, bicycles, as well as people who walk or need ADA accommodations. Assisted listening devices are available upon request.

## **Comment on Federally Required Plans and Programs**

Public comment is one of the most basic ways for the public to participate in the TPB process. The TPB holds 30-day public comment periods for federally required plans, including the Long-Range Transportation Plan and Transportation Improvement Program (“TIP”), and other plans of regional significance. Two 30-day public comment periods are held during the course of developing the Long-Range Transportation Plan and TIP. Both comment periods are announced online and in print. Electronic notices are made by email, social media, and postings to the COG website. The Title VI notice is included in the public comment email notices and on the online comment form in both English and Spanish. Notices are printed in in the Washington Post and the newspaper Afro-American, with the Title VI notice in English and Spanish. An ad is also placed in Spanish for the Washington Hispanic newspaper. TPB staff also present the context for these public comment periods to the AFA and the Citizens Advisory Committee (“CAC”).

Since the Title VI Program submission 2015, the TPB has held six (6) public comment periods on the Long-Range Transportation Plan, Air Quality Conformity Determination and TIP.

## **TPB News, Social Media, and Live Streaming**

The TPB publishes a bi-weekly newsletter, called TPB News, that provides brief, timely summaries of recent TPB research, analysis, outreach, and planning in the Washington region. These summaries are written to be accessible to a non-technical audience.

The TPB staff live “tweets” the monthly TPB and Technical Committee to allow interested parties to follow along with these meetings if they cannot attend in person. In addition, the TPB monthly meetings are live streamed on the internet, and the recordings are archived, allowing the public to listen either live or to past meetings remotely.

# Plan for Providing Language Assistance to Persons with Limited English Proficiency

The Language Assistance Plan is provided in Attachment B. A summary of the Plan is provided below.

COG's Accommodations Policy describes how language access is provided by COG and the TPB. The policy states that translation services are available upon request for meetings that are open to the public. The policy is published on the COG website at [www.mwcog.org/accommodations](http://www.mwcog.org/accommodations) along with translations of the policy in Spanish, French, Korean, Vietnamese, Amharic and Chinese.

The following is a list of some of the COG and TPB efforts made to provide language access:

- Advertise public comment periods in Spanish language news publications.
- Provide survey forms and web applications in multiple languages.
- Provide Spanish-speaking facilitators at forums and outreach effects.
- Hire bilingual staff members.
- Google Translate is available on all COG webpages.
- Provide Spanish versions of key web pages.

Key documents will be translated upon request. Staff arrange for the translation of materials through coordination with the Office of Public Affairs and Human Resources staff who maintain a list of qualified companies that provide translation services.

The website for the Metropolitan Washington Council of Governments<sup>2</sup>, including the Department of Transportation Planning's subsection of that website<sup>3</sup>, can be translated into over 50 different languages. Staff incorporated Google Translate translation capability into the development of this website as a cost-efficient means of making sure that the information contained on the website is accessible to individuals with limited-English proficiency and the non-English speaking public.

At key times during the planning process, the TPB publishes notifications in local newspapers (e.g. announcement of the opportunity to comment on the Long-Range Transportation Plan and Air Quality Conformity Determination). A notification is published in several newspapers, including a notification written in Spanish for the Spanish-language news publications.

Outreach strategies for the annual Street Smart pedestrian and bicyclist safety campaign<sup>4</sup>, that is coordinated by TPB, include radio, video, newspaper and transit advertising. These advertising efforts are focused on educating motorists, pedestrians and bicyclists to improve safety. Materials are produced in both English and Spanish.

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<sup>2</sup> <https://www.mwcog.org/>

<sup>3</sup> <https://www.mwcog.org/transportation>

<sup>4</sup> <http://www.bestreetsmart.net>

## **Racial Breakdown of Transit-related, Non-elected Planning Boards, Advisory Councils or Committee Members**

The table below depicts the racial and ethnic breakdowns of the two transit-related, non-elected advisory committees, the Access for All Advisory (“AFA”) Committee and the Citizen Advisory Committee (“CAC”). This information is collected from the applications for membership and is based on voluntary responses.

The Access for All Advisory committee advises the TPB on issues and concerns of low-income individuals, minority communities, persons with disabilities, older adults and people with limited English proficiency. The Citizen Advisory Committee promotes public involvement in transportation planning for the region and provides independent, region-oriented citizen advice to the TPB.

A racial breakdown for the National Capital Region Transportation Planning Board (“TPB”) is not included because the board is appointed by various authorities in the State of Maryland, the Commonwealth of Virginia and the District of Columbia, and neither COG nor TPB staff have a role in selecting or encouraging members.

### **EFFORTS TO ENCOURAGE MINORITY PARTICIPATION ON COMMITTEES**

The Access for All Advisory Committee encourages minority participation through its core objective of advising the TPB on issues and concerns of minority populations, low-income populations, persons with disabilities, those with limited-English skills and older adults. Members serve a two-year term and applications for membership are solicited and advertised widely through COG and TPB publications, social media, existing AFA members, non-profit organizations and TPB members. Committee members are required to state in their application how they represent of one of the five traditionally-disadvantaged population groups and are asked to include demographic information.

The Citizen Advisory Committee actively seeks to include and engage minority populations. As the Committee’s membership is revised every year through a nomination process, interested citizens are asked to include their demographic information in the initial application. The solicitation for applications is also widely advertised through COG and TPB publications and social media. As part of the nominating process, minority status is included as an important element in the composition of the Committee. The Committee is ultimately comprised of six members nominated from the previous year’s Committee as well as nine individuals nominated by the Transportation Planning Board.



**Race and Ethnicity of Members and Alternates of COG's Transit-Related Committees**

	Access for All (AFA) Advisory Committee		Citizen Advisory Committee (CAC)		Total Regional Population
<b>Race</b>					
	Number	Percentage	Number	Percentage	Percentage
American Indian or Alaska Native	1	3.40%	0	0.00%	0.20%
Asian	1	3.40%	1	4.00%	10.50%
African American	10	34.50%	4	16.00%	26.20%
Native Hawaiian or Other Pacific Islander	0	0.00%	0	0.00%	0.10%
White	13	44.80%	17	68.00%	44.00%
Some other race	0	0.00%	1	4.00%	0.30%
<b>Ethnicity (Hispanic / Latino)</b>					
Hispanic or Latino	4	13.80%	2	8.00%	15.70%

## Description of Efforts to Ensure Subrecipients Comply with Title VI and Schedule of Subrecipient Title VI Program Submissions

COG is the Designated Recipient for the Section 5310 Enhanced Mobility Program. The Enhanced Mobility Program Management Plan specifies how COG ensures subrecipients comply with Title VI and is summarized below.

COG assists its subrecipients in complying with the Title VI regulations, as outlined in FTA Circular C4702.1B, in the following ways:

- For applicants of the Enhanced Mobility program, COG/TPB outlines Title VI requirements in the grant application and at pre-application conferences. The Enhanced Mobility Application states that “All subrecipients of FTA funds are required to have a Title VI Program to ensure nondiscrimination and to resubmit it every 3 years during the duration of a project.”
- COG provides templates for Title VI Programs and Complaint Status Reports to all subrecipients. COG requires that each subrecipient submit a Title VI Program with the following sections and components before COG will issue a contract (or subgrant agreement) to the subrecipient:
  - Overview of Transportation Services Provided by the Subrecipient;
  - Policy Statement and Authorities;
  - Nondiscrimination Assurance to COG;
  - Plan Approval Document (resolution, board minutes, etc.);
  - Title VI Program Responsibilities (Title VI Manager, annual updates, written policies and procedures (etc.);
  - General Reporting Requirements:
    - Requirement to Provide a Title VI Notice to the Public;
    - Requirement to Provide Title VI Complaint Procedures and Complaint Form (subrecipient’s procedures for notifying the public of Title VI rights, instructions on how to file a discrimination complaint and procedures for how a complaint is handled and reported);
    - Requirement to Provide List of Title VI Investigations, Complaints and Lawsuits;
    - Requirement to Provide Summary of Public Outreach and Involvement Activities;
    - Requirement to Provide Access for Limited English Proficient (“LEP”) Persons (Language Assistance Plan, including a 4-factor analysis, and how the subrecipient will address the needs of non-English speakers);
    - Listing of Minority Representation on Planning and Advisory Boards;
  - Requirements of Transit Providers (if applicable).
- COG notifies subrecipients in writing, at the time of award, that any allegations made in writing regarding discrimination in service or employment, including Section 504 and ADA regulations, shall be immediately reported to COG and investigated by the subrecipient. COG will coordinate with the subrecipient in order to ensure appropriate actions are being taken to resolve the complaint.

- COG incorporates Title VI requirements into its contract with subrecipients. The contract references Circulars applicable to the subgrant award, including FTA Circular C4702.1B, and the Standard Terms and Conditions section of the contract also address Civil Rights requirements.

COG monitors its subrecipients to ensure compliance with FTA Circular C4702.1B, by:

- Collecting Title VI Programs from all grant award subrecipients at time of award.
- Reviewing Title VI Programs for compliance and working with subrecipients for needed updates or changes.
- Collecting Title VI complaint status reports as part of required subrecipient quarterly reporting to COG.
- Tracking triennial due dates for updated Title VI Programs by the Grant Manager. See schedule below, representing the current status of Title VI Program for all subrecipients with active projects.
- Holding a grantee training each funding cycle, that covers Title VI requirements for subrecipients to comply with Title VI regulations and provide documentation to grantees of COG's process for ensuring all subrecipients are in compliance.
- Reviewing compliance with Title VI requirements during site visits, which are conducted at a minimum of once over the life of the project. See table below, which shows COG's site visit checklist for Title VI requirements.

## **COG'S RECORD KEEPING AND SELECTION PROCESS FOR SECTION 5310 ENHANCED MOBILITY**

As the Designated Recipient of Section 5310 Enhanced Mobility funds for the Washington DC-VA-MD Urbanized Area, COG maintains a record of Enhanced Mobility funding requests received from private companies, non-profit organizations, State or local governmental authorities, and Indian tribes. COG maintains records of which applications were accepted and declined for funding. A question on COG's application for funding identifies the populations served by the applicant and thus, as required in FTA circular C4702.1B, COG can identify those applicants that would use grant program funds to provide assistance to predominantly minority populations.

COG's competitive selection process ensures equitable distribution of funds, by using a uniform scoring process that is applied to all applicants, under the purview of an independent and objective Selection Committee. COG also ensures that the application process is not a barrier to minority applicants by ensuring that agencies that serve minority populations receive notice of the funding opportunity. This is accomplished by distributing the solicitation notice widely, using community groups involved in the Access for All Advisory Committee to spread the word, hosting of pre-application conferences in central locations in D.C., Suburban Maryland and Northern Virginia in accessible venues, and in making staff available to provide technical assistance to any interested applicant. Staff can provide technical assistance in Spanish should that be requested.

## **SCHEDULE OF SUBRECIPIENT TITLE VI PROGRAM SUBMISSIONS**

The following table provides COG's schedule for subrecipient Title VI Program submissions and lists the date of the subrecipient's Title VI Program and the date of expiration. This schedule is maintained by the grant manager. The grant manager will notify subrecipients with active grants

120 days prior to the expiration date that a new Title VI Program is due in 60 days, and 30 days prior to the expiration date.

**Schedule of COG’s Subrecipient Title VI Program Submissions and Expirations**

Subrecipient – Enhanced Mobility	Title VI Program	
	Date	Expiration
ECHO	12/21/17	12/21/20
The Arc of Prince William County	2/26/18	2/26/21
CHI Centers, Inc.	7/10/15	7/10/18
The Arc of Montgomery County	9/18/17	9/18/20
The Arc of Prince George’s County	7/13/17	12/31/20*
Easter Seals Serving MD DC VA	10/17	12/31/20*
Columbia Lighthouse for the Blind	3/18/15	3/18/18**
Fairfax County Neighborhood and Community Services	7/1/14	10/31/17***
Jewish Council for the Aging	4/25/17	4/25/20
Montgomery County Dept of Health and Human Services	5/12/15	5/12/18
Yellow Transportation, LLC	3/25/15	3/25/18**
Seabury Resources for Aging	3/31/16	3/31/19
Capitol Hill Village	4/1/16	4/1/19
Montgomery County Drivers Union	4/8/16	4/8/19
Lifestyles of Maryland Foundation, Inc.	5/17	5/3/19
Sunrise of Maryland, Inc.	2/2/15	2/2/18**
Arc of Northern Virginia	3/21/16	3/21/19
Potomac and Rappahannock Transportation Commission	2/3/16	2/3/19
Woodley House	3/22/16	3/22/19
Community Support Services	3/28/16	3/28/19
University of Maryland, College Park	4/13/16	4/13/19
Regency Taxi	3/23/16	3/23/19

\*Date is based on the Maryland Transit Administration Title VI approval letter provided by subrecipients

\*\*Update under development by subrecipient

\*\*\*Update pending FTA approval

**Site Visit Checklist**

<p>Title VI Policy/Plan (display, open cases, log, notification, action)</p>
Subrecipient provides and describes written Title VI Plan
Title VI Policy/Plan includes Policy Statement and Authorities
Title VI Policy/Plan includes Non-discrimination Assurance
Title VI Policy/Plan includes Complaint Form and Procedures
Title VI Policy/Plan includes Complaint Status Report
Title VI Policy/Plan includes Language Assistance Plan (LAP) – see also LAP section below
Title VI Policy/Plan identifies Title VI officer and responsibilities
Title VI Policy/Plan includes public outreach and participation
COG confirms that information on Title VI is publicly posted and notes location(s)
COG reviews current Complaint Status log and notes any need to report per FTA regulations

<p>Language Assistance Plan or Policy (display, open cases, log, notification, action)</p>
Subrecipient provides and describes written Language Assistance Plan (LAP)
LAP Plan includes identification of LEP persons who speak English “less than very well”
LAP Policy/Plan includes language assistance measures to translate service information to identified LEP groups
LAP Policy/Plan includes staff training
LAP Policy/Plan includes method(s) for providing public notice of LEP services available
LAP Policy/Plan includes annual review of LEP plan

## **Board Resolution Approving the Title VI Program**

(TO BE INSERTED)

## Demographic Profile

This section is a demographic profile of the metropolitan Washington area including identification of the locations of minority and low-income populations in the aggregate. This demographic profile provides 2016 data from the 2012-2016 American Community Survey (“ACS”) on the numbers and spatial locations for minority population groups in the metropolitan Washington region.

Since the last Title VI Program submission in 2015, the TPB did a more in-depth analysis of regional demographics by using ACS data at the tract-level to identify concentrations of low-income and/or minority populations, called “Equity Emphasis Areas”. An interactive map is publicly-available as a tool for not only the TPB to understand demographic patterns, but also for the public, decision-makers and planners in sectors outside transportation. The map can be found here: [gis.mwcog.org/webmaps/tpb/clrp/ej/](https://gis.mwcog.org/webmaps/tpb/clrp/ej/)

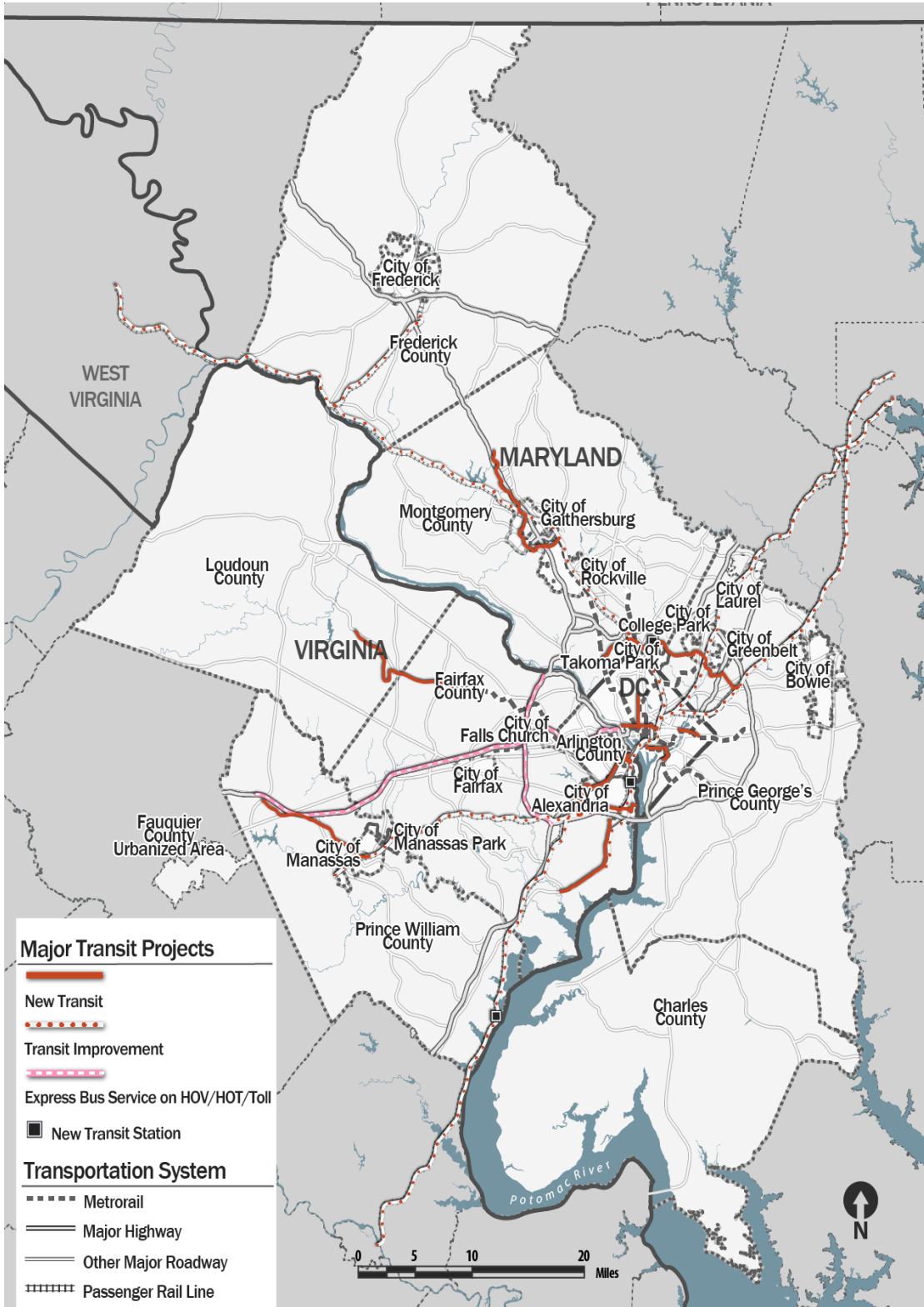
The Equity Emphasis Areas are also described on page 29.

The population groups used to create the demographic profile in this document are defined as:

- Low-Income Population
  - Individuals whose income is 150 percent or below the poverty line.
  - 1 person = \$18,729 per year
  - 4 people = \$36,509 per year
- Persons with Disabilities include individuals with any type of physical, sensory, and/or cognitive disability. For individuals under 5, hearing and vision difficulty is used to determine disability. Individuals between 5 and 14 also include cognitive, ambulatory, and self-care difficulties. Individuals 15 years of age and older includes all five categories, as well as, independent living difficulty.<sup>i</sup>
- Older Adults are individuals 65 years of age and over.
- Limited English Speakers include individuals who speak English less than “very well.”<sup>ii</sup>
- Black or African American refers “to a person having origins in any of the black racial groups of Africa,” including Afro-Caribbean.<sup>iii</sup>
- Asian refers “to a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent.”<sup>iv</sup>
- Hispanic or Latino refers to “people who classified themselves in one of the specific Spanish, Hispanic, [or]Latino categories listed on the Census 2010 questionnaire” no matter the racial category selected.<sup>v</sup>
- For this analysis, American Indian and Alaskan Native and Native Hawaiian or Other Pacific Islander population were not considered as Census data shows these population groups represent less than 1% of the Washington region.

The geographic area includes the Transportation Planning Board (“TPB”) planning area as shown below including portions of Fauquier County.

**TPB Planning Area**





Eight percent of residents lived below the poverty level in 2016 and an additional 13.9 percent were classified as low-income (shown in the figures below). In the same year, 8 percent of persons had a disability and over 11 percent of people were 65 years of age and over. Individuals with Limited English Proficiency make up 11 percent of the population.

The maps on pages 31-37 show the spatial locations of minority population groups in the region overlaid with the major transit projects planned for 2040.

**Regional Demographic Profile of Transportation-Disadvantaged Populations in the Washington Region, 2016**

<b>Population Group</b>	<b>Region</b>	<b>Percent of Region (1)</b>
<i>Low-Income or below (2)</i>	740,886	13.9%
<i>Persons with Disabilities (3)</i>	430,244	8.0%
<i>Older Adults (65 and over)</i>	599,826	11.2%
<i>Limited English Speakers (4)</i>	559,739	11.1%
<i>Black or African American</i>	1,419,478	26.2%
<i>Asian</i>	570,951	10.5%
<i>Hispanic or Latino</i>	852,566	15.7%
<i>Total Population</i>	5,425,477	

Source: 2012-2016 U.S. Census American Community Survey: numbers are for the TPB Planning Area (see definition above).

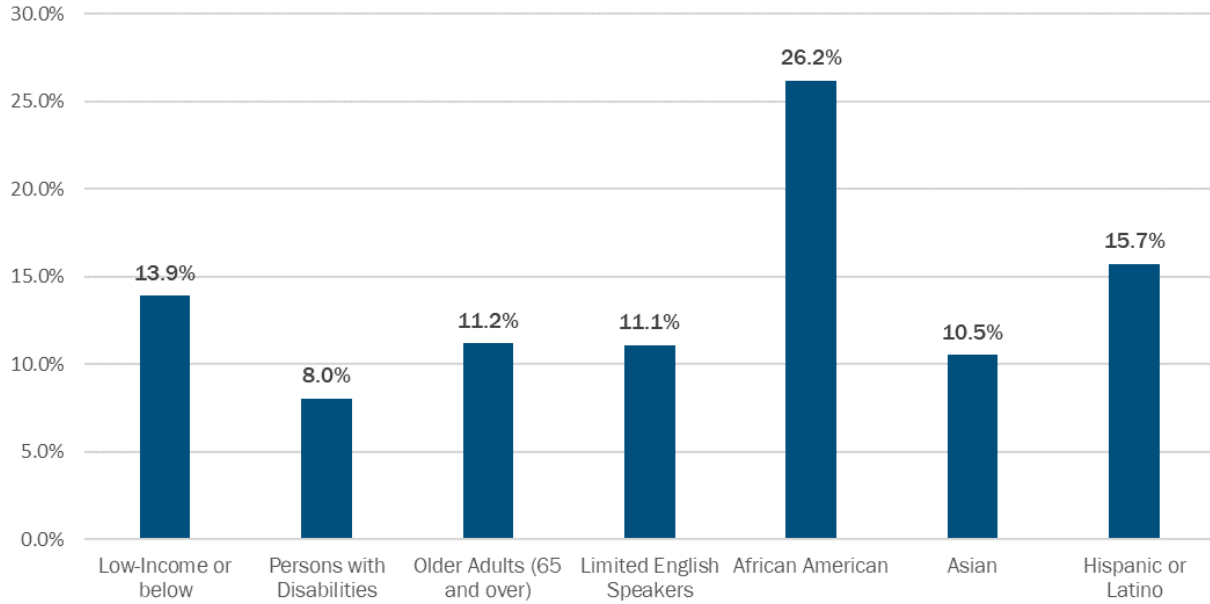
(1)Due to each groups' unique sampling, "Percent of Region" will not compute with Total Population.

(2)"Low-income" is commonly defined as income between 100 to 150 percent of the poverty level. For a family of four an annual income of \$36,509 or below is considered low income.

(3)Includes individuals with a physical, sensory, and/or cognitive disability.

(4)Limited English Proficiency includes individuals who speak English less than "very well."

**Regional Demographic Profile of Transportation-Disadvantaged Populations in the Washington Region, 2016**



Source: 2012-2016 U.S. Census American Community Survey: numbers are for the TPB Planning Area (see definitions above).

# Procedures Identifying the Mobility Needs of Minority Populations and Considerations within the Planning Process

The TPB has several procedures and methods for identifying the mobility needs of minority populations and for considering those needs within the planning process. As referenced earlier in this document, the TPB's Public Participation Plan outlines the strategies for including and considering the mobility needs of minority populations in the planning process, and can be found in Attachment A. The methods the TPB uses for inclusive planning are also described below.

## ADVISORY COMMITTEES

The TPB has two advisory committees that strive to increase the participation of minority, socially and economically disadvantaged individuals in the transportation planning process: the Citizens Advisory Committee ("CAC") and the Access for All Advisory Committee ("AFA"). The CAC is comprised of 15 citizens who are appointed for an annual term, and whose membership is evenly divided between the District of Columbia, Suburban Maryland, and Northern Virginia. More information about the CAC is available at: [www.mwcog.org/tpbcac/](http://www.mwcog.org/tpbcac/)

In 2001, the Access for All (AFA) Advisory Committee was created to advise the TPB on issues and concerns of low-income individuals, minority communities, persons with disabilities. In 2016, the mission was enhanced to formally include older adults and people with limited English proficiency ("LEP"). The committee is comprised of approximately 30 community leaders and also has ex-officio representation from the major transportation and social service agencies in the region. The AFA is chaired by a TPB member who makes regular reports to the TPB on AFA issues and concerns. Each time the Long-Range Transportation Plan is updated, the AFA reviews the major changes and the committee comments on the significant changes to the projects in the Long-Range Transportation Plan and general transportation-related concerns. The AFA Chair, a TPB member, presents these comments to the TPB in the form of a memorandum. More information is available about the AFA at: [www.mwcog.org/tpbafa/](http://www.mwcog.org/tpbafa/) [www.mwcog.org/tpbafa/](http://www.mwcog.org/tpbafa/)

## EQUITY EMPHASIS AREAS

In 2016, the National Capital Region Transportation Planning Board (TPB) took a deeper dive into the region's demographics, which resulted in the TPB adopting an "Equity Emphasis Areas" map for the first time which will help identify mobility needs of minority and low-income populations. These communities are small geographic areas that have concentrations of low-income and/or minority populations. The TPB's two public advisory committees, the CAC and AFA, reviewed and provided comments on the development of the Equity Emphasis Areas.

The publicly-available interactive map of the Equity Emphasis Areas helps inform the region about spatial patterns for various population groups and the relationship between the locations of these groups and the major highway and transit projects planned for 2040, as the interactive map includes transportation investment layers as well as the demographics:  
<http://gis.mwcog.org/webmaps/tpb/clrp/ej/>

The Equity Emphasis Areas will be used to analyze the Visualize 2045 long-range transportation plan for disproportionately high and adverse impacts on low-income and minority populations by comparing accessibility to jobs by automobile and transit in the Equity Emphasis Areas versus the rest of the region in 2045.

Additionally, the Equity Emphasis Areas are used in other COG and TPB planning activities and have been made available to local jurisdictions to assist them in considering equity in initiatives, such as housing, education, health care, and greenspace.

## **REGIONAL TRAVEL SURVEY**

The TPB also uses surveys to identify the mobility needs of minority and low-income populations. Approximately every ten years the TPB surveys the region and asks households to share information about their usual travel patterns, as well as, to complete a detailed travel diary for one weekday. The 2017/2018 Regional Travel Survey is currently under way. Outreach efforts are made to ensure that the survey sample includes minorities and people with limited incomes. The demographics of survey respondents are closely tracked to ensure adequate participation rates. TPB staff had survey materials translated into Spanish and partnered with non-profit organizations, such as Casa of Maryland, Inc. to increase participation by Spanish-speaking households.

The survey provides critical inputs into the travel models the TPB uses to forecast future travel patterns and vehicle emissions. These models aid regional planning and decision making by showing how long-range transportation plans are likely to affect travel patterns and travel conditions.

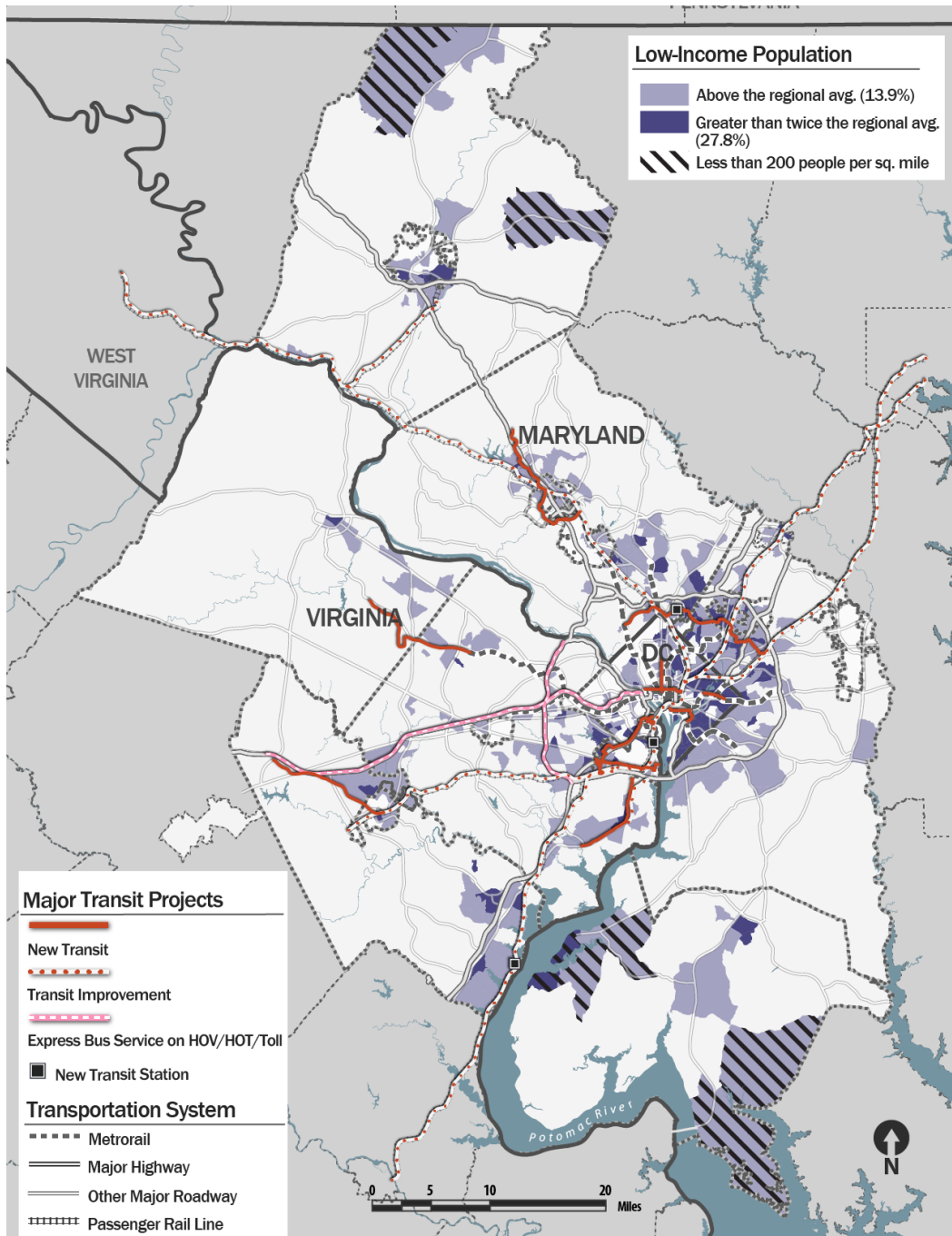
## **COORDINATED HUMAN SERVICE TRANSPORTATION PLAN**

In 2018, an update to the TPB's Coordinated Human Service Transportation Plan was initiated. The Coordinated Plan guides the implementation of Federal Transit Administration's (FTA's) Section 5310 Enhanced Mobility Program for Individuals with Disabilities and Older Adults. One of the elements of the Coordinated Plan is the identification of unmet transportation needs for people with low-incomes, those with disabilities, older adults and limited-English speaking populations. The Access for All Advisory Committee kicked off the Coordinated Plan update process by identifying significant unmet transportation needs and potential strategies to address those needs. The unmet needs and strategies will guide the development of priority projects for Section 5310 Enhanced Mobility funding. The 2014 Coordinated Plan can be found at: [www.mwcog.org/coordinated-human-service-transportation-plan/](http://www.mwcog.org/coordinated-human-service-transportation-plan/)

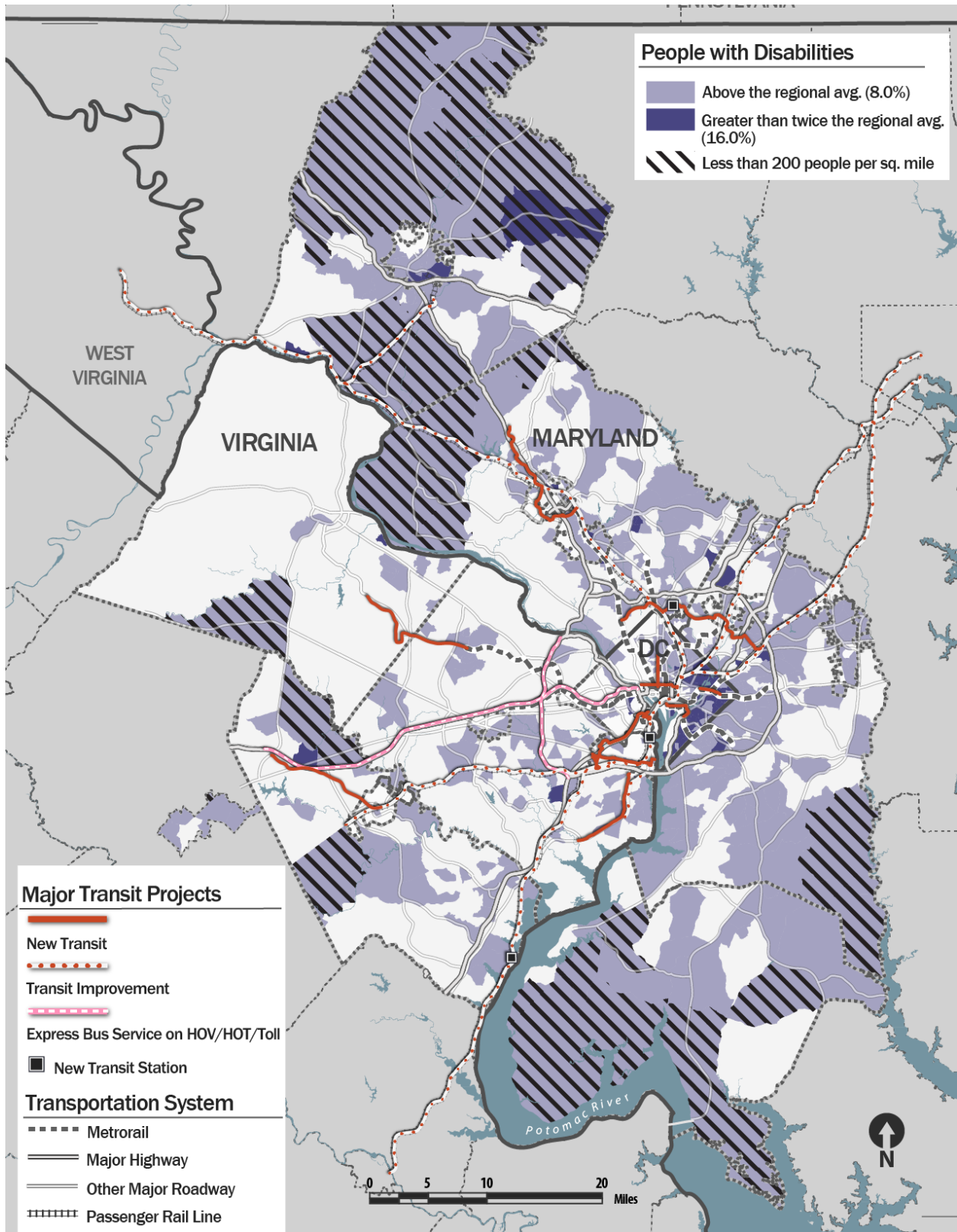
# Demographic Maps by Census Tract

This section includes regional demographic maps of transportation-disadvantaged populations and the definitions are on page 25. The maps overlay the percent minority and non-minority populations as identified by ACS data at the Census tract level. Minority populations are identified when the percent of a tract population is above the regional average. In addition, Census tracts with populations with an above average concentration and under 200 people per square mile are noted.

## Low-Income Population, 2016

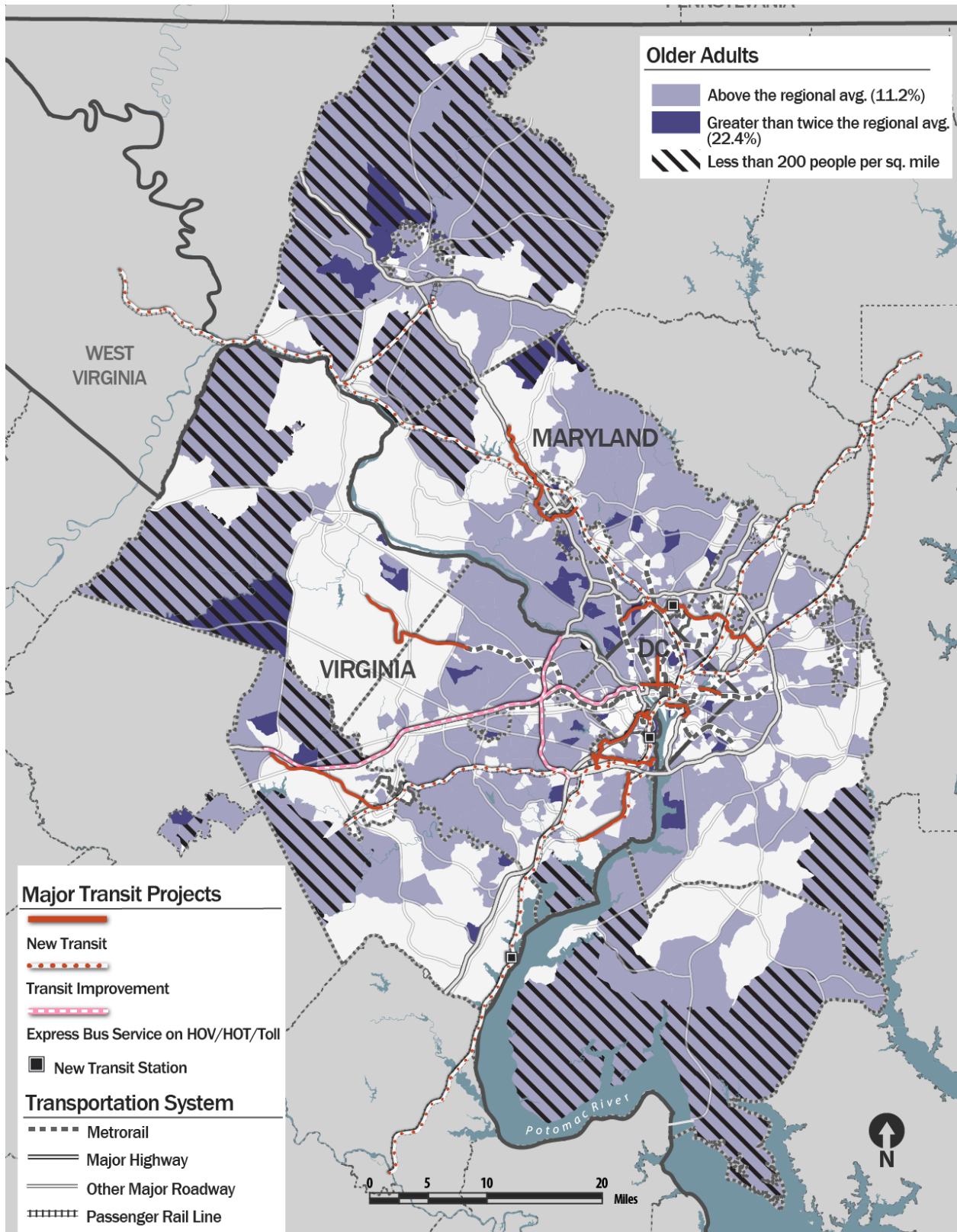


**People with Disabilities Population, 2016**

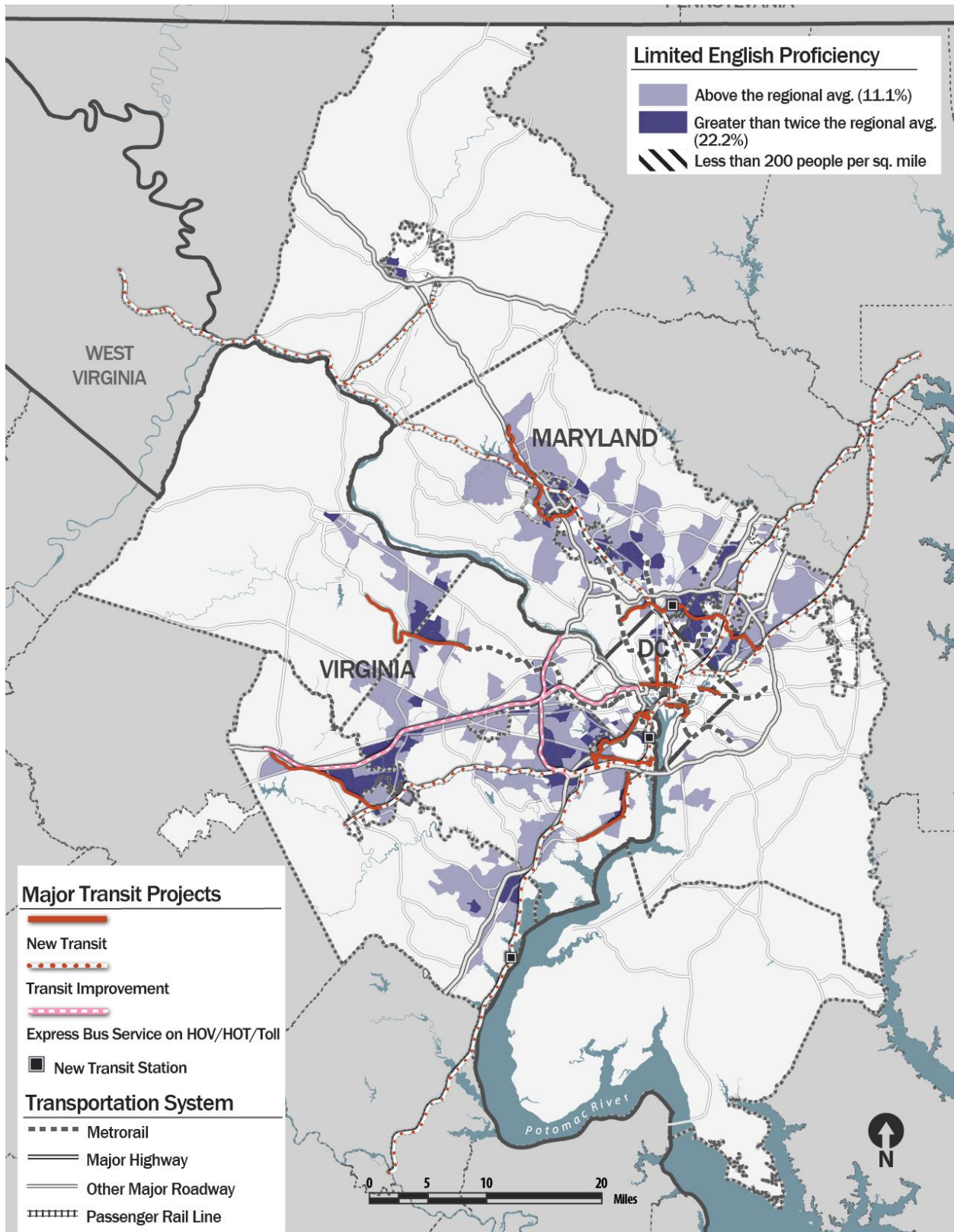




**Older Adult Population, 2016**

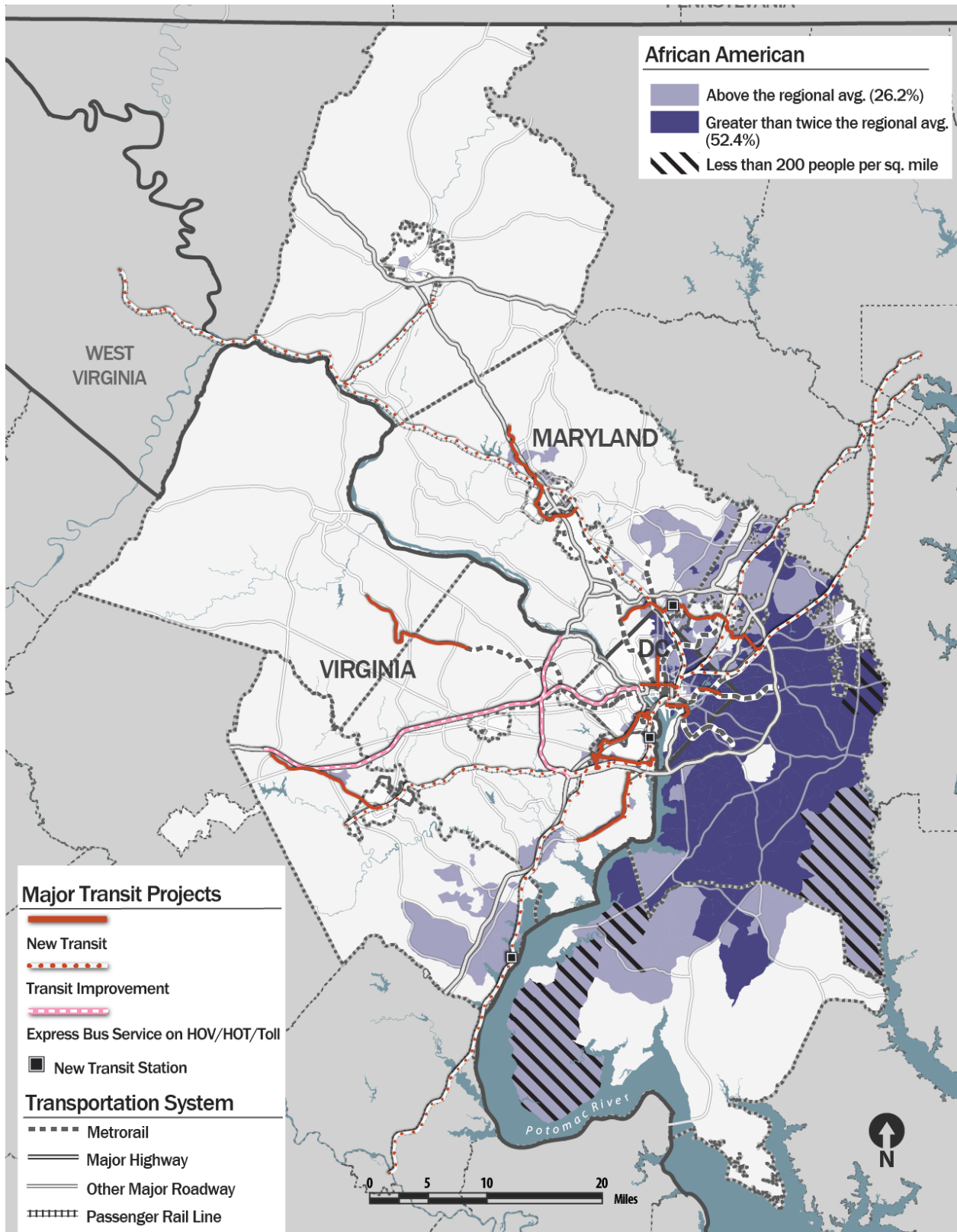


**Limited English Proficiency Population, 2016**

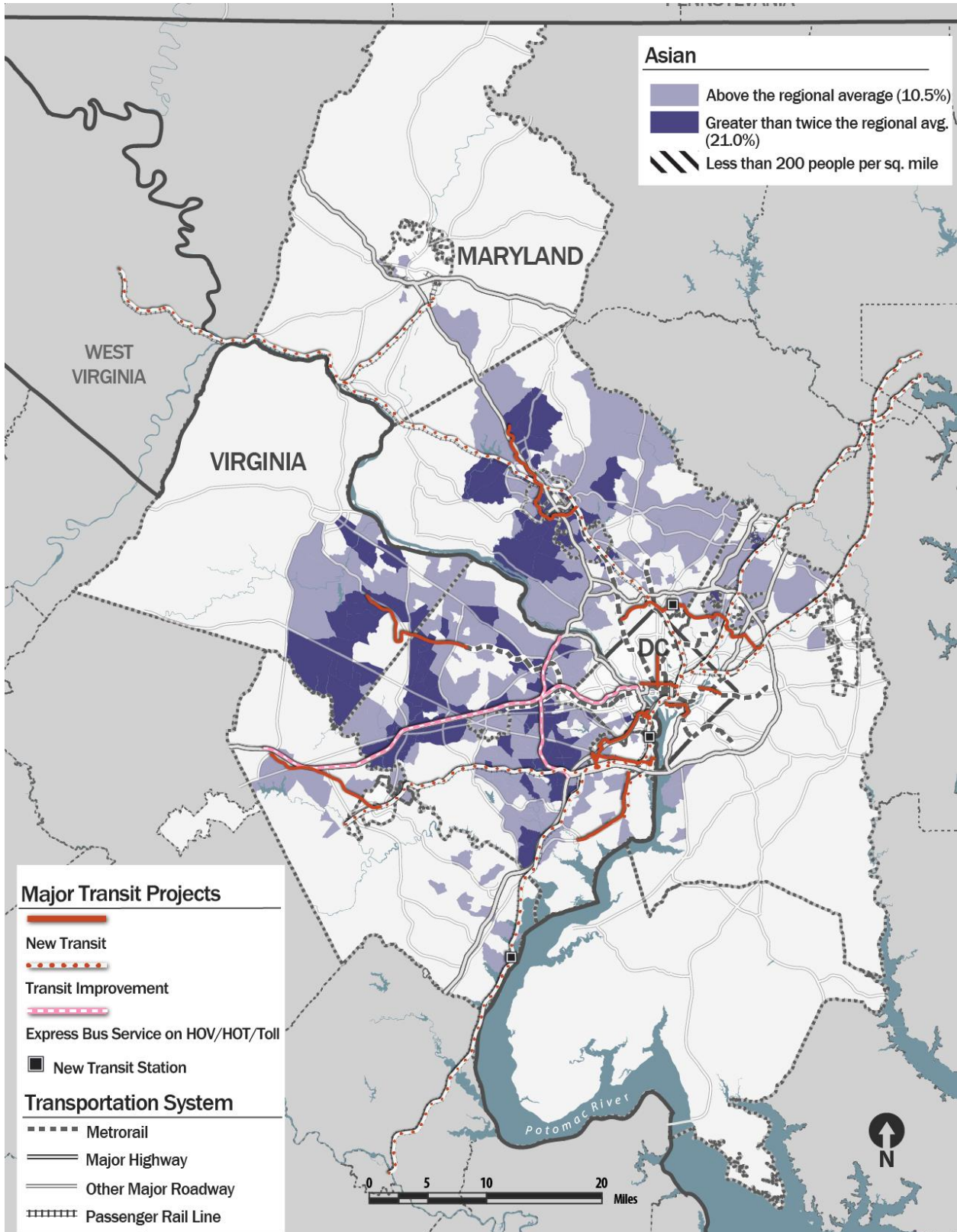




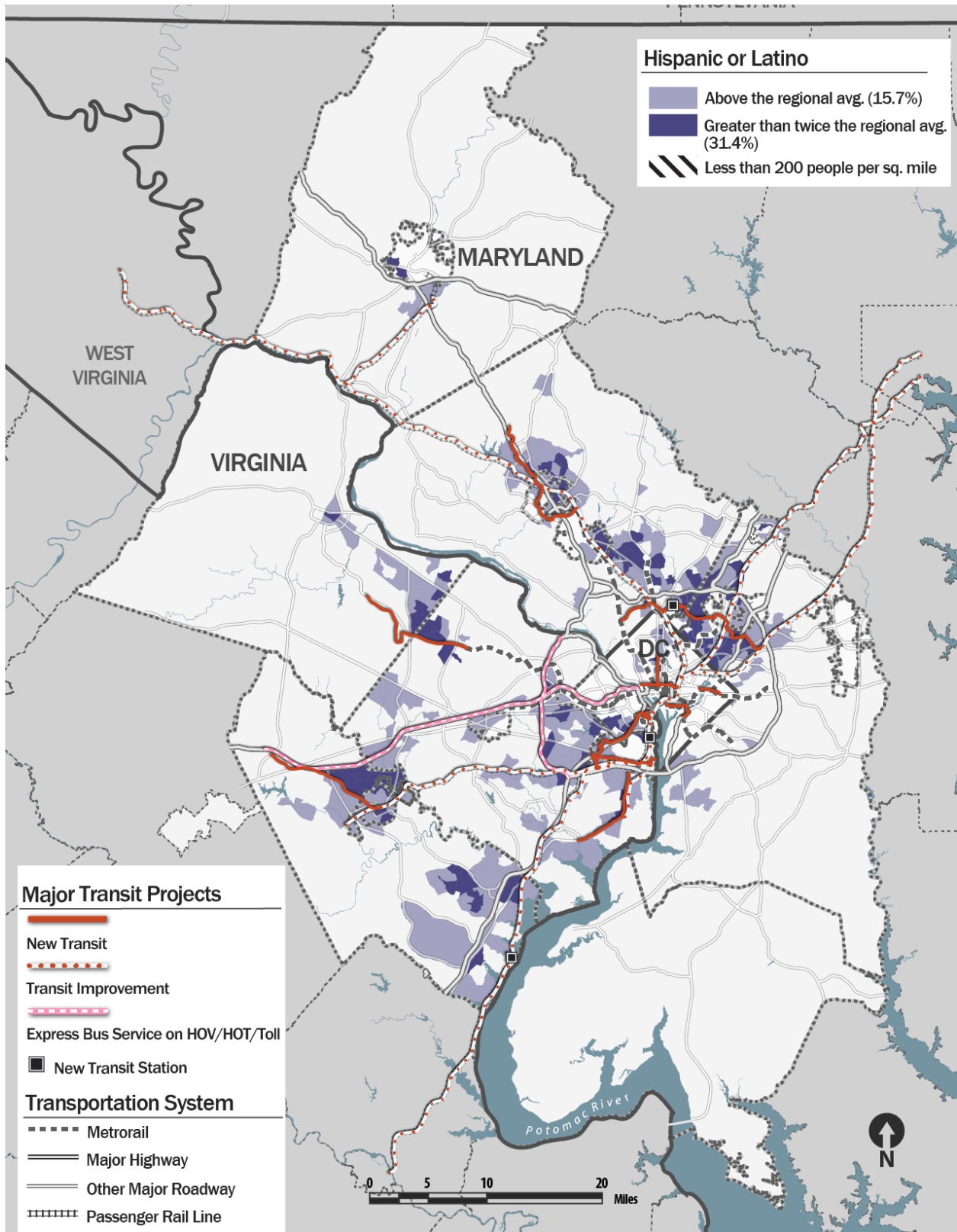
# African American Population, 2016



**Asian Population, 2016**



# Hispanic or Latino Population, 2016



# Impacts of the Distribution of State and Federal Funds for Public Transportation Purposes

A transportation investments impacts analysis was designed to determine whether the distribution of State and Federal funds, in the aggregate, for public transportation (also referred to as transit below) result in disparate impacts on the basis of race, color, or national origin. This analysis also examined how low-income populations may be impacted.

This investment impacts analysis uses the TPB's Financial Plan<sup>5</sup> for the 2014 Constrained Long-Range Transportation Plan (CLRP). Since this is the latest Financial Plan of record, this analysis does not change since the last Title VI Program submission in 2015. A new Financial Plan is under development for the next major update to the Long-Range Transportation Plan, called Visualize2045 and will be finalized after this Title VI Program will be submitted. This investment impacts analysis will be conducted with the new Financial Plan in time for COG's next Title VI Program submission.

The CLRP is the federally approved long-range transportation plan for the Washington region and includes State and Federal funds for public transportation reasonably expected to be available through 2040. By comparing the estimated percent of investments (of State and Federal public transportation funds) for minority and low-income groups to the general population, the analysis aims to determine whether or not there are any disparate impacts of these investments at the regional level.

The analysis is based on how different population groups that live in the region use the transportation system on a daily basis. Utilizing system usage statistics, benefits of the transportation investments in the region are determined to accrue to a given population group based on their use rates of the rail and bus systems. If plan investments are greater in a mode or system used more by one population group, a greater share the benefit will accrue to that group.

**This analysis finds no disparate impact in the distribution of funding for public transportation on the basis of race, color, national origin, or income status.** Two measures were considered to support this finding: 1) If the share of benefits from bus and rail investments for minority individuals and low-income earners are proportionate to these groups' share of the total population 2) If on a Per-capita basis, minority individuals will receive a proportionate share of the CLRP public transportation investments based on usage of the transit system.

The definitions, methodology and steps in the analysis and results are described in this summary.

## DEFINITIONS

The definitions used to define minority and low-income groups are slightly different than in the Demographic Profile of the region included in this Title VI Program. The difference exists due to transportation system usage data limitations. The following definitions were used to define minority and low-income for the purpose of this analysis:

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<sup>5</sup>Analysis of Financial Resources for the 2014 Financially Constrained-Long Range Transportation Plan (CLRP). Approved October 15, 2014.  
[www1.mwcog.org/clrp/resources/2014/2014CLRPFinancialAnalysis.pdf](http://www1.mwcog.org/clrp/resources/2014/2014CLRPFinancialAnalysis.pdf)

**Minority:** Minority populations include people who identify as one of the following census defined race/ethnic groups:

- Black or African American
- Asian
- Hispanic or Latino of any race
- American Indian
- Native Hawaiian or Pacific Islander
- Any combination of 2 or more of these groups

For this analysis all of those who identify as one or more of the groups listed above were included in a combined **Minority subgroup**. The remaining population, those who identify as non-Hispanic white, were included in a **Non-minority subgroup**.

**Low-income:** The TPB usually uses 1.5 times the federal poverty level to define the population that is considered to be low-income. However, for this analysis the **low-income subgroup** was defined as those earning less than \$30,000 per year. This was due to data restrictions in the data sources used to determine transportation system usage. The surveys that provided rail, bus, and highway system usage did not contain questions on the poverty status of respondents, rather they asked for income categories.

## METHODOLOGY

The Transportation Investment Impacts Analysis was completed as follows:

1. Regional population and system usage statistics were determined for two pairs of subgroups: Minority/Non-minority and Low-income/Non-low income.
  - a. Regional population figures were determined by using American Community Survey 2009-2013 5-year averages.
  - b. Transportation system usage statistics were determined using the following data sources:
    - i. Transit Rail Usage – 2012 Metrorail Passenger Survey, average daily trips
    - ii. Transit Bus Usage – 2008 Regional Bus Survey, average daily trips

*Note: transportation system usage data comes from different data sources that were collected during different periods of time. Since each data source represents the most recent collection of trip making data for these demographic groups, this analysis assumes that the percentage distribution of trips and vehicle miles of travel (VMT) found in each source are consistent with today. In addition, in order to combine rail and bus usage data into a single 'transit usage' figure by subgroup, the percent use by minority and low-income groups was normalized to 2014 transit trip counts.*

2. CLRP investments, including funds for operations, state of good repair, and system expansions through 2040, are divided into two modes:
  - a. Rail transit – Including funding for Metrorail, commuter rail, and light rail.
  - b. Bus transit – including funding for Metrobus and all local bus carriers.

*Note: Funding for paratransit, including MetroAccess, was excluded for this analysis.*



3. CLRP investments were then assigned by mode to population subgroups by multiplying the share of the subgroup's use of each mode by the total investment in that mode. The percent of investment in each of the subgroups was the compared to the subgroup's share of the region's population as a whole.
4. CLRP investments in bus and rail transit were added together creating a total transit investment estimate for each population subgroup. The percent of investment accruing benefits to each of the subgroups was the compared to the subgroup's share of the region's population as a whole.
5. Using the transit investments allocated to each population subgroup, per-capital investments for minority/non-minority individuals, and a per-household investment for low-income/not low-income were calculated. Benefits accruing to minority individuals and low-income earners were compared as a percentage to investment benefits accruing the region's non-minority and not low-income populations to determine whether or not there were any disparate impacts in the CLRP investments in public transportation.

## STEPS IN THE ANALYSIS AND RESULTS

This analysis goes through the following steps to test for a disparate impact on minority and low-income populations from State and Federal public transportation funding. First, system usage is identified for minority individuals and low-income households. Next, the overall (or aggregate) level of State and Federal investments is described based on the CLRP revenues through 2040. Steps 3 through 4 below examine funding by population subgroup for bus, rail, and total transit to test for disparate impacts. The final step takes into account another measure to test for disparate impacts: per-capita benefits.

### 1. Regional Population and System Usage Demographics

Minority individuals and low income earners account for a significantly smaller share of trips taken in the region relative to their respective populations. Some of this difference may be due to the fact that population estimates and the trip making data come from two datasets taken at separate times – population data comes from the 2009-2013 ACS estimates while trip making data come from the 2007/08 household travel survey.

**Table 1: Regional Population and Trip Making by Subgroup**

		Population		Avg. Daily Trips (all modes)	
		#	%	#	%
Minority Status (individuals)	Minority	2,828,790	55%	4224601	29%
	Non-Minority	2,332,122	45%	10573718	71%
	Total:	5,160,912	100%	14798319	100%
Low-Income Status (Households)	Low-Income	256,013	14%	724618	5%
	Not Low-Income	1,628,413	86%	14073701	95%
	Total:	1,884,426	100%	14798319	100%

Sources: 2009-2013 American Community Survey 5-Year Estimates; 2007-2008 COG Household Travel Survey

When comparing regional population characteristics to system usage, more differences in travel behavior become apparent. Minority individuals account for a higher percent of ridership on transit (60%) than their regional population (55%). The same goes for low-income earners who account for 28% of all transit trips but only 14% of the population.

**Table 2: Share of System Use by Subgroup**

Subgroup	% of Avg. Region			
	Daily Transit Ridership (Trips)	Rail Ridership	Bus Ridership	
Minority Status	Minority	60%	43%	79%
	Non-Minority	40%	57%	21%
	Total:	100%	100%	100%
Low-Income Status	Low-Income	28%	11%	47%
	Not Low-Income	72%	89%	53%
	Total:	100%	100%	100%

Sources: 2008 Regional Bus Survey conducted by COG; 2012 WMATA Metrorail Passenger Survey conducted by WMATA

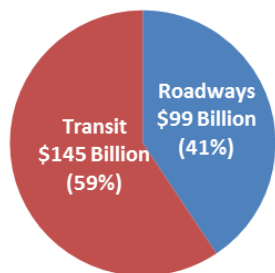
Breaking out rail and bus transit ridership separately shows that minority individuals and low-income earners are much more likely to be represented among bus ridership than their non-minority, not low-income counterparts, and less among rail ridership. Of all regional bus riders 79% are minority individuals and 47% are low-income, whereas on rail 43% are minority and 11% are low-income.

## 2. Transportation investments by Mode

In order to allocate investments to the different subgroups based on their use of each mode, CLRP investments had to be separated by mode. Over the next 40 years, \$244 billion is planned to be invested in operations, state of good repair, and expansion of the regional transportation system. Of that total, \$144 billion is planned in transit investments and \$99 billion is planned in highway investments. Of the transit funds, 62% (\$90.4 billion) is dedicated to rail improvements, 32% (\$46.8 billion) to bus, and 5% (\$7.5 billion) to paratransit. The paratransit funds were excluded from the remainder of this analysis because those funds are dedicated to specifically serve the needs of people with disabilities and the elderly, and because regional datasets do not contain demographic and system use rates for all paratransit operators.

**Chart 1: 2014 CLRP Investments By Mode**

Year of Expenditure Dollars (YOE \$)



Source: The 2014 Financially Constrained Long Range Transportation Plan for the National Capital Region (2014 CLRP)

### 3. Investments by Mode Assigned to Population Groups

To determine if there is a disparate impact on minority populations and low-income earners, proportions of funding by mode were assigned to minority/non-minority, and low-income/not low-income population subgroups based on public transportation system usage summarized in Table 2 (above). Benefits of the transportation investments in the region are determined to accrue to a given population group based on their use rates of the systems receiving investment.

**Table 3: CLRP Rail Transit Investments by Population Subgroup**

		% of Regional Rail Ridership (Trips)	Total CLRP Rail Funding (Millions of YOE \$)	% of Total CLRP Rail Funding	% of Regional Population
Minority Status	Minority	43%	\$38,930	43%	55%
	Non-Minority	57%	\$51,493	57%	45%
	Total:	100%	\$90,423	100%	100%
Low-Income Status	Low-Income	11%	\$9,973	11%	14%
	Not Low-Income	89%	\$80,450	89%	86%
	Total:	100%	\$90,423	100%	100%

Source: The 2014 CLRP; 2008 Regional Bus Survey conducted by COG; 2012 WMATA Metrorail Passenger Survey conducted by WMATA

Based on regional rail ridership of minority individuals and low-income earners, a disproportionately low share of the benefits of rail investments alone will accrue to both groups. Since 43% of rail riders are minority individuals, they will accrue 43% of the benefit of regional rail transit investments which is lower than their 55% share of the regional population. Similarly low-income earners will accrue 11% of the benefits of regional rail investments, compared to their 14% share of the population.

**Table 4: CLRP Bus Transit Investments by Population Subgroup**

		% of Regional Bus Ridership (Trips)	Total CLRP Bus Funding (Millions of YOE \$)	% of Total CLRP Bus Funding	% of Regional Population
Minority Status	Minority	79%	\$37,029	79%	55%
	Non-Minority	21%	\$9,870	21%	45%
	Total:	100%	\$46,899	100%	100%
Low-Income Status	Low-Income	47%	\$21,969	47%	14%
	Not Low-Income	53%	\$24,930	53%	86%
	Total:	100%	\$46,899	100%	100%

Source: The 2014 CLRP; 2008 Regional Bus Survey conducted by COG; 2012 WMATA Metrorail Passenger Survey

Since bus ridership rates are much higher for both minority individuals and low-income earners, investments in bus transit have a disproportionately high benefit for both population subgroups. Based on the bus system use rates, 79% of all bus investments will benefit minority individuals, and 47% will benefit low-income earners.



## ANALYSIS OF IMPACTS

### 1. Final Results: Investments Summed by Population Subgroup for all Public Transportation

When combining bus and rail investments into a total transit measure, the analysis shows the share of benefits from bus and rail investments for minority individuals and low-income earners are proportionate to these groups' share of the regional population. This indicates that there are no disparate impacts in public transportation investments on the basis of race, color, national origin, or income status.

**Table 5: CLRP Total Transit Investments by Population Subgroup**

		Total CLRP Transit Funding (Millions of YOE \$)	% of Total CLRP Transit Funding	% of Regional Population
Minority Status	Minority	\$75,959	55%	55%
	Non-Minority	\$61,363	45%	45%
	Total:	\$137,322	100%	100%
Low-Income Status	Low-Income	\$31,942	23%	14%
	Not Low-Income	\$105,380	77%	86%
	Total:	\$137,322	100%	100%

Source: The 2014 CLRP; 2008 Regional Bus Survey conducted by COG; 2012 WMATA Metrorail Passenger. Survey conducted by WMATA.

As table 5 shows, minority individuals make up 55% percent of the population and receive 55% of the benefits from transit investments. And disproportionately high benefits accrue to low-income earners when comparing total transit investments to their share of the population. Low-income earners make up 14% of the population and receive 23% of the benefits from transit investments.

### 2. Final Results: Analysis of Disparate Impacts of CLRP Per-Capita Benefits in Public Transportation

Using the total transit investments allocated to each population subgroup in Tables 5, 6, and 7 estimate per-capital investments for minority/non-minority individuals, and a per-household investment for low-income/not low-income earners. Investments are distributed on a per-capita and per-household basis so that benefits accruing to minority individuals and low-income earners can be compared as a percentage to investment benefits accruing the region's non-minority and not low-income populations.

**Table 6: Disparate Impacts Analysis of CLRP Transit Funding on Minority Residents, Per Capita**

Subgroup	Total Transit Investments to Riders (Millions of YOE \$)	Regional Population	Per Capita Benefit	Per Capita Benefit Ratio: Minority to Non-Minority
Minority	\$75,959	2,828,790	\$26,852.178	<b>102%</b>
Non-Minority	\$61,363	2,332,122	\$26,311.911	-

Source: The 2014 CLRP; 2009-2013 American Community Survey 5-Year Estimates

**Table 7: Disparate Impacts Analysis of CLRP Transit Funding on Low-income Earners, Per Household**

Subgroup	Total Transit		Per Household Benefit	Per Household Benefit Ratio: Low-income to Not Low-income
	Investments to Riders (Millions of YOE \$)	Regional Population		
Low-Income	\$31,942	256,013	\$124,766.416	<b>193%</b>
Not Low-Income	\$105,380	1,628,413	\$64,713.272	

Source: The 2014 CLRP; 2009-2013 American Community Survey 5-Year Estimates

This analysis finds no disparate impact in the distribution of funding for public transportation on the basis of race, color, national origin, or income status. Per-capita, minority individuals will receive slightly more of the CLRP investments in public transportation based on usage of the transit system compared to non-minority individuals. This is represented by the per capita benefit ratio of 102% when comparing minority to non-minority per-capita benefits in the table 6. Per-household, low-income earners will receive nearly double the benefit compared to not low-income earners, indicated by the per-household ratio of 193% in Table 7.

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<sup>i</sup> Beginning with the 2008 ACS, the Census significantly revised the questions to determine disability. These changes affected the populations identified and it is not recommended to compare 2008 and newer figures to prior data, including 2000 Decennial. For more information, please see:

U.S. Census. "How Disability Data are Collected." American Community Survey.  
<https://www.census.gov/topics/health/disability/guidance/data-collection-ac.html>;

For detailed definitions of the six disability categories (Hearing, Vision, Cognitive, Ambulatory, Self-care, and Independent living difficulty) see: U.S. Census. 2016. "American Community Survey and Puerto Rico Community Survey; 2016 Definitions." Pg. 56-57. [https://www2.census.gov/programs-surveys/acs/tech\\_docs/subject\\_definitions/2016\\_ACSSubjectDefinitions.pdf](https://www2.census.gov/programs-surveys/acs/tech_docs/subject_definitions/2016_ACSSubjectDefinitions.pdf)

<sup>ii</sup> Shin, Hyon B. and Rosalind Bruno. October 2003. "Language Use and English-Speaking Ability: 2000." U.S. Census. Pg. 2. Accessed March 13, 2018. <http://www.census.gov/prod/2003pubs/c2kbr-29.pdf>.

<sup>iii</sup> 2010 Census Briefs. September 2011. "The Black Population: 2010." U.S. Census. Accessed March 13, 2018. <http://www.census.gov/prod/cen2010/briefs/c2010br-06.pdf>

<sup>iv</sup> 2010 Census Briefs. March 2012. "The Asian Population: 2010." U.S. Census. Accessed March 13, 2018. <http://www.census.gov/prod/cen2010/briefs/c2010br-11.pdf>

<sup>v</sup> 2010 Census Briefs. March 2011. "Overview of Race and Hispanic Origin: 2010." U.S. Census. Accessed March 13, 2018. <http://www.census.gov/prod/cen2010/briefs/c2010br-02.pdf>

## Attachment A: Public Participation Plan

Note: This attachment is not included due to size but is available here (and will be updated in FY2019): [www.mwcog.org/tpb-participation-plan](http://www.mwcog.org/tpb-participation-plan)

## Attachment B: Language Assistance Plan

Note: This attachment is not included due to size but is available here:

[www.mwcog.org/language\\_assistance\\_plan](http://www.mwcog.org/language_assistance_plan)