

National Capital Region Transportation Planning Board

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

Date: May 15, 2013
Time: 12 noon
Place: COG Board Room

AGENDA (BEGINS PROMPTLY AT NOON)

- 12 noon 1. **Public Comment on TPB Procedures and Activities**
.....Chairman York
- Interested members of the public will be given the opportunity to make brief comments on transportation issues under consideration by the TPB. Each speaker will be allowed up to three minutes to present his or her views. Board members will have an opportunity to ask questions of the speakers, and to engage in limited discussion. Speakers are asked to bring written copies of their remarks (65 copies) for distribution at the meeting.
- 12:20 pm 2. **Approval of Minutes of April 17 Meeting**
.....Chairman York
- 12:25 pm 3. **Report of Technical Committee**
..... Ms. Erickson
Chair, Technical Committee
- 12:30 pm 4. **Report of the Citizen Advisory Committee**
.....Mr. Still
Chair, Citizens Advisory Committee
- 12:40 pm 5. **Report of Steering Committee**
..... Mr. Kirby
Director, Department of
Transportation Planning (DTP)
- 12:45 pm 6. **Chair's Remarks**
.....Chairman York

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

ACTION ITEM

- 12:50 pm 7. **Approval of Amendment to Update Projects and Funding in the District of Columbia Section of the FY 2013-2018 Transportation Improvement Program (TIP)**
Mr. Bellamy
 At the April 17 meeting notice was provided that the District Department of Transportation (DDOT) had requested an amendment to update projects and funding in the District section of the FY 2013-2018 TIP. The Board will be asked to approve this amendment to the District section of the FY 2013-2018 TIP.

Action: Adopt Resolution R17-2013 to approve an amendment to update projects and funding in the District section of the FY 2013-2018 TIP.

INFORMATION ITEMS

- 12:55 pm 8. **Briefing on Changes in Regional Commuter Patterns since 2007**
 Mr. Griffiths , DTP
 The Board will be briefed on changes in regional commuting patterns and shifts in single occupant vehicle (SOV), carpool, transit and biking commuting modal shares since the 2007/2008 TPB Household Survey, based on analysis of more recent journey to work data collected in the American Community Surveys conducted by the US Census Bureau.
- 1:15 pm 9. **Update on the Development of the TPB Regional Transportation Priorities Plan (RTPP)**
 Mr. Kirby
 The TPB Regional Transportation Priorities Plan (RTPP) is being developed to identify regional strategies that offer the greatest potential contributions toward addressing regional challenges. The Board will be briefed on the activities conducted since the second interim report of July 18, 2012, including the development of descriptions of near-term, on-going and long-term strategies for inclusion in a web-based tool to survey a representative sample of the general public. The survey will determine public attitudes about which strategies are considered to be most beneficial to address the challenges and how they might be funded.
- 1:40 pm 10. **Update on Next Steps for Considering a Regional Green Streets Policy for the Washington Region**
 Mr. Farrell, DTP
 At the December 19 meeting, the TPB received a request from the Anacostia Watershed Restoration Partnership to adopt a regional Green Streets policy, parallel to its adopted regional Complete Streets policy. The Board will be briefed on the discussions at the April 8 workshop on Green Streets and next steps for considering a regional Green Streets policy.
- 1:55 pm 11. **Other Business**
- 2:00 pm 12. **Adjourn**

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

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

777 North Capitol Street, NE
Washington, D.C. 20002-4226
(202) 962-3200

**MINUTES OF THE
TRANSPORTATION PLANNING BOARD
April 17, 2013**

Members and Alternates Present

Monica Backmon, Prince William County
Melissa Barlow, FTA
Robert Brown, Loudoun County
Marc Elrich, Montgomery County
Eulois Cleckley, DDOT
Dan Emerine, DC Office of Planning
Gary Erenrich, Montgomery County
Lyn Erickson, MDOT
Tawanna Gaines, Maryland House of Delegates
Rene'e Hamilton, VDOT
Cathy Hudgins, Fairfax County
John D. Jenkins, Prince William County
Emmett Jordan, City of Greenbelt
Shyam Kannan, WMATA
Carol Krimm, City of Frederick
Tim Lovain, City of Alexandria
Michael C. May, Prince William County
Phil Mendelson, DC Council
Mark Rawlings, DC-DOT
Paul Smith, Frederick County
Linda Smyth, Fairfax County Board of Supervisors
Kanathur Srikanth, VDOT
Todd M. Turner, City of Bowie
Jonathan Way, City of Manassas
Victor Weissberg, Prince George's County
Patrick Wojahn, City of College Park
Chris Zimmerman, Arlington County

MWCOG Staff and Others Present

Ron Kirby	
Gerald Miller	
Robert Griffiths	
Nicholas Ramfos	
Andrew Meese	
Rich Roisman	
Eric Randall	
Jane Posey	
Andrew Austin	
Wendy Klancher	
John Swanson	
Deborah Kerson Bilek	
Sarah Crawford	
Karin Foster	
Ben Hampton	
Bryan Hayes	
Debbie Leigh	
Deborah Etheridge	
Erin Morrow	
William Bacon	
Michael Farrell	
Paul DesJardin	COG/DCPS
Bill Orleans	Citizen
Judi Gold	Councilmember Bowser's Office
Patrick Durany	Prince William County
Christine Green	Safe Routes to School Nat'l Partnership
Katrina Tucker	Tri-County Council for Southern Maryland
Nick Alexandrow	PRTC
Bob Chase	Northern Virginia Transportation Alliance
Sean Egan	MDOT
Tim Davis	City of Frederick
Rahul Trivedi	VDOT
Pierre Holloman	City of Alexandria
Mike Lake	Fairfax County DOT
Cindy Petkac	USRC
John B. Townsend	AAA Mid-Atlantic
Jeanette Tejede de Gomez	AAA Mid-Atlantic
Greg Billing	Washington Area Bicyclist Association
Tina Slater	Action Committee for Transit
Dan Malouff	Arlington County
Katrina Tucker	Tri-County Council for Southern MD

1. Public Comment on TPB Procedures and Activities

Vice Chair Wojahn called the meeting to order and invited members of the public to comment on the TPB's procedures and activities.

Bob Chase from the Northern Virginia Transportation Alliance spoke about performance measures. He said that he is encouraged that MAP-21 promotes the use of specific performance measures like: congestion reduction, reliability of freight movement, and project delivery. He believes that these measures make sense to taxpayers and travelers. He stated that the Virginia General Assembly took a similar step by requiring that in Northern Virginia priority be given to projects that do the most to reduce congestion and to improve homeland security evacuation. He also observed that the TPB's Aspirations Scenario found that adding new highway capacity for autos and buses makes a dramatic difference in reducing delay. He said it is not old performance measures, like VMT or VMT per capita, which will make the greatest difference. Instead he said that reducing the amount of time people and goods spend sitting in traffic will have a bigger impact on the economy and people's lives. He said that the public is more interested in faster and more reliable trips for all modes, than they are in adding more mode choices. He declared that new funding on the state, regional, and federal level will only make a difference if it is spent wisely, and that performance measures that focus on reducing congestion delays will improve regional mobility and prosperity. Copies of his remarks were submitted for the record.

2. Approval of Minutes of March 20 Meeting

Mr. Kirby said that Mr. May from Prince William County requested the March 20 meeting minutes be amended to show that he attended.

Mr. Turner moved that the board accept the minutes of the March 20 meeting with the change. So moved and seconded, the minutes of the March 20 TPB meeting were approved.

3. Report of Technical Committee

Ms. Erickson said that the Technical Committee met on April 5 and reviewed five items for inclusion on the agenda for the TPB's April meeting: Bike to Work Day events and proclamation; MAP-21 requirements, including MPO reporting requirements for CMAQ and performance measure recommendations; an update on the CLRP Aspirations Scenario work; and an update on the Bus on Shoulders work to date. She said that the committee also reviewed four items that are not on the TPB agenda, including: a briefing on the scope of work for the new Transportation Community and Systems Preservation project to identify strategic recommendations for bicycle and pedestrian access improvements to support housing and employment development close to rail stations; a briefing on the development of the Transportation Emission Reductions Measures, which will be used in the conformity analysis; a user-friendly presentation and summary for the TIP; and the Green Streets Workshop that was held on April 8th.

4. Report of the Citizen Advisory Committee

Mr. Still said that the Citizens Advisory Committee met on April 11. At the meeting, the CAC heard presentations from Mr. Kannan and Chair York, and the committee discussed CAC priorities for the remainder of the year. The CAC also elected co-chairs.

Mr. Still stated that Mr. Kannan from WMATA presented on the transit agency's ten-year strategic plan, called Momentum, which focuses on safety, customer service, regional mobility, and financial stability. Mr. Still said that members of the committee encouraged WMATA to: aggressively consider joint development to generate revenue; focus on creating connectivity between modes; and adopt advanced technology to make fare collection easier.

Mr. Still said that he and the committee were grateful that Chair York presented at the meeting. He said that the Chair York described transportation challenges that face the region and the priorities he has identified as Chair. Mr. Still also said that the Chair described several overseas travel experiences that demonstrate a good model for multi-modal connectivity. Members of the CAC committee thanked the Chair for his service, and encouraged members of the TPB to remain forward thinking.

Mr. Still said that the CAC then discussed its plans for 2013, and explained that the committee would like to be more involved in the regional transportation priorities plan, the Green Streets policy, the Bus on Shoulders task force recommendations, and other items.

Mr. Still said that the CAC also elected vice chairs for the CAC. Veronica Davis from the District and John Epps from Maryland were nominated by email, and the committee voted unanimously to make them vice-chairs.

Vice Chair Wojahn thanked Mr. Still for his presentation and asked the board for questions.

Mr. Turner asked Mr. Kannan if it would be useful for the board to hear the WMATA Momentum presentation.

Mr. Kannan stated that the material was presented to the board in December.

Mr. Turner acknowledged missing that meeting.

5. Report of the Steering Committee

Mr. Kirby said that the Steering Committee met on April 5 and approved three resolutions to amend the FY2013-2018 Transportation Improvement Program (TIP). He said that the first resolution was a request from Maryland DOT to add funding for right-of-way acquisition for the Maryland 4 Suitland Parkway Interchange. The second, from VDOT, was for funding for preliminary engineering for the widening of southbound I-395 between Duke Street and Edsall Road, and for right-of-way acquisition and construction of an interchange at Virginia 7 and

Belmont Ridge Road. The final resolution from DDOT was a request to add funding for repairs to the East Capitol Street Bridge over the Anacostia River and update funding for bridge design consultant services. He added that these three projects are in the CLRP and the TIP, and the resolutions add funding to move them forward.

Mr. Kirby pointed out that there were several items in the letters packet. He said that the first item corrects the cooperative forecast data presented on March 20, 2013. This item also updates three tables (population, households, and employment) from the March 20 presentation. The new tables use the Round 5.1 Cooperative Forecasts that were adopted in 1994 in place of the Round 4.1 forecasts that were originally presented. The updated tables provide a better benchmark to gauge actual versus projected growth.

Mr. Kirby said that the next items were copies of letters sent to the Virginia governor, lieutenant governor, and leaders of the General Assembly, thanking them for their effort to secure substantial new revenues for transportation. He said that the packet includes a letter to the mayor of the District, Governor McDonnell, and Governor O'Malley, requesting that COG and TPB be designated as the recipient for the new Federal Transit Administration 5310 Program that enhances mobility of seniors and individuals. He said that the packet also includes a letter that the TPB sent to Tom Downs, the Chairman of the WMATA Board, inquiring about the additional funding that now comes through the formula program in lieu of the JARC program, how WMATA was proposing to allocate those funds, and whether JARC projects would be given priority.

Mr. Kirby described another letter which the Metropolitan Washington Air Quality Committee sent to Mr. Perciasepe, the acting administrator of the U.S. EPA. He said that the letter endorsed the EPA initiative to move to Tier 3 vehicle emissions and gasoline standards for the entire nation. He said that the Tier 3 standards would have an immediate benefit for every vehicle that is on the road right now because the low sulfur fuel component improves the performance of catalytic converters, resulting in significant air quality benefits.

Mr. Kirby said that the packet also included materials related to the Street Smart campaign that launched on April 9 to promote bicycle and pedestrian safety. The kickoff event took place on Bladensburg Road and featured District Mayor Vincent Gray.

Mr. Kirby pointed out other materials in the packet related to Green Streets workshop held on April 8, which nearly 100 people attended. He said the next step is to develop basic principles for Green Streets that the Board can approve. He said that Green Streets strategies promote ways to control runoff so not as much water makes it to storm drains.

Mr. Kirby said that the final item appeared on the MWCOG Board of Directors agenda of April 10. At that meeting, he and Phil Andrews from Montgomery County presented a report on the Incident Management Oversight Committee that had just finished its work. He said that Mr. Andrews presented an overview of the response to Hurricane Sandy, and that he talked about Metropolitan Area Transportation Operations Coordination (MATOC) Program as one major component of the IMR response.

6. Chair's Remarks

Vice Chair Wojahn said that Mr. Turner worked with Mr. Kirby to draft a letter to state leaders in Maryland, including Governor Martin O'Malley, Lieutenant Governor Anthony Brown, and the heads of the House of Delegates and State Senate to support Maryland's new comprehensive transportation funding bill. The draft letter was distributed.

Mr. Turner said that he appreciated that members of the of Board would consider at this letter. He thanked Delegate Gaines specifically for her leadership on transportation issues in the state of Maryland. He moved that the letter be sent.

Mr. Jordan seconded the motion, which passed unanimously.

Vice Chair Wojahn added that the City of College Park passed a resolution in support of Maryland's transportation funding bill, and he thanked Mr. Turner for taking the lead on the TPB letter.

ACTION ITEMS

7. Approval of Bike to Work Day Proclamation

Referring to the mailout material, Mr. Ramfos gave a briefing on Bike to Work Day, which will be held May 17. He said the event had more than 13,000 participants last year, and that the goal this year is to increase participation by 10 percent so that the total number of participants exceeds 14,000. He said a dozen new pit stop locations have been added this year, for a total of 72 pit stops throughout the region. He said that every three years, staff conducts an event survey to measure the event's impacts. He described the close collaboration between the TPB's Commuter Connections staff and the Washington Area Bicyclist Association (WABA) in organizing the event, and he introduced Greg Billing from WABA.

Mr. Billing thanked the TPB for sponsoring this event.

Mr. Jordan thanked Mr. Ramfos and staff for their hard work. He noted that in the survey that Mr. Ramfos referenced 20 percent of respondents said they bike to work more often. He asked how "more often" would be defined.

Mr. Ramfos said that each respondent answered the questions differently. He said there was an overall increase in bicycling after the event, especially for existing cyclists and, in some cases, first-time cyclists.

Mr. Jordan suggested that in the future the event might include some of the cycling classes that WABA offers.

Mr. Billing said that WABA has timed some of its classes for first-time cyclists to precede Bike

to Work Day.

Mr. Kannan said that at the West Hyattsville and Cheverly Metrorail stations, WMATA staff would be teaching cyclists how to load and unload bikes from the front of buses.

Mr. Ramfos mentioned that VRE and MARC are also sponsoring Bike to Work Day pit stops.

Vice Chair Wojahn said this would be his 11th year participating in Bike to Work Day. He read the TPB proclamation.

A motion was made to approve the proclamation. The motion was seconded by Mr. Zimmerman, and was approved unanimously.

8. Briefing on TPB Congestion Mitigation and Air Quality Responsibilities under MAP-21 and Approval of a TPB Letter to the US Department of Transportation (USDOT) Regarding Performance Measures and Targets for Congestion in the Washington Region

Mr. Kirby, referring to a PowerPoint presentation, reviewed the performance-based requirements included in MAP-21 as they pertain to national goals and to metropolitan transportation planning. He emphasized the importance of safety, infrastructure condition, congestion reduction, system reliability, freight movement, and environmental sustainability. He said that MAP-21 includes some penalties for those states and MPOs that do not achieve progress targets. He summarized a MAP-21 implementation timeline for performance-based planning requirements that spans a five-year time period. He also summarized the coordination efforts that have been underway between FHWA and states, MPOs, and transit agencies.

He provided an overview of the TPB's focus on performance-based planning to date, and said that the FY2014 UPWP addresses these new responsibilities. He mentioned that some of these new responsibilities, such as state of good repair and safety, will be coordinated with states and transit agencies, and that there are explicit TPB responsibilities for congestion mitigation and air quality, which include developing a performance plan for the region. He reviewed the MAP-21 legislated performance-based planning responsibilities as they relate to Congestion Mitigation and Air Quality, including evaluation and assessment of projects and priority for use of funds in PM 2.5 areas, which he said needs to be addressed right away. He noted some of the TPB programs that currently focus on congestion reduction and air quality, such as Commuter Connections and MATOC. He mentioned that the USDOT Secretary is tasked with developing performance measures that reflect these goals, and added that once the USDOT establishes performance measures by the spring of 2014, the TPB will have about 18 months to establish performance targets for these measures.

He then reviewed the draft letter, which addresses mobile source emissions and congestion, and suggests that the USDOT Secretary develop performance measures based on readily available data and technical methods. He added that the USDOT is interested in receiving comments from stakeholders on developing performance measures. He mentioned the recent Texas

Transportation Institute (TTI) 2012 Urban Mobility Report on congestion, which ranks the National Capital Region as #1 in congestion with regard to average congestion delay per commuter, and said that the report uses an aggregate regional measure to reach its conclusion. He said that although the USDOT might consider this report as it develops its measures, the TPB should urge the USDOT Secretary to considering measuring congestion in a more disaggregated manner.

Mr. Zimmerman commented that MAP-21 is the first law in six decades of transportation legislation that provides new regulations without providing new funding. He said that while the TTI is a popular index for measuring congestion, it fails to take into account the overall time for all people commuting. He said that the TTI essentially measures the time for people who happen to be commuting in the most congested mode, and advocated that measuring overall congestion is important, particularly given that the region is rich in public transportation options. He asked if the drafted letter accurately expressed the notion of measuring overall congestion.

Mr. Kirby responded that the draft letter focuses on the goal of reducing traffic congestion as specified in the MAP-21 legislation.

Mr. Zimmerman asked how traffic congestion is to be measured.

Mr. Kirby said the hope is that performance measures would be defined by the USDOT in a way meets the law, but not in a manner that is overly prescriptive.

Mr. Zimmerman, acknowledging the need for discretion in the letter, said that the TPB should advocate for measuring the movement of people – not just vehicles – over a given time period.

Mr. Erenrich supported the point raised by Mr. Zimmerman. He said that the letter should reflect the nature of the region, and that the TTI measures are general measures. He added that it is important to consider the multimodal nature of travel and the time differences. He said that the letter should include language explaining that the region has extremely high levels of ride-sharing and transit ridership.

Mr. Kirby said that the last paragraph in the letter could be expanded to cover the points suggested by Mr. Zimmerman and Mr. Erenrich.

Vice Chair Wojahn called for a motion to amend the draft letter.

Mr. Mendelson moved to approve the letter to the Secretary of the USDOT regarding the establishment of performance measures and targets for congestion in the Washington region.

Mr. Turner seconded the motion.

Vice Chair Wojahn summarized the motion on the table, stating that it was to approve the draft letter on page 67 of the mailout packet. He called for discussion.

Mr. Erenrich moved to amend the letter by adding a reference to the region's multi-modal performance, and by adding language that "a single measure like a TTI index may be useful and helpful in understanding congestion, but is not in itself sufficient to understand our region" in the fourth paragraph of the draft letter.

Mr. Zimmerman seconded the motion.

Mr. Weissberg suggested a friendly amendment to add "in pursuit of a more balanced region" to Mr. Erenrich's amendment.

Vice Chair Wojahn asked Mr. Erenrich if he would accept the friendly amendment.

Mr. Erenrich replied that he accepted the friendly amendment.

Mr. Zimmerman said that the letter should include a reference about the need to base the measure of congestion on the movement of people, rather than vehicles.

Vice Chair Wojahn asked if Mr. Erenrich would be amenable to the change proposed by Mr. Zimmerman.

Mr. Erenrich replied in affirmation.

Vice Chair Wojahn asked Mr. Erenrich to read the amendment as he understood it.

Mr. Erenrich said that he did not write it down.

Mr. Kirby said that TPB staff would include the language as requested.

Mr. Erenrich summarized that the main issue at hand is that there is more than one measure than the TTI index, and that it is important to consider person throughput as well as multimodal measures.

Mr. Weissberg added that these measures should to create a more balanced region.

Vice Chair Wojahn called for a vote. The amendment passed unanimously.

Mr. Kannan said it would be worthwhile to discuss that there are currently very few transit assignment models that can effectively measure congestion on transit, which he said could affect measuring person throughput per hour as well as overall congestion.

Mr. Kirby said that this could be included but that he would be hesitant to address concepts in the letter than are not pertinent to the requirement at hand.

Vice Chair Wojahn called for a vote to approve the letter to the Secretary of the USDOT, as amended, which passed unanimously.

INFORMATION ITEMS

9. Briefing on Activities to Increase Ridership on the Metrobus System

Mr. Requa provided a presentation in response to a request from the TPB for a report on NextBus and other technologies and efforts Metro is undertaking to increase bus ridership. He provided a summary of Metrobus ridership and the composition of the Metrobus fleet. He said WMATA has implemented a transit database that contains all of the operational data, routes, and schedules, and provides automatic vehicle location (AVL) data to Next Bus, Inc. He said 85 percent of Metrobus routes are capable of providing AVL data with a two-minute polling interval. He said a number of third party providers use the data supplied by Next Bus, Inc. to provide customers with bus location information. He said the Next Bus DC app was not officially supported by WMATA, and that WMATA was not a party to the private arrangements between the app and Next Bus, Inc. He said WMATA encourages customers to use other sources for Next Bus data, either provided by third parties or through the WMATA website. He said WMATA intends to provide more customer information on AVL data through the installation of more information signs through the TIGER I grant. He said WMATA is also in a three-year process of implementing a consolidated system for tracking the bus fleet under one program. He anticipates this system to be implemented on the entire fleet by the fall of 2013.

Mr. Requa spoke about several other technologies to increase bus efficiency. He said WMATA is in the process of developing a signal priority system that will work with all of the signal systems used by all jurisdictions. He said that WMATA will install the equipment on its fleet by the end of the fall of 2013. He said that under the TIGER I grant, WMATA will provide new signal equipment at 25 signals along Route 7 in Virginia, and that the TIGER grant has funding to configure about 80 intersections in the region. He said Metrobus storage and maintenance facilities are crucial to the safe and efficient operation of the fleet and he summarized the current renovation activities and needs for Metrobus facilities.

Mr. Requa described other WMATA efforts to encourage bus ridership. He said WMATA is training bus operators on communication techniques and how to handle difficult situations. He said there is interest in the training program from other regional transit operators and WMATA intends to share its training regimen. He said WMATA has installed cameras on the fleet which help for training purposes and other incidents. He told the TPB about recent efforts to improve running time and bus operations, since fleet expansion is often cost prohibitive. He summarized strategic planning efforts and other studies that help WMATA determine where improvements to operations and routes would have the biggest positive impact on service.

Mr. Requa provided information on some larger-scale capital projects underway and under study. He described the transitway under construction in Arlington and Alexandria, which is the first dedicated right-of-way for buses in the Metro system and will open in spring of 2014. He said WMATA is studying other corridors for implementing bus lanes. He closed by outlining some challenges WMATA faces in attracting ridership, particularly the impact of congestion on service quality.

Mr. Zimmerman asked about the traffic signal priority system implemented on two bus lines in the region.

Mr. Requa said the systems on Georgia Avenue and Columbia Pike simply allow the buses to alert the signal that the bus is approaching. The new system will contain more information about the on-time status of the bus and other information, allowing the system to make a technical decision about altering the signal timing.

Mr. Zimmerman said he hopes traffic signal priority can be implemented in more locations, but that WMATA should also have a plan for evaluating how effective it is in terms of increasing efficiency. He said it would be helpful to develop a basis for the determination of success or failure of traffic signal priority for a specific route before it is implemented so that the performance of the system may be measured relative to appropriate measures for that route.

Mr. Requa said the new system is designed to provide detailed information and that WMATA will work with the jurisdictions to ensure that the equipment is working properly.

Mr. Zimmerman clarified that he is interested not in whether the system itself is functioning properly, but that the functionality of the system is appropriate and effective for the particular bus route.

Mr. Requa said WMATA would be able to determine that information.

Mr. Zimmerman noted that many of the strategies Mr. Requa presented are not new ideas, but that WMATA has not gotten very far in terms of implementation over the past decade. He said progress has been made in the last couple of years, but that WMATA and the region should be beyond talking about potential studies for dedicated bus lanes. He estimated that there are bus lanes on one percent of Metrobus routes.

Mr. Requa said that the bus lanes that exist are also used by other systems, so they benefit all of the transit systems in the region. He said WMATA is working with the state and local jurisdictions, who own the streets, and conducting studies to demonstrate the advantages to implementing bus lanes. He said there is more traction for this concept lately and that he hopes it will result in actual improvements on the street.

Vice Chair Wojahn asked if there is a WMATA-sanctioned Next Bus app that it recommends customers use. He said it is confusing to users who want to be able to use a Next Bus app because there are different vendors, which raises questions about the reliability of vendors.

Mr. Requa said that customers can get Next Bus information through WMATA's mobile website or visit the Next Bus, Inc. website and get information directly from the company. He added that the information is available for anyone who wants to develop an app.

Mr. Erenrich said a customer could use a smartphone to go to the WMATA mobile website and get Next Bus, Next Train, and Trip Planner information.

Mr. Requa added that it could provide a customer with next bus arrivals based on a customer's location.

Mr. Weissberg agreed that it is important to measure the performance of the traffic signal priority, particularly based on baseline information.

Mr. Requa said WMATA has on-time performance for every route, so there is a good baseline on which to judge improvements going forward.

Mr. Elrich said Montgomery County is looking at implementing a BRT network and he described the difficulties in identifying cost-effective alignments. He said people are convinced that if they lose a travel lane, they are going to suffer increased delays. He said that in order to implement a BRT network or add bus only lanes to roadways, there needs to be a complementary public education campaign that describes with graphics how such a system works. He said if the region wants to build a first-class transit system, it could take away curb lanes on the major arterials and have the most inexpensive expansion of mass transit one could imagine. He added that it is unfortunate that discussion has turned to rail and bridges and tunnels because there is a stigma to "taking away" a travel lane.

Mr. Requa said there is an interim step to creating a bus only lane, which is implementing diamond lanes – dedicating the curb lane to buses during peak rush hour.

Mr. Mendelson thanked Mr. Requa for his thorough explanation on the Next Bus data. He said he still would like to discuss how the region and WMATA could meaningfully expand bus service. He said one obvious answer is to increase the frequency of buses, noting that people do not want to wait for long headways.

Mr. Requa said that headways are greatly reduced during peak hour service and that certain routes are prone to overcrowding. He said part of the answer is to add more buses, which is not financially feasible at the moment. He said another option is to add more service during off-peak and weekend hours, which WMATA can do and is planning to implement in FY 2014. He said that starting in July, WMATA would increase frequency of midday service on certain routes. He said there is \$5 million available to invest in this effort.

Mr. Mendelson noted that \$5 million is not a lot of money when spread across the region.

Mr. Requa said that it is more money that Metrobus has had in recent years to attempt this kind of improvement. He said the money would be used on the routes with highest demand, specifically those that carry 15 to 20 thousand people a day.

Mr. Mendelson asked if Metrobus has experienced growth in ridership on existing bus lines.

Mr. Requa said that from 2011 to 2012, WMATA saw a six percent increase in ridership throughout the system. He said that on routes where WMATA made service improvements, such

as the 90 routes in the District, WMATA saw about a 7.5 percent increase in ridership.

Vice Chair Wojahn asked how many buses WMATA has added to the fleet over the past 15 years. He also noted that route adjustments, those that improve both on-time performance or provide more frequent headways, are subject to local approval.

Mr. Requa said Metrobus has added 40 buses to the fleet. He said buying buses is one step, but that there are significant operating costs for the service. He said he believes there is more interest in providing more service and funding to operate that service. He said, for example, that the Alexandria is paying for the buses for the transitway constructed there.

Mr. Mendelson said that he thinks more strategic expansion would have more of an effect, noting that if WMATA marginally increased service on all routes, the benefit to passengers would be minimal and not attract very many new riders.

Mr. Requa said the majority of dollars are spent on the 24 priority corridor routes that carry over 50 percent of Metrobus ridership.

Mr. Emerine said that one of the ways to speed up buses along a route is to take away a bus stop every so often. He understands there are legitimate concerns to spacing the bus stops too far apart, but noted that there are routes in the District that stop every block. He said there must be a balance between the ability to serve the greatest number of people without making it overly difficult for certain populations.

Mr. Emerine thanked WMATA for developing new bus maps, as he thinks the maps provide a better level of legibility. He said there is a flaw in the organization of the maps by major routes and local routes, which may not be immediately apparent from the rider's perspective. He encouraged WMATA to move towards a mapping approach that takes into account bus route frequency.

Mr. Requa responded that WMATA has four maps for the region that outline 315 bus routes. He said the routes, bus stops, and frequency are included for most of the major stops. He said that WMATA would encourage riders to turn to Next Bus to find out information about frequency, and that WMATA will move away from providing a schedule at the bus stops. He said that Metrobus serves 11,500 bus stops, which he agrees is too many. He said WMATA took out 50 stops several years ago, which was a challenge. He added that Title VI is going to make it more difficult to remove additional bus stops even though the benefit to most riders would be significant.

Mr. Zimmerman said Arlington managed to remove some bus stops when it restructured the Columbia Pike service about ten years ago. He said the approach Arlington took was not to eliminate bus stops, but to propose route improvements. He said it is important to convey to the riders the benefit they will receive by walking 20 to 30 seconds longer, namely a reduction in the length of the bus ride. He said he understands that selecting the priority corridor network for improvements represents the greatest opportunity. He said Los Angeles has implemented a

successful model of providing limited stop service on major routes, but overlaying a local system that strategically interacts with the limited stop service. He said Los Angeles layered additional time-saving measures, including signal prioritization, headway management, and other options, resulting in an increase in ridership on those routes. He referenced the Bus on Shoulders concept as another example and stated that the goal is to make the same investment in equipment, but look to other strategies to increase capacity.

Mr. Jordan asked for clarification that WMATA has currently installed 50 customer information signs and asked how many more it intends to install in the coming year.

Mr. Requa confirmed that WMATA has installed about 50 signs throughout the system. He said that within six months of the contract award, which should occur within the next month, WMATA should be ready to install additional signs. He said WMATA has money to install 80 signs over the next year, which he said would likely be installed at rail stations. He added that the signs would be available for jurisdictions to purchase and install, and that he hopes to see at least 800 signs installed throughout the system.

10. Briefing on the Update of the CLRP Aspirations Scenario

Referring to the handout and mailout material, Mr. Kirby noted that the last formal presentation given to the TPB on the Aspirations Scenario was in October of 2011. He said that staff has recently completed a major update of that work. He described how the new analysis was different, including the use of the most recent 2012 CLRP and cooperative forecasts as a baseline, the use of a new travel demand forecasting model and emissions model, and the use of new household travel survey data.

He said that another big change in this analysis is that it only includes toll lanes that are additive or HOV conversions; it does not include the conversion of existing general-purpose lanes to toll lanes.

He described the scenario's impact on travel demand and system performance. He also described a sketch-level analysis of cost recovery, which estimated that approximately 40 percent of the cost of the system would be recovered through tolls.

Mr. Lovain said he understood that the Technical Committee had discussed the absence in the scenario of specific local projects like the Route 1 Transitway or the Purple Line.

Mr. Kirby said the scenario includes the entire 2012 CLRP baseline, including the Purple Line and the Route 1 project. He said the scenario does not have every proposed BRT project in the region, such as the Montgomery County BRT proposed system, but it does have some BRT on arterial roads.

11. Update on TPB Bus on Shoulder Task Force Meeting

Ms. Krimm, co-chair of the Bus on Shoulder Task Force, briefed the TPB on the task force meeting earlier that day. She thanked Eric Randall and TPB staffers for their work. She said the task force received an update on VDOT's I-66 Inside-the-Beltway pilot project and steps to implement the Bus on Shoulders project on I-66 inside the Beltway. The task force also received additional information from staff of the Maryland State Highway Administration on the feasibility of Bus on Shoulders on the I-270, MD 5 and U.S. 301 corridors. She said the task force's final report would be presented to the TPB in the coming months.

12. Notice of Proposed Amendment to Update Projects and Funding in the District of Columbia Section of the FY 2013-2018 Transportation Improvement Program (TIP)

Mr. Kirby explained that information for this item was posted on the website and the item is open for public comment. He said the item would be brought back as an action item next month.

13. Other Business

There was no other business.

14. Adjournment

The meeting was adjourned at 2:02.

TPB Technical Committee Meeting Highlights

May 3, 2013

The Technical Committee met on May 3rd at COG. Three items were reviewed for inclusion on the TPB agenda for May 15th.

- TPB agenda Item 8

Staff briefed the Committee on changes in regional commuting patterns and shifts in single occupant vehicle (SOV), carpool, transit and biking commuting modal shares since the 2007/2008 TPB Household Survey, based on analysis of more recent journey to work data collected in the American Community Surveys conducted by the US Census Bureau.

- TPB agenda Item 9

The TPB Regional Transportation Priorities Plan (RTPP) is being developed to identify regional strategies that offer the greatest potential contributions toward addressing regional challenges. The Committee was briefed on the activities conducted since the second interim report of July 18, 2012, including the development of descriptions of near-term, on-going and long-term strategies for inclusion in a web-based tool to survey a representative sample of the general public. The survey is determining public attitudes about which strategies are considered to be most beneficial to address the challenges and how they might be funded.

- TPB agenda Item 10

At the December 19 meeting, the TPB received a request from the Anacostia Watershed Restoration Partnership to adopt a regional Green Streets policy, parallel to its adopted regional Complete Streets policy. The Committee was briefed on the April 8 workshop on Green Streets and identified next steps for considering a regional Green Streets policy.

Five items were presented for information and discussion:

- At the February 20 meeting, the TPB requested an update on traffic signal timing and optimization in the Washington region, as had been compiled in previous years as part of an air quality Transportation Emissions Reduction Measure (TERM). The Committee was updated on a current staff survey of the region's traffic signals agencies, as well as plans for subcommittee review and later presentation to the TPB.
- VDOT is updating its statewide road and highway functional classification system last updated in 2005. VDOT staff briefed the Committee on the functional classification in Northern Virginia which the TPB will be asked to approve prior to VDOT submittal of the final functional classification inventory to FHWA.

- The schedule for the 2013 CLRP and FY 2013-2018 TIP amendments calls for the CLRP and TIP inputs and required Congestion Management forms to be submitted by May 3. The Committee was updated on the status of the CLRP and TIP amendment inputs. The draft CLRP and TIP amendments will be presented at the June 7 Technical Committee meeting and then released for public comment on June 13. After the 30-day comment period, the TPB will be asked to approve the 2013 CLRP, FY 2013-2018 TIP amendments and Air Quality Conformity Assessment at its July 17 meeting.
- District Department of Transportation (DDOT) staff briefed the Committee on its new Commercial Curbside Loading Zone Program which is being implemented this summer to maximize the use of curbside space, provide for efficient movement of freight, and improve traffic flow.
- Committee members received a tour of the draft site of the new web-based TPB clearinghouse on the region's transportation planning activities. The site will provide interested members of the public explanations of how transportation decisions are made at the local, state and regional levels, and contain information and links regarding state and local planning activities around the region.

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE - May 3, 2013**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings

DCOP Dan Emerine

MARYLAND

Charles County -----

Frederick Co. Ron Burns

City of Frederick Tim Davis

Gaithersburg -----

Montgomery Co. Gary Erenrich

Prince George's Co. Kevin Thornton

Rockville -----

M-NCPPC

 Montgomery Co. -----

 Prince George's Co. -----

MDOT Lyn Erickson

 John Thomas

 Vaughn Lewis

MTA -----

Takoma Park -----

VIRGINIA

Alexandria Pierre Holloman

Arlington Co. Dan Malouff

City of Fairfax Alexis Verzosa

Fairfax Co. Mike Lake

Falls Church -----

Loudoun Co. Robert Brown

Manassas -----

Prince William Co. Monica Backmon

NVTC Claire Gron

PRTC Nick Alexandrow

VRE Christine Hoeffner

VDOT Kanathur Srikanth

VDRPT Amy Inman

NVPDC -----

VDOA -----

WMATA

WMATA Danielle Wesolek

FEDERAL/OTHER

FHWA-DC -----

FHWA-VA -----

FTA -----

NCPC -----

NPS -----

MWAQC -----

MWAA -----

COG Staff

Ron Kirby, DTP

Gerald Miller, DTP

Elena Constantine, DTP

Andrew Austin, DTP

Dan Sonenklar, DTP

Mark Pfoutz, DTP

Ron Milone, DTP

Andrew Meese, DTP

Charlene Howard, DTP

Eric Randall, DTP

William Bacon, DTP

John Swanson, DTP

Michael Farrell, DTP

Daivamani Sivasailam, DTP

Robert Griffiths, DTP

Karin Foster, DTP

Joan Rohlf, DEP

Other Attendees

Bill Orleans, HACK

Randy Carroll, MDE

Eulois Cleckley, DDOT

National Capital Region Transportation Planning Board

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

Item #5

MEMORANDUM

May 9, 2013

To: Transportation Planning Board

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

Re: Steering Committee Actions

At its meeting on May 3, 2013, the TPB Steering Committee approved the following resolutions:

- SR21-2013: Resolution on an amendment to the FY 2013- 2018 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to add funding for interchange improvements at Rolling Road and the Franconia-Springfield Parkway, as requested by the Virginia Department Of Transportation (VDOT)
- SR22-2013: Resolution on an amendment to the FY 2013- 2018 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to add funding for construction to the Urban Reconstruction project category, as requested by the Maryland Department Of Transportation (MDOT)
- SR23-2013: Resolution on revised Urban Area boundary for the Federal Functional Classification System in the Maryland counties of the Washington Region

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

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2013-2018 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO ADD FUNDING FOR INTERCHANGE
IMPROVEMENTS AT ROLLING ROAD AND THE FRANCONIA-SPRINGFIELD
PARKWAY, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF
TRANSPORTATION (VDOT)**

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

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

WHEREAS, on July 18, 2012 the TPB adopted the FY 2013-2018 TIP; and

WHEREAS, in the attached letter of April 24, 2013, VDOT has requested an amendment to the FY 2013-2018 TIP to add \$6 million in Regional Surface Transportation Program (RSTP) funding and \$7 million in Advanced Construction (AC) funding in FY 2013 for planning and engineering, right-of-way acquisition and construction of interchange improvements at Rolling Road (VA Route 638) and the Franconia-Springfield Parkway (VA 7100), as described in the attached materials; and

WHEREAS, this project is already included in the air quality conformity analysis of the 2012 CLRP and FY 2013-2018 TIP;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2013-2018 TIP to add \$6 million in RSTP funding and \$7 million in AC funding in FY 2013 for planning and engineering, right-of-way acquisition and construction of interchange improvements at Rolling Road (VA Route 638) and the Franconia-Springfield Parkway (VA 7100), as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on May 3, 2013.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

GREGORY A. WHIRLEY
COMMISSIONER

April 24, 2013

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

RE: National Capital Region FY 2013-2018 Transportation Improvement Program Amendment

Dear Chairman York:

The Virginia Department of Transportation requests amending the FY 2013-2018 Transportation Improvement Program (TIP).

The proposed TIP amendment is for this BRAC related project of providing interchange improvements at the Rolling Road/Franconia Springfield Parkway (**UPC# 100391**). While the project is currently in the TIP, the amendment provides additional funds for the preliminary engineering, right-of-way and construction phases of the project. The amendment provides funds of \$1.0M for the PE phase in FY13, \$3.0M for the RW phase in FY13 and \$9.0M for the CN phase in FY 13. This project has been included in the federally approved air quality conformity analysis for the 2012 CLRP.

The funding proposed in this TIP amendment has been approved by the Commonwealth Transportation Board (CTB) as part of its FY 2013-2018 Six Year Improvement Program. The new funds proposed in the amendment were part of the total federal funding included in VDOT's financial plan for the 2013 CLRP update.

VDOT requests that this TIP Amendment be considered and acted upon by the Transportation Planning Board's Steering Committee at its meeting on May 3, 2013. VDOT's representative will attend the meeting and be available to answer any questions about the amendment. Please find attached a TIP Amendment spreadsheet outlining the funding for both projects.

Thank you for your consideration of this request.

Sincerely,



Renée Hamilton
Assistant, District Administrator
Planning and Investment Management
Northern Virginia District

cc: Ms. Diane Mitchell, VDOT
Mr. Tom Fahrney VDOT - NoVA
Mr. Nassre Obeed VDOT -NoVA
Mr. Kanathur Srikanth VDOT - NoVA

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

FY 2013 - 2018

TIP Amendment - 5/15/2013

New Funding in **BOLD**

		Phase	Previous Funding	Funding Source	Funding Shares			FY13	FY14	FY15	FY16	FY17	FY18	Source Total
					Fed	State	Local							
VDOT-Secondary														
TIP ID:	Agency ID: UPC# 100391				Title: Rolling Road/Franconia-Springfield PKWY Interchange Improv.							Complete 2015		
Facility:	Rolling Rd/Franconia Sprfld Pkw	PE		Fed-RSTP	80%	20%	0%	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
From:	Fairfax Cnty Pkwy@Rolling Rd	RW		Fed-RSTP	80%	20%	0%	\$3,000	\$0	\$0	\$0	\$0	\$0	\$3,000
To:	Rolling Road	CN		AC Conv.	80%	20%	0%	\$0	\$0	\$7,000	\$0	\$0	\$0	
		CN		Fed- RSTP	80%	20%	0%	\$2,000	\$0	\$0	\$0	\$0	\$0	\$2,000
		CN		Fed-AC	80%	20%	0%	\$7,000	\$0	\$0	\$0	\$0	\$0	\$7,000
													Total Funds:	\$13,000
Description:	The project involves Interchange Improvements at Rolling Road at the Franconia Springfield Parkway.													
Jurisdiction:	Fairfax County													
Amendment:	The TIP Amendment moves \$800,000 (ACC-RSTP) FFY 12 to (RSTP) FFY 13 PE phase; adds \$2,400,000 (RSTP) FFY13 RW phase; adds \$1,600,000 (RSTP) & \$5,600,016 (AC-RSTP) FFY13; add \$5,600,000(ACC-RSTP) FFY 15 CN Phase.													
Air Quality	The project is included in the the Air Quality Conformity Analysis for the Metropolitan Washington Region.													

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2013-2018 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO ADD FUNDING FOR CONSTRUCTION TO THE
URBAN RECONSTRUCTION PROJECT CATEGORY, AS REQUESTED BY THE
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

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

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

WHEREAS, on July 18, 2012 the TPB adopted the FY 2013-2018 TIP; and

WHEREAS, in the attached letter of April 26, 2013, MDOT has requested an amendment to the FY 2013-2018 TIP to add a total of \$1 million in National Highway Performance Program (NHPP) funding to FY 2013 and FY 2014 for construction to the Urban Reconstruction category of the System Preservation Projects, as described in the attached materials; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2013-2018 TIP to add a total of \$1 million in NHPP funding to FY 2013 and FY 2014 for construction to the Urban Reconstruction category of the System Preservation Projects, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on May 3, 2013.



Maryland Department of Transportation
The Secretary's Office

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

Darrell B. Mobley
Acting Secretary

Leif A. Dormsjo
Acting Deputy Secretary

April 26, 2013

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

Dear Chairman York:

The Maryland Department of Transportation (MDOT) requests an amendment to the State Highway Administration (SHA) portion of the FY 2013-2018 Transportation Improvement Program (TIP) as described in the attached memo. The amendment is needed to reflect the addition of \$1 million in NHPP funds for the construction phase of the Urban Reconstruction Grouped Project Program. This action does not require an air quality conformity analysis. The amendment details are summarized below and in the attached memo.

TIP ID#	Project	Phase	Amount of New Funding
3083	Urban Reconstruction	CO	\$1,000,000

MDOT requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee on its May 3, 2013 meeting.

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

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

Thank You,

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

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

The Honorable Scott York, Chair
Page Two

Attachment

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

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

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
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MDOT/State Highway Administration

Other

System Preservation Projects

TIP ID: **3083** Agency ID: Title: **Urban Reconstruction** Complete: **2010**

Facility:	NHPP	100/0/0	50 c	950 c					1,000
From:			359 a	198 a	477 a				6,890
To:	STP	80/20/0	71 b	39 b	96 b				
			1,962 c	1,083 c	2,605 c				

Total Funds: 7,890

Description: Rehabilitation or reconstruction which would include drainage, curb and gutter, pavement milling and resurfacing, streetscapes, sidewalks, signs, markings, and lighting.



Amendment: Add Funding	Requested on: 5/3/2013
Add NHPP funding for the construction phase: \$50,000 in FY 2013 and \$950,000 in FY 2014.	



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


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

MARYLAND DEPARTMENT OF TRANSPORTATION

MEMORANDUM

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

ATTN: Mr. Mike Nixon
Ms. Lyn Erikson

FROM: Mary Deitz, Chief 
Regional and Intermodal Planning Division (RIPD)

DATE: April 24, 2013

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

The State Highway Administration (SHA) hereby requests to amend the FY 2013 TIP. The amendment is needed to reflect additional funding that has been programmed for the projects listed on the attached TIP Action Sheet. Detailed TIP pages will be prepared and provided for submittal to the National Capital Region Transportation Planning Board at the appropriate time, in accordance with your direction. The additional funds are available due to an increase in federal-aid obligational authority.

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

After your review, please forward this request to the Washington Metropolitan Council of Governments. Upon approval of the requested TIP amendment, please process an amendment to the FY 2013 STIP. If you have any questions, please do not hesitate to contact Mr. Vaughn Lewis, Regional Planner, SHA/RIPD at 410-545-5673 or via email at vlewis@sha.state.md.us and/or Mr. John Thomas, Regional Planner, SHA/RIPD at 410-545-5671 or via email at jthomas10@sha.state.md.us.

Attachment

cc: Mr. Matt Baker, Assistant Regional Planner, SHA
Ms. Felicia Haywood, Deputy Director of Planning and Preliminary Engineering, SHA
Mr. Keith Kucharek, Assistant Chief, Regional and Intermodal Planning Division, SHA
Mr. Vaughn Lewis, Regional Planner, SHA
Mr. David Rogers, Assistant Regional Planner, SHA
Mr. Gregory I. Slater, Director of Planning and Preliminary Engineering, SHA
Mr. Lee Starkloff, District Engineer, SHA
Mr. John Thomas, Regional Planner, SHA
Mr. Brian Young, District Engineer, SHA

My telephone number/toll-free number is 410-545-5675/1-888-204-4828

Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

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

TIP Action Sheet

National Capital Region

May 3, 2013

TIP ID #	Project	Phase	Previously Programmed Funding	Amount of New Funding	Comment
3083	Urban Reconstruction	CO	\$6,890,000	\$1,000,000	Add \$1M in NHPP construction phase funding for the grouped Urban Reconstruction project.

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

**RESOLUTION ON REVISED URBAN AREA BOUNDARY FOR THE
FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM IN
THE MARYLAND COUNTIES OF THE WASHINGTON REGION**

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

WHEREAS, the urban/rural distinctions in the Federal Functional Classification System used by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are based upon the U. S. Census boundaries of urbanized areas, which are adjusted once a decade after publication of U. S. Census data.; and

WHEREAS, the revised Urban Boundary must be developed jointly by the state and affected local jurisdictions, with concurrence by the MPO, and subsequent approval by FHWA; and

WHEREAS, in the attached letter of April 26, 2013, the Maryland State Highway Administration (SHA) requests the TPB's concurrence on the revised Urban Area boundaries in Charles, Frederick, Montgomery, and Prince George's Counties; and

WHEREAS, the attached letters to the Maryland State Highway Administration (SHA) from Charles, Frederick, Montgomery, and Prince George's Counties confirm that each county has participated jointly with SHA in the development process for the revised Urban Boundary and that each county has approved the boundary in its jurisdiction;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board concurs with the revised Urban Boundary which has been developed jointly by the Maryland State Highway Administration and Charles, Frederick, Montgomery, and Prince George's Counties and approved by each jurisdiction; and requests that the revised Urban Boundary be submitted to the Federal Highway Administration for its approval.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on May 3, 2013.



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

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

April 26, 2013

MARYLAND DEPARTMENT OF TRANSPORTATION

Mr. Ronald Kirby
Metropolitan Washington Council of Governments
Suite 300
777 North Capitol Street, NE
Washington DC 20002-4239

Dear Mr. Kirby:

Over the past year, the Maryland State Highway Administration (SHA) has coordinated with each of the local jurisdictions in the Maryland portion of the National Capital Region planning area to adjust the Urban Area boundaries released by the Census Bureau in the spring of 2012 (based on the 2010 census). Attached for your information and use is a map reflecting the following revised and locally approved Urban Area boundaries in Charles, Frederick, Montgomery and Prince George's Counties:

1. Baltimore MD Urbanized Area (MWCOG part)
2. Brunswick MD-VA Small Urban Area (MD part)
3. Emmitsburg MD-PA Small Urban Area (MD part)
4. Frederick MD Urbanized Area
5. Thurmont MD Small Urban Area
6. Waldorf MD Urbanized Area
7. Washington MD-DC-VA Urbanized Area (MD part)
8. Waynesboro PA-MD Small Urban Area (MWCOG part)

We hereby request the National Capital Region Transportation Planning Board's (TPB) concurrence on the revised boundaries at the earliest opportunity. After the TPB's concurrence, we will submit the adjusted boundaries to FHWA for approval.

Thank you for your consideration in this matter. Upon receipt of Federal approval, we will adjust our highway databases to reflect the new urban boundaries and, shortly thereafter, will initiate the update of the Federal Function Classification System. If you have any questions or need additional information in the meantime, please contact Mr. Vaughn Lewis, Functional Classification Program Manager, SHA at 410-545-5675 or via email at vlewis@sha.state.md.us. He will be happy to assist you.

Sincerely,

A handwritten signature in black ink, appearing to read "Mary Deitz", is written over a faint, larger signature.

Mary Deitz, Chief
Regional and Intermodal Planning Division

Attachments

cc: Ms. Lyn Erickson, Regional Planner, MDOT
Mr. Vaughn Lewis, Federal Functional Classification Program Manager, SHA

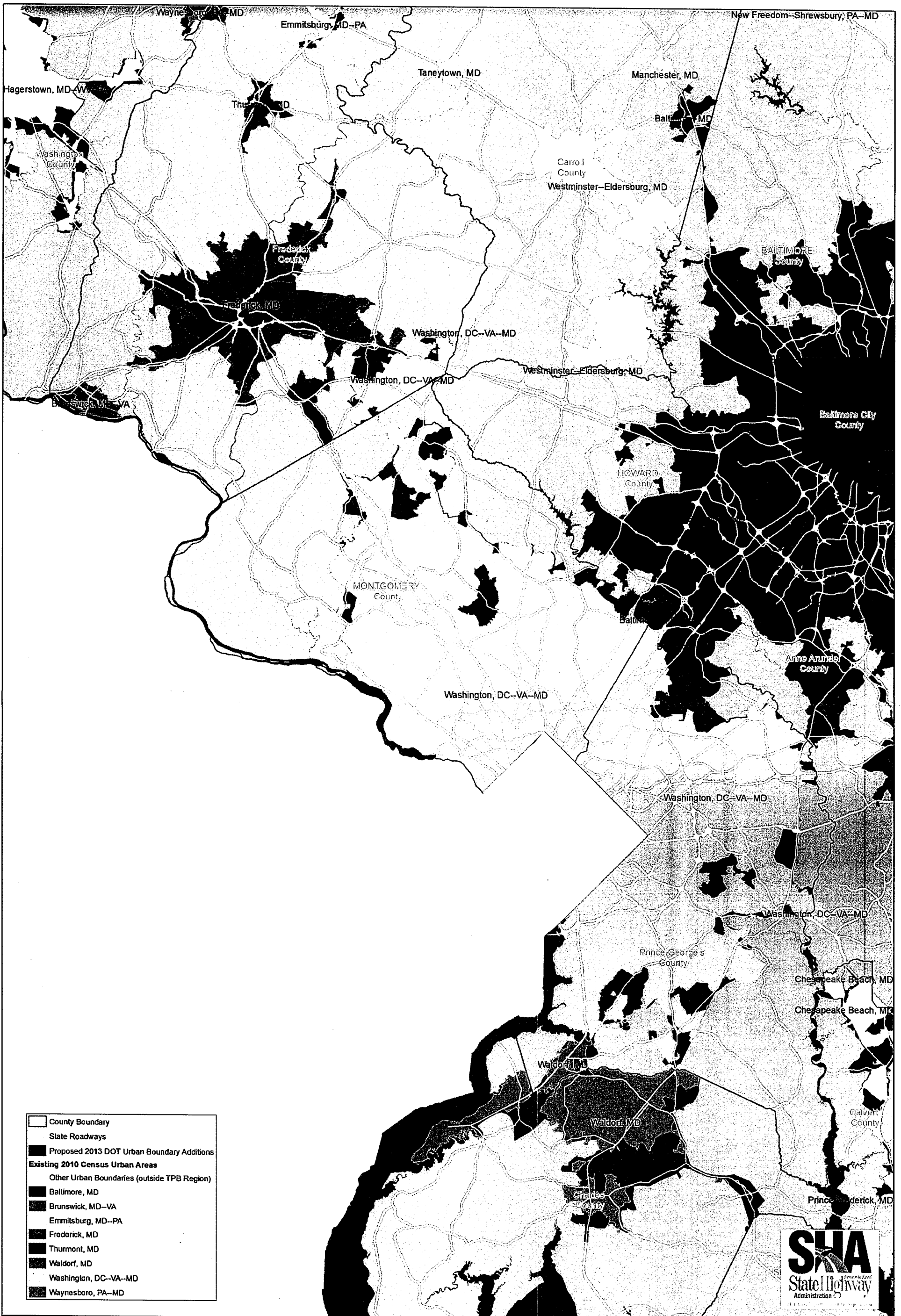
My telephone number/toll-free number is 410-545-5675/1-888-204-4828

Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

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

Mr. Ronald Kirby
Page Two

bcc: Mr. Matt Baker, Assistant Regional Planner, SHA
Mr. Roy Gothie, Regional Planner, SHA
Mr. Keith Kucharek, Assistant Chief, Regional and Intermodal Planning Division, SHA
Mr. Mike Nixon, Manager, Planning and Capital Programming, MDOT
Mr. David Rodgers, Assistant Regional Planner, SHA
Mr. Morteza Tadayon, Chief, Data Services Engineering Division, SHA
Mr. John Thomas, Regional Planner, SHA





Charles County Government
**DEPARTMENT OF PLANNING &
 GROWTH MANAGEMENT**

CHARLES COUNTY COMMISSIONERS

Candice Quinn Kelly, *President*
 Reuben B. Collins, II, Esq., *Vice President*
 Ken Robinson
 Debra M. Davis, Esq.
 Bobby Rucci

Mark Belton
County Administrator

Peter Aluotto, AICP
Director

Mr. Gregory I. Slater
 Director
 Office of Planning & Preliminary Engineering
 Maryland State Highway Administration, MS-C411
 707 N. Calvert Street
 Baltimore MD 21202

Dear Mr. Slater:

Our staff has worked closely with your Regional & Intermodal Planning staff to develop a new Urban Boundary for use on the Federal Functional Classification System. We concur with the boundary developed for the Urban Areas within Charles County, as represented in the draft Urban Area map dated April 24, 2013. We request that you submit the revised boundary for concurrence by the National Capital Region Transportation Planning Board and subsequent approval by the Federal Highway Administration (FHWA).

It is understood that our staff will jointly review the Federal Functional Classification System with the State Highway Administration, and modify it as necessary, after FHWA approval of the revised Urban Boundary.

Please contact Jason Groth, Chief of Resource and Infrastructure Management, if you need additional information or clarification. Mr. Groth can be reached by calling (301) 396-5814 or by email to grothj@charlescounty.org.

Sincerely,

Peter Aluotto
 Director

- cc: Ms. Mary Deitz, Chief of Regional and Intermodal Planning, MD SHA
 Mr. Roy Gothie, Regional Planner, MD SHA
 Mr. Donald Halligan, Director of Planning and Capital Programming, MDOT
 Mr. Ron Kirby, Director of Transportation Planning, MWCOG
 Mr. Vaughn Lewis, Regional Planner, MD SHA
 Mr. Jason Groth, Chief of Resource & Infrastructure Management, Charles County

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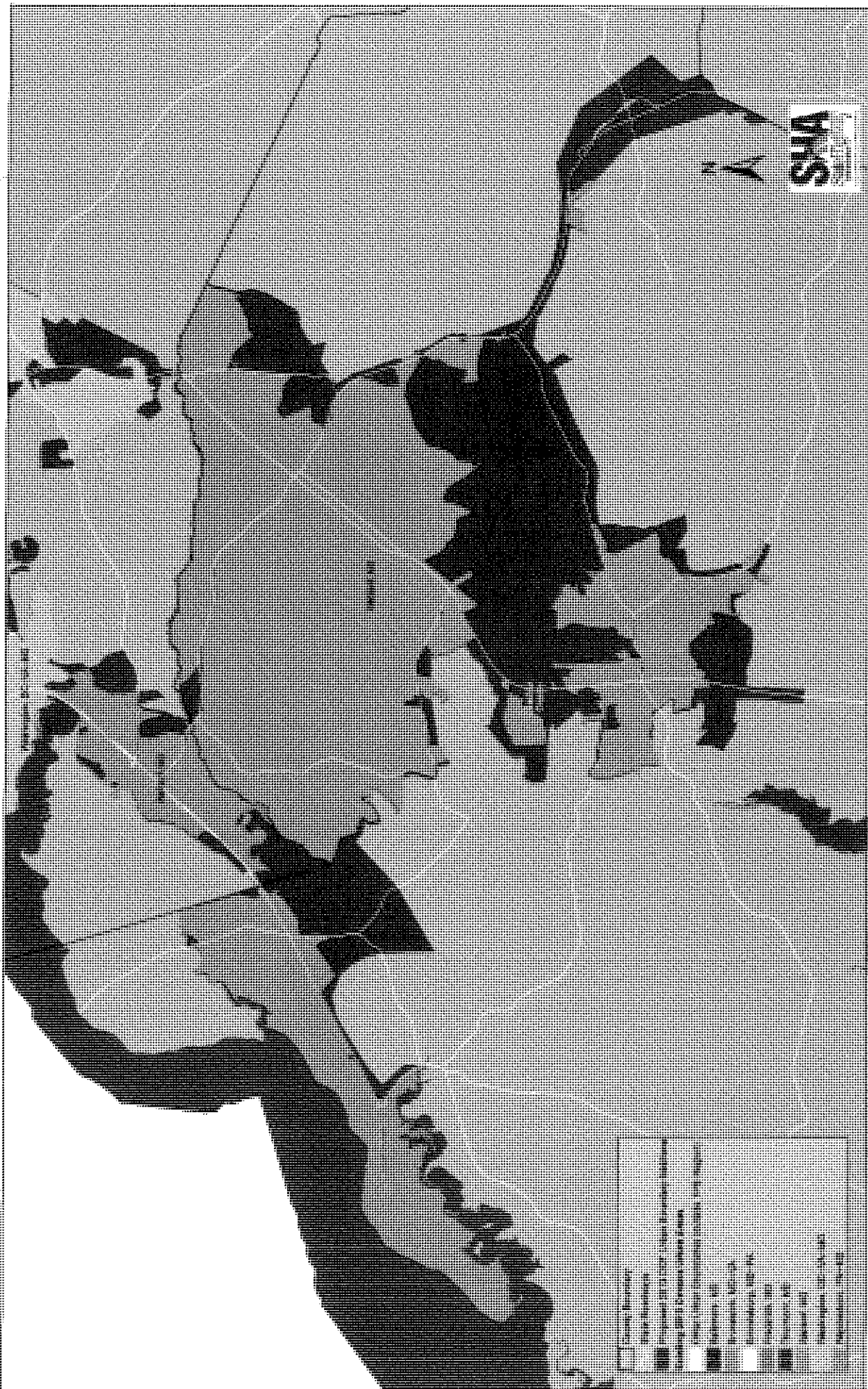
Fax: 301-638-0807 • E-Mail: PGMadmin@CharlesCounty.org

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SATA

[Symbol]	Water
[Symbol]	Land
[Symbol]	Urban Area
[Symbol]	Forest
[Symbol]	Open Field
[Symbol]	Barren Land
[Symbol]	Highway
[Symbol]	Railroad
[Symbol]	Canal
[Symbol]	Other

Scale: 1:50,000
 Date: 1984
 Project: Coastal Survey
 Sheet: 1 of 1



**FREDERICK COUNTY GOVERNMENT
DIVISION OF COMMUNITY DEVELOPMENT**

Eric E. Soter, Director

Planning & Development Review Department

Eric E. Soter, Director

30 North Market Street
Frederick, Maryland 21701

www.FrederickCountyMD.gov

O: 301-600-1153 F: 301-600-2054

Commissioners

Blaine R. Young
President

C. Paul Smith
Vice President

Billy Shreve
David P. Gray
Kirby Delauter

Lori L. Depies, CPA
County Manager

April 18, 2013

Mr. Gregory I. Slater
Director of Office of Planning
and Preliminary Engineering
Maryland State Highway Administration, MS-C411
707 N. Calvert Street
Baltimore MD 21202

RE: Frederick County Urban Area Revisions

Dear Mr. Slater:

We concur with the boundary developed for the Urbanized Areas within Frederick County, as represented in the draft Urban Area map dated March 8, 2013. We request that you submit the revised boundary for approval by the Federal Highway Administration (FHWA).

It is understood that our staff will work with the jurisdictions to jointly review the Federal Functions Classification System, and modify it as necessary, after FHWA approval of the new Urban Boundary.

Please contact Ron Burns at 301-600-6742 if you need additional information or clarification.

Sincerely,

Eric Soter
Division Director

cc: Mr. John B. Thomas, Regional Planner, SHA
Ms. Mary Deitz, Chief of Regional and Intermodal Planning, SHA
Mr. Donald Halligan, Director of Planning and Capital Programming, MDOT
Mr. Vaughn Lewis, Regional Planner, SHA
file

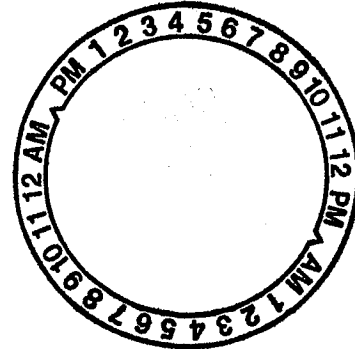


DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Arthur Holmes, Jr.
Director

5 April 2013



Mr. Gregory I. Slater
Director of Office of Planning and Preliminary Engineering
Maryland State Highway Administration, MS-C411
707 N. Calvert St.
Baltimore, Maryland 21202

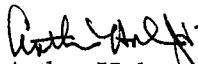
Dear Mr. Slater:

We concur with the boundary developed for the Urbanized Areas within Montgomery County, as represented in the draft Urban Area map dated February 14, 2013. We request that you submit the revised boundary for concurrence by the National Capital Region Transportation Planning Board and subsequent approval by the Federal Highway Administration (FHWA).

It is understood that our staff will work with the jurisdictions to jointly review the Federal Functional Classification System, and modify it as necessary, after FHWA approval of the new Urban Boundary.

Please contact Mr. Edgar Gonzalez, Deputy Director for Transportation Policy at 270-777-7185 if you need additional information or clarification.

Sincerely,


Arthur Holmes, Jr.
Director

cc: Mr. Edgar Gonzalez, MCDOT
Mr. Donald Halligan, MDOT
Ms. Mary Deitz, MSHA
Mr. John B. Thomas, MSHA
Mr. Vaughn Lewis, MSHA

Office of the Director

Due 2/19/13.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department
Office of the Planning Board

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-4366
www.mncppc.org/pgco

301-952-3595
D12-081702

February 6, 2013

Mr. Gregory I. Slater, Director
Office of Planning and Preliminary Engineering
Maryland State Highway Administration, MS-C411
707 North Calvert Street
Baltimore, Maryland 21202

Re: 2010 DOT Urbanized Area Boundary Map

Dear Mr. Slater:

Our staff has worked with your staff to develop a new Urban Boundary for use on the Federal Functional Classification System. We concur with the boundary developed for the Urbanized Areas within Prince George's County, as represented in the enclosed draft Urban Area map dated August, 2012 (PDF document dated January 31, 2013 at 10:14:37 AM). We request that you submit the revised boundary for concurrence by the Metropolitan Washington Council of Governments/National Capital Region Transportation Planning Board (COG/TPB) and subsequent approval by the Federal Highway Administration (FHWA).

It is understood that our staff will jointly review the Federal Functional Classification System, and modify it as necessary, after FHWA approval of the new Urban Boundary.

Please contact Mr. Eric Foster at eric.foster@ppd.mncppc.org or 301-953-3117 if you need additional information or clarity.

Sincerely,

Fern Piret
Planning Director

Enclosure

- cc: Donald Halligan, Director of Planning and Capital Programming, Maryland Department of Transportation
- Mary Deitz, Chief of Regional and Intermodal Planning, State Highway Administration
- Vaughn Lewis, Regional Planner, State Highway Administration
- David Rodgers, Assistant Regional Planner, State Highway Administration
- Ronald F. Kirby, Director of Transportation Planning, National Capital Regional Transportation Planning Board
- Haitham A. Hijazi, Director, Prince George's County Department of Public Works and Transportation
- Eric J. Foster, Supervisor, Transportation Planning Section, Countywide Planning Division

National Capital Region Transportation Planning Board

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

Item #5

MEMORANDUM

May 9, 2013

TO: Transportation Planning Board

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

RE: Letters Sent/Received Since the April 17 TPB Meeting

The attached letters were sent/received since the April 17th TPB meeting. The letters will be reviewed under Agenda #5 of the May 15th TPB agenda.

Attachments

National Capital Region Transportation Planning Board

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

April 17, 2013

The Honorable Martin J. O'Malley
Maryland Governor
State House
100 State Circle
Annapolis, MD 21401-1925

The Honorable Anthony G. Brown
Maryland Lieutenant Governor
State House
100 State Circle
Annapolis, MD 21401-1925

The Honorable Thomas V. Mike Miller
President, Maryland State Senate
State House H-107
100 State Circle
Annapolis, MD 21401-1991

The Honorable Michael E. Busch
Speaker of the Maryland House of Delegates
State House H-101
100 State Circle
Annapolis, MD 21401-1991

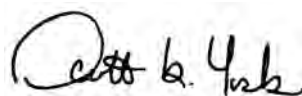
Dear Governor O' Malley, Lieutenant Governor Brown and Leaders of the Maryland General Assembly:

In a letter to you dated December 31, 2012 the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington region, expressed its support for your efforts to enact revenue increases for transportation. The letter provided background information underscoring the urgent need for additional revenues to ensure that the region's highway and transit systems are adequately maintained and have the capacity to support anticipated population and employment growth in the region. The letter also provided examples of approaches for raising transportation revenues that have been implemented in other states and localities throughout the country.

The TPB would like to take this opportunity to thank you for enacting a bill that employs reliable sources to significantly increase transportation revenues for present and future years. The bill will provide additional statewide revenues as well as establish a Task Force to address major local and regional transportation challenges in the future. The TPB recognizes that extensive negotiation and compromise were needed in crafting this bill, and greatly appreciates your leadership and dedication in reaching a successful outcome.

Please feel free to contact me at Scott.York@loudoun.gov or Ronald Kirby, staff director to the TPB, at rkirby@mwcog.org, if there is any additional information or support that the TPB can provide in the implementation of this important and much needed new legislation.

Sincerely,



Scott K. York
Chairman
National Capital Region
Transportation Planning Board

National Capital Region Transportation Planning Board

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

April 17, 2013

The Honorable Ray LaHood
Secretary
U.S. Department of Transportation (USDOT)
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood,

The National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Metropolitan Washington Area, greatly appreciates your efforts and those of USDOT staff to provide opportunities for input and consultation on the development of transportation performance measures and targets required under the Moving Ahead for Progress in the 21st Century (MAP-21) legislation, which became effective on October 1, 2012. The TPB looks forward to working closely with the USDOT and our state and transit agency partners in the implementation of this new performance-based approach to transportation decision-making.

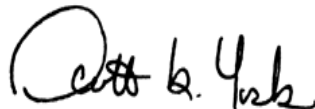
MAP-21 calls upon MPOs like the TPB to provide for a performance-based approach within their metropolitan planning processes. Larger MPOs with over one million people are required to develop a performance plan under the Congestion Mitigation and Air Quality Improvement (CMAQ) Program that includes “an area baseline level for traffic congestion and on-road mobile source emissions for which the area is in nonattainment or maintenance”, describes progress in achieving performance targets for emission and traffic congestion reduction, and describes how projects funded under the CMAQ program contribute to achieving these targets. In developing an approach to addressing these responsibilities under the CMAQ program, the TPB is very interested in participating in the consultation process with USDOT on how performance measures and targets are to be established for mobile source emissions and traffic congestion.

With regard to mobile source emissions, the TPB is hopeful that the USDOT will develop performance measures that are consistent with the existing air quality conformity requirements under the Clean Air Act Amendments (CAAA) of 1990. The TPB already devotes substantial resources on an ongoing basis to the development of mobile source emissions estimates for the Washington region, and to their use in the development of air quality plans and determinations of conformity to these plans under regulations promulgated by the Environmental Protection Agency (EPA). Building on performance measures already established under the EPA requirements would ensure consistency between MAP-21 and CAAA provisions, and minimize the need for additional technical and policy analyses under MAP-21.

With regard to traffic congestion, the TPB suggests that USDOT focus on the development of measures that are meaningful to and easily understood by the general public, can be quantified using data that are readily available to MPOs throughout the country, and can be disaggregated by location and time-of-day within MPO areas to permit target-setting by MPOs that is responsive to locally-established goals and the resources reasonably expected to be available for the transportation system. A single measure like “average congestion delay per commuter,” for which the Washington region is ranked first in the country by the Texas Transportation Institute (TTI), is helpful in quantifying congestion at the regional level, but does not capture the significant differences in congestion levels by location, direction, and time-of-day throughout the region, the high levels of ride-sharing and transit use (including congestion on the transit system) in the region, or the multi-modal performance of major corridors and facilities in terms of the movement of people. Furthermore, while traffic congestion reduction is an important goal for certain locations and time periods, the benefits and costs of traffic congestion strategies must be assessed with all of the goals of the transportation system in mind. In some locations, for example, an increase in traffic congestion may be acceptable in order to achieve goals related to encouraging balanced development throughout the region, including concentrated mixed use development along with increased use of pedestrian and bicycle facilities and other alternatives to single-occupancy vehicle travel.

Thank you for considering these comments on the development of MAP-21 performance measure and target-setting procedures. Please feel free to contact me at Scott.York@loudoun.gov or Ronald Kirby, Director of Transportation Planning for the TPB at rkirby@mwkog.org , if we can provide any additional information.

Sincerely,

A handwritten signature in black ink that reads "Scott York". The signature is written in a cursive style with a large, looped initial "S".

Scott York
Chairman
National Capital Region
Transportation Planning Board

National Capital Region Transportation Planning Board

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

COMMUNITY LEADERSHIP INSTITUTE

April 25, April 30, & May 4

FINAL AGENDA

MODULE 1: TPB and the Regional Transportation Landscape

Thursday, April 25, 2013

The Navy League Building | 2300 Wilson Blvd., Arlington, VA 22201

6:00 – 9:00 pm

6:00 – 6:30

Registration and Dinner

6:30 – 7:00

Introductions and Transportation Prioritization Icebreaker

An ice-breaker and pyramid exercise based on participants' priority transportation projects will help simulate the complexity of regional transportation decision-making.

7:00 – 7:20

Welcoming Remarks

Kathy Porter, CLI Facilitator

Board Member, Washington Metropolitan Area Transit Authority

Former Mayor, City of Takoma Park

7:20 – 7:45

Overview of the TPB and Regional Transportation Challenges

What is the Transportation Planning Board and how does it serve the Metropolitan Washington Region? This presentation will answer these questions, and address some questions that were submitted by participants in advance of CLI.

7:45 – 8:00

BREAK

8:00 – 8:45

Roleplay Activity: Strategizing for Change (Part I)

This role-playing exercise will guide participants through the process of gathering information on local projects in order to experience the relationships among different agencies, officials and community leaders.

8:45 – 9:00

Wrap Up and Prep for Tuesday

National Capital Region Transportation Planning Board

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

MODULE 2: Transportation Decision-Making: How does it all work?

Tuesday, April 30, 2013

Montgomery County Planning Department | 8787 Georgia Ave., Silver Spring, MD, 20910

6:00 – 9:00 pm

- | | |
|--------------------|---|
| 6:00 – 6:25 | Arrival and Dinner |
| 6:25 – 6:30 | Welcome |
| 6:30 – 7:30 | Roleplay Activity: Strategizing for Change (Part II)
Participants will role-play in groups to develop community action plans with specific recommendations to inform policy priorities of a locally elected official. |
| 7:30 – 7:45 | BREAK |
| 7:45 – 8:00 | Presentation: Transportation Project Development
A basic overview of the regional transportation planning process, including major players and effective involvement strategies |
| 8:00 – 8:10 | Presentation: Bus Rapid Transit in Montgomery County
Marc Elrich, Montgomery County Council and TPB Member |
| 8:10 – 8:40 | Group Debrief on Strategizing for Change and Transportation Project Development
Participants will share their experiences from the role-play activity, have an opportunity to ask questions about the presentation, and debrief through a facilitated discussion. |
| 8:40 – 9:00 | Wrap Up and Prep for Saturday |

National Capital Region Transportation Planning Board

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MODULE 3: Transportation and Land-Use: Connecting the Dots

Saturday, May 4, 2013

Metropolitan Washington Council of Governments | 777 North Capital Street, NE, Washington, DC 20002

9:00 am – 1:45 pm

- | | |
|----------------------|--|
| 9:00 – 9:15 | Registration and light breakfast |
| 9:15 – 9:30 | Presentation: What If the Washington Region Grew Differently?
Part I: Regional Challenges
A presentation on the challenges of growth in the region and the factors that influence travel congestion. |
| 9:30 – 10:00 | Activity: “What Would You Do?” – Part I: Accommodating Future Growth
Working in groups with a regional map, participants will create transportation and land-use scenarios that address regional challenges. |
| 10:00 – 10:10 | BREAK |
| 10:10 – 10:50 | Activity: “What Would You Do?” – Part II: Paying for Transportation
Working in groups, participants will make decisions about how to pay for transportation improvements, including generating new revenue. |
| 10:50 – 11:30 | Group Report and Debrief on “What Would You Do?” Activity |
| 11:30 – 12:00 | Presentation: What if the Washington Region Grew Differently?
Part II: Exploring Options
A presentation summarizing recent and ongoing efforts by the TPB to analyze options and influence investment. |
| 12:00 – 12:30 | Learnings, Take-Aways, and Evaluation
Participants will have the opportunity to share feedback on the CLI. |
| 12:30 – 1:30 | Graduation Luncheon
Luncheon will feature Ron Kirby, Director of Transportation Planning at the Metropolitan Washington Council of Governments, and CLI Alumni panelists to discuss the importance of citizen involvement, life after CLI, and the CLI Alumni Network. |
| 1:30-1:45 | Closing and Evaluations |

**Community Leadership Institute – Spring 2013
FINAL Participant List**

Name	Jurisdiction	Affiliation	Email
Alma Acosta	District of Columbia	Congressional Hispanic Caucus Institute Fellow	almanoemi.acosta@gmail.com
Stephen Brimer	City of College Park	City of College Park Committee for a Better Environment	stephen.k.brimer@gmail.com
Yvette Castro-Green	Loudoun County	La Voz of Loudoun	ycgreen@verizon.net
Kevin Chisholm	Arlington County	Transportation Research Forum	kevchis@aol.com
Melissa Chow	District of Columbia	Washington Metropolitan Area Transit Authority	mchow@wmata.com
Beth Daly	Montgomery County	Sugarloaf Citizens Association	beth.daly1@gmail.com
David Dickson	Arlington County	Sierra Club	david.dickson@sierraclub.org
Sharon Dooley	Montgomery County	Upper Montgomery County and support for Corridor Cities Transitway	Sharondooley@comcast.net
Cherian Eapen	Montgomery County	Upcounty Citizens Advisory Board	Cherian@temoss.com
Alisha Goldstein	District of Columbia	Transportation Research Board Young Professionals in Transportation	alisha.goldstein@gmail.com
Janis Hazel	District of Columbia	Advisory Neighborhood Commissioner 7D05	janis.hazel@anc.dc.gov
Rick Holt	Prince William County	Prince William County Trails & Blueways Council	rholt.pwc@gmail.com
Kathy Lizotte	Arlington County	MWCOG Air and Climate Public Advisory Committee	K_Lizotte2@hotmail.com
Jeremy Martin	City of Rockville	Rockville Traffic and Transportation Commission	martin@alumni.caltech.edu
Mike Martin	Fairfax County	Reston Association Transportation Advisory Committee	mmartin.me@verizon.net
Jasmy Methipara	City of College Park	Women's Transportation Seminar (WTS)	jasmy.methipara@gmail.com
Kyle Scott	District of Columbia	Emerging Leaders Program	kjscott17@gmail.com
Jerry Seidel	City of Bowie	Board of Homeowners Association in Bowie	seidelbowie@aol.com
Rory Slatko	District of Columbia	Advisory Neighborhood Commissioner 3D07	3D07@dc.gov
Kent Slowinski	District of Columbia	Advisory Neighborhood Commissioner 3D01	wksla@aol.com
Charles Swain	City of Rockville	City of Rockville Traffic and Transportation Commission	satchuck4@gmail.com
Raksha Vasudevan	District of Columbia	National Building Museum	reachraksha@gmail.com

Community Leadership Institute – Spring 2013

FINAL Participant List

HOSTS AND ORGANIZERS

Ronald F. Kirby, Director Department of Transportation Planning

Deb Kerson Bilek, COG/TPB staff, dbilek@mwkog.org

Sarah Crawford, COG/TPB staff, scrawford@mwkog.org

Ben Hampton, COG/TPB staff, bhampton@mwkog.org

Bryan Hayes, COG/TPB staff, bhayes@mwkog.org

John Swanson, COG/TPB staff, jswanson@mwkog.org

GUEST SPEAKERS AND FACILITATORS

Kathy Porter, Former TPB Chair, Former Mayor, City of Takoma Park

Marc Elrich, TPB Board Member, Councilmember, At-Large, Montgomery County

Tania Hossain, CLI Alumna

Michael Proffitt, CLI Alumnus

Fionnuala Quinn, CLI Alumna

RESOURCES

Metropolitan Washington Council of Governments: <https://www.mwkog.org>

TPB News: www.mwkog.org/tpbnews

TPB Weekly Report: www.mwkog.org/tpbweeklyreport

TPB Information HUB (test site): <http://live.mwkog.gotpantheon.com>

CLI Alumni Network: www.mwkog.org/clialumni

CLI website: www.mwkog.org/cli

ITEM 7 – Action
May 15, 2013

Approval of Amendment to Update Projects and Funding in the District of Columbia Section of the FY 2013-2018 Transportation Improvement Program (TIP)

Staff Recommendation: Adopt Resolution R17-2013 to approve an amendment to update projects and funding in the District section of the FY 2013-2018 TIP.

Issues: None

Background: At the April 17 meeting notice was provided that the District Department of Transportation (DDOT) had requested an amendment to update projects and funding in the District section of the FY 2013-2018 TIP.

Copies of the proposed TIP document will be made available at the TPB meeting and on the web at:
www.mwcog.org/clrp/tip/DDOT-update/

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

**RESOLUTION ON AN AMENDMENT TO
THE FY 2013-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS
EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO UPDATE
PROJECT FUNDING IN THE DISTRICT OF COLUMBIA SECTION, AS REQUESTED BY
THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)**

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

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

WHEREAS, on July 18, 2012 the TPB adopted the FY 2013-2018 TIP; and

WHEREAS, the TIP is available online at www.mwcog.org/clrp/tip/ in both a searchable database and PDF formats and is updated as necessary to reflect amendments and administrative modifications; and

WHEREAS, notice was provided at the TPB Citizens Advisory Committee (CAC) meeting on April 11, 2013 that DDOT had requested an amendment to the FY 2013-2018 TIP to update funding information and amounts in the District of Columbia section to match DDOT's Six-Year Improvement Program, as described in the attached financial summaries; and

WHEREAS, copies of the proposed TIP update document were available at the April 17 and May 15 TPB meetings and online at www.mwcog.org/clrp/tip/DDOT-update/; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board amends the FY 2013-2018 TIP to update funding information and amounts in the District of Columbia section to match DDOT's Six-Year Improvement Program, as described in the attached financial summaries.

Table 1A - Funding by Source
DISTRICT OF COLUMBIA
FY 2013-2018 TRANSPORTATION IMPROVEMENT PROGRAM
Financial Summary (in \$Millions)

Source	2013		2014		2015-2016		2017-2018		2013-2018	
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	Federal	Total
Title I - FHWA										
American Recovery and Reinvestment Act	1.20	1.20	1.20	1.20					2.40	2.40
Bridge Replacement and Rehabilitation Program	33.62	42.03	56.52	70.64	69.10	86.38	13.34	16.68	172.59	215.73
Congestion Mitigation and Air Quality Improvement Program	8.92	11.05	8.62	10.75	17.44	21.78	10.94	13.65	45.92	57.24
Demo	10.30	12.87	14.77	18.46	21.04	26.30			46.10	57.63
Earmark	0.77	0.97							0.77	0.97
Federal Lands Transportation Program	1.30	1.30	4.00	4.00					5.30	5.30
Interstate Maintenance			0.64	0.80	2.03	2.54	0.64	0.80	3.31	4.14
National Highway Performance Program	0.80	1.00	16.96	21.20	5.84	7.30	41.34	51.67	64.94	81.17
National Highway System	37.41	46.21	31.77	39.44	97.55	121.29	104.86	130.13	271.59	337.07
Safe Routes to School Program	1.15	1.15	1.15	1.15	2.30	2.30	2.30	2.30	6.91	6.91
State Planning & Research Program	2.64	3.29	2.80	3.50	5.60	7.00	5.60	7.00	16.64	20.79
Surface Transportation Program	86.73	107.05	77.53	95.64	163.85	201.59	192.87	237.77	520.98	642.04
Enhancements (STP)										
Highway Safety Improvement Program (STP)	3.25	3.69	7.54	8.88	13.46	15.76	14.75	17.32	39.00	45.65
Title I - FHWA Total:	188.08	231.81	223.50	275.66	398.21	492.24	386.64	477.32	1,196.43	1,477.03
Title III - FTA										
ARRA/TIGER	12.00	12.00							12.00	12.00
5303 - Planning Program	0.65	0.81	0.65	0.81	1.29	1.62	1.29	1.62	3.88	4.85
5309 - Capital Program	3.60	4.50							3.60	4.50
5310 - Elderly and Persons with Disabilities Program	0.36	0.45	0.36	0.45	0.72	0.90	0.72	0.90	2.16	2.70
Title III - FTA Total:	16.61	17.76	1.01	1.26	2.01	2.52	2.01	2.52	21.64	24.05
State/Local										
District Funds		110.57		146.05		414.04		169.44		840.10
State/Local Total:		110.57		146.05		414.04		169.44		840.10
Other										
AMTRAK	1.02	1.02							1.02	1.02
Federal Railroad Administration	1.77	3.54	2.00	4.00					3.77	7.54
GARVEE Bonds					85.59	106.99	194.93	243.66	280.52	350.65
GSA Earmark			50.32	50.32	58.66	58.66			108.98	108.98
National Park Service	1.09	1.09							1.09	1.09
National Recreational Trails Funding Program	0.96	1.21	5.06	6.33	8.94	11.17	7.76	9.70	22.72	28.40
Private		50.60		50.50		100.80				
Public Lands	1.42	1.77	1.60	2.00	4.00	5.00	4.00	5.00	11.02	13.77
Other Total:	6.26	59.23	58.98	113.15	157.19	282.62	206.69	258.36	429.11	713.35
Grand Total:	210.95	419.36	283.49	536.12	557.41	1,191.42	595.34	907.63	1,647.19	3,054.53

**Table 1B - Funding by Project Type
DISTRICT OF COLUMBIA
FY 2013-2018 TRANSPORTATION IMPROVEMENT PROGRAM
Financial Summary (in \$Millions)**

Project Type	2013		2014		2015-2016		2017-2018		2013-2018	
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	Federal	Total
Interstate		50.60		50.50		100.80				201.90
Primary	16.40	20.15	66.56	69.54	85.32	91.69	46.72	57.67	215.01	239.05
Secondary	3.27	4.64	1.74	2.18	3.09	3.86			8.10	10.68
Bridge	51.19	66.90	86.97	113.00	218.36	404.36	303.05	378.78	659.58	963.04
Surface Transportation:	70.87	142.29	155.27	235.22	306.78	600.71	349.77	436.45	882.69	1,414.67
Transit:	5.59	87.64	9.21	123.00	35.61	267.14	8.41	140.65	58.83	618.43
Bike/Ped:	16.08	17.31	15.54	19.14	23.65	28.98	11.13	13.33	66.39	78.76
Enhancement	4.04	5.05	0.92	1.15	1.84	2.30	1.84	2.30	8.64	10.80
ITS	13.95	16.81	11.99	14.46	25.97	31.28	24.07	28.99	75.97	91.55
Maintenance	16.92	22.23	16.40	21.58	33.08	43.51	27.37	36.35	93.77	123.67
Other	82.95	127.29	73.60	120.81	129.37	215.99	171.63	248.15	457.54	712.24
TERMs	0.56	0.75	0.56	0.75	1.12	1.51	1.12	1.40	3.36	4.42
CMAQ, TERMs, Enhacements, ITS, and Other:	118.42	172.13	103.47	158.76	191.37	294.59	226.03	317.20	639.28	942.67
Total Funds:	210.95	419.36	283.49	536.12	557.41	1,191.42	595.34	907.63	1,647.19	3,054.53

**Table 2 - Change in FY 2013-2018 TIP
Funding Amounts by Source**

Funding Source	(Funds Shown in \$ Millions)		Difference
	FY 13-18 Total (as of 4/4/2013)	FY 13-18 Total (proposed 5/15/2013)	
Title I - FHWA			
American Recovery and Reinvestment Act	2.40	2.40	
Bridge Replacement and Rehabilitation Program	352.75	215.73	(137.02)
Congestion Mitigation and Air Quality Improvement Program	72.51	57.24	(15.28)
Demo	3.00	57.63	54.63
Earmark	73.09	0.97	(72.12)
Federal Lands Transportation Program	5.30	5.30	
Interstate Maintenance	4.33	4.14	(0.19)
National Highway Performance Program	3.00	81.17	78.17
National Highway System	314.44	337.07	22.63
Safe Routes to School Program	3.30	6.91	3.61
State Planning & Research Program	40.32	20.79	(19.53)
Surface Transportation Program	404.83	642.04	237.20
Enhancements (STP)	13.80	0.00	(13.80)
Highway Safety Improvement Program (STP)	35.50	45.65	10.14
Title III - FTA			
ARRA/TIGER	10.00	12.00	2.00
5303 - Planning Program	1.90	4.85	2.95
5309 - Capital Program	4.50	4.50	
5310 - Elderly and Persons with Disabilities Program	1.85	2.70	0.85
State/Local			
District Funds	591.52	840.10	248.58
Other			
AMTRAK	1.02	1.02	
Federal Railroad Administration	7.54	7.54	
GARVEE Bonds	345.16	350.65	5.49
GSA Earmark	108.98	108.98	
National Park Service	1.09	1.09	
National Recreational Trails Funding Program	11.66	28.40	16.74
Private	352.00	201.90	(150.10)
Public Lands	13.00	13.77	0.77
Total:	2,841.73	3,054.53	212.80

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DDOT

Interstate

Return to L'Enfant

TIP ID: 5718	Agency ID:	Title: Return to L'Enfant		Complete: 2016
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Facility: I 395 Center Leg Freeway From: Massachusetts Avenue, NW To: E St., NW (Between 2nd & 3rd)	PRIV	0/0/0	12,000 a	50,000 c	50,000 c	50,000 c	50,000 c		200,000
Total Funds: 200,000									

Description: This project is intended to accommodate planned growth with maintaining the functionality of the local and regional transportation system, enhance vehicular, pedestrian, and bicycle connection around and across the freeway. Support the full development potential and re-establish the L'Enfant Plan street grid. In addition to an EA, the project will require an Interstate Modification Report (IMR). The implementation of this project will be privately funded.

- a. Transfer excess right of way to a developer (Mass Ave, E Street, 2nd Street, and 3rd Street; exclusive of F Street and G Street).
- b. Eliminate the SB entrance ramp from 3rd Street to I-395 and exit ramp to 3rd Street to I-39. SB access will be maintained via entrance ramp and portal located on Massachusetts Avenue.
- c. Re-align NB 2nd Street ramp.
- d. Re-establish F Street and G Street between 2nd Street and 3rd Street.

Virginia Avenue Tunnel Project

TIP ID: 5959	Agency ID:	Title: Virginia Avenue Tunnel Project		Complete: 2017
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Facility: Tunnel below Virginia Ave. SE From: 2nd St. SE To: 11th St. SE	PRIV	0/0/0	600 a	500 c	500 c	300 c		1,900
Total Funds: 1,900								

Description: The existing railway tunnel is owned and operated by CSX Transportation, Inc. (CSXT) and has long been identified as one of the most significant freight bottlenecks on the East Coast. CSXT proposes to improve freight transportation reliability and capacity through the District by replacing the existing 106 year old 4,000 foot-long tunnel. The proposal includes the restoration of a second track within the tunnel and increasing the tunnel height to a minimum 20 foot clearance to accommodate intermodal trains transporting double-stacked standard cargo containers.

Primary

Anacostia Waterfront Initiative

TIP ID: 5957	Agency ID: AW0, EW002C	Title: Middle Anacostia		Complete: 2013
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Facility: From: To:	STP	80/20/0		1,000 a		10,000 c	10,000 c	23,000
Total Funds: 23,000								

Description: "Near- and mid-term improvements from the Middle Anacostia River Crossing Study, including:
-Sousa Bridge and wayfinding sign improvements
-Pedestrian and Bicycle improvements
-Reconfigure Barney Circle/Boulevard between I-695 and Pennsylvania Avenue
-RFK access ramp deconstruction

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TIP ID: 5723 Agency ID: AW003 Title: St. Elizabeths Campuses Access Improvements			Complete: 2015							
Facility:	Earmark	80/20/0	3,500 a							
From:			11,000 b							
To:			35,000 c							
	GSA Earmark	100/0/0	15,000 a		6,420 a	2,440 a	24,800 c			108,980
			34,130 c		43,900 c	31,420 c				
	NHS	80/20/0	3,300 d	1,500 a						1,500
Total Funds:										110,480

Description: Multimodal transportation improvements to accommodate the DHS consolidation at ST. Elizabeths East and West Campuses, and other nearby development. West Campus project will improve access and transportation flow in and around the area. Improvements include I-295 interchange reconfigurations, roadway, safety, ITS and operational improvements to nearby streets. Project details include:



- a. I-295 interchange reconfigurations – I-295/Malcolm X Ave., I-295/South Capitol St.; Malcolm X Ave. east and west of I-295- (PE)
- b. Roadway infrastructure in and around the two campuses – 13th St., Sycamore St., Dogwood St., Pecan St. Cypress St., and West Campus Access Rd. - (PE)
- c. MLK Ave, Malcolm X Ave., Firth Sterling, Alabama Ave. - (PE)

TIP ID: 3290 Agency ID: AW008, SR048A, STitle: Kenilworth Avenue Corridor			Complete: 2017							
Facility:	STP	80/20/0		500 a		1,100 c	2,200 c			3,800
From:										
To:										
Total Funds:										3,800

Description: This project addresses increased safety for drivers of Kenilworth Avenue, pedestrians and bicyclists crossing the facility, and improving access for local neighborhoods. Improvements include:



Phase I includes a number of bicycle, pedestrian, and roadway improvements including:

- a. New connection from WB East Capitol St. to NB and SB Kenilworth Ave.
- b. Slip ramp safety improvements
- c. Corridor landscaping
- d. Lighting and signage improvements
- e. Bicycle and pedestrian improvements
- f. East Capitol interchange improvements
- g. Neighborhood identification program
- h. Improve the bridge at Minnesota Ave. and Deanwood Metro Station.


Phase II includes a number of reconfiguration and construction improvements including:

- a. Reconfigure the East Capitol St. and Benning Rd. interchanges
- b. Extend Olive St., construction of Park Road
- c. Construction of Massachusetts Ave. Park Rd. bridge
- d. Realignment of ramp from Benning Rd. to SB Kenilworth Ave. and mainline SB Kenilworth Ave. lanes
- e. New exit from Kenilworth Ave. to River Terrace neighborhood
- f. Realign ramp from NB Kenilworth Ave. to Benning Rd.
- g. New Ramp from Benning Rd. to NB Kenilworth Ave.
- h. New traffic signal on Benning Rd. at NB ramps to and from Kenilworth Ave.

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TIP ID: 5802 Agency ID: CD044A		Title: Program Manager AWI									Complete: 2015
Facility:		NHS	80/20/0		7,500 a	7,500 a	7,500 a	7,000 a	7,000 a	7,000 a	43,500
From:											
To:		Total Funds: 43,500									
Description: Consultant services to supplement the NEPA process and implement design and construction of the AWI corridors. Work includes surveys; geotechnical and environmental investigation and testing preliminary roadway and bridge design and CE services during construction. Funding will be used for construction oversight and consultant services. 											

Asset Inventory & ADA Compliance

TIP ID: 6083 Agency ID:		Title: Asset Inventory & ADA Compliance									Complete:
Facility: Citywide		STP	80/20/0		700 a	700 a	700 a	700 a	700 a	700 a	4,200
From:											
To:		Total Funds: 4,200									
Description: This project includes the development of a GIS based asset inventory system in the public right of way, evaluation of the assests for ADA compliance and developing a transition plan for compliance.											

Asset Inventory, Preliminary Design and RDP Development for Improved Signal System and Communication

TIP ID: 6084 Agency ID: CI043A		Title: Asset Inventory, Preliminary Design and RDP Development for Improved Signal System and C									Complete:
Facility: Citywide		STP	80/20/0					3,000 a			3,000
From:											
To:		Total Funds: 3,000									
Description: DDOT will undertake a comprehensive survey of the subsurface communication cable, conduit trunk and feeder network as well as aerial communications plants, and deveop GIS based detailed inventory documents. The scope will also include preliminary design and RFP development for improved signal system and communication network.											

Audit and Compliance

TIP ID: 6085 Agency ID:		Title: Audit and Compliance									Complete:
Facility:		STP	80/20/0		1,000 a	1,000 a	1,000 a	1,000 a	1,000 a	1,000 a	6,000
From:											
To:		Total Funds: 6,000									
Description:											

Constitution Avenue Realignment

TIP ID: 6078 Agency ID:		Title: Constitution Avenue Realignment									Complete: 2015
Facility: Constitution Ave. NW		FLTP	100/0/0		1,300 c	4,000 c					5,300
From: 23rd St. NW											
To: Theodore Roosevelt Memorial Bridge (appro		Total Funds: 5,300									
Description: The United States Institute of Peace (USIOP) desires the realignment of a portion of Constitution Avenue NW between 23rd Street NW and the Theodore Roosevelt Memorial Bridge. The work will be to increase the distance between an edge of the USIOP building and Constitution Avenue (from 38 feet to approximately 186 feet of horizontal clearance). This work will reduce noise and vibration - realign westbound Constitution Ave. NW further south to reduce the noise pollution to the USIOP; the project will provide historical and recreational use - Braddock's Rock is located immediately south of westbound Constitution Avenue with poor public access. Realigning the road south of Braddock's Rock will allow for better public access to this National Landmark.											

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Constructability and Work Zone Safety Review

TIP ID: 6090	Agency ID:	Title: Project: Constructability and Work Zone Safety Review							Complete:	
Facility: Citywide	STP	80/20/0		338 a	348 a	359 a	370 a	381 a	392 a	2,188
From: Citywide										
To: Citywide	Total Funds: 2,188									

Description: The constructability and work zone safety review would cover all constructability, reviews, and work zone safety of infrastructure projects. The constructability review will ensure the quality of IPMA design plans which will ensure compliance with DDOT design policies, standards and guidelines, identify potential risk, ensure projects are buildable and biddable. This would include site logistics, documentation/reporting, scheduling, and technical details. Work Zone Safety review will ensure the design of all work zones for IPMA are designed in accordance to DDOT standards and guidelines, provide operational analysis of work zone impacts, and provide work zone audits to ensure the safety to both construction workers and motorist.

District STIP Development

TIP ID: 6091	Agency ID:	Title: Project: District STIP Development							Complete:	
Facility:	STP	80/20/0		75 a	75 a	50 a				200
From:										
To:	Total Funds: 200									

Description: The purpose of this project is to facilitate implementation of the new District of Columbia State Transportation Improvement Plan (STIP) development process including development of a public participation process and a separate STIP document.

LP_ Far Northeast Livability Plan - Gateway into the District

TIP ID: 6093	Agency ID:	Title: Project: LP_ Far Northeast Livability Plan - Gateway into the District							Complete:	
Facility: Eastern Avenue, Sheriff Road, Division Aven	STP	80/20/0			600 a					600
From:										
To:	Total Funds: 600									

Description: The intersection of Eastern Avenue/Sheriff Road/Division Avenue is a five approach intersection that lies on the DC-Maryland border. Because of the five leg approach and geometry, this intersection presents a challenging safety concern to pedestrians, bus riders, and cyclists. A roundabout is recommended to reduce modal conflict, improve pedestrian, reduce speeds on all approaches and manage storm water.

Reconstruction of 16th Street, NW

TIP ID: 6116	Agency ID: CDTC4A	Title: Reconstruction of 16 Street, NW over Military Road							Complete:	
Facility:	BR	80/20/0		3,937 c						3,937
From:										
To:	Total Funds: 3,937									

Description: The 16th Street, NW Bridge over Military Road has been modified to include the Kalmia Road, NW over tributary of Rock Creek Culvert because the part of the existing culvert has failed and Kalmia Road is needed as a detour for 16th Street.

TIP ID: 6117	Agency ID: CDTC5A	Title: Reconstruction of 16th Street, NW Roadways, Ramps, Median Barrier and Streetlight Improve							Complete:	
Facility:	NHS	80/20/0		2,499 c						2,499
From:										
To:	Total Funds: 2,499									

Description: Provide roadway improvements on Military Road

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Reconstruction of Benning Road, NE., Anacostia to 42nd St

TIP ID: 5572	Agency ID: CKTB5A	Title: Reconstruction of Benning Road, NE., Anacostia to 42nd St						Complete: 2018			
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Facility:	STP	83/17/0	500 c						3,400 c	3,400
From: Anacostia										
To: 42nd Street										
Total Funds:									3,400	

Description: This project provides for the continued reconstruction (phase 2) of Benning Road. The highway pavement has reached the end of its useful life and can no longer be resurfaced. The first phase was the reconstruction of the facility from 14th Str. Oklahoma Ave. Work will include the installation of new median and reconfiguration of travel lanes in order to match phase 1 of the reconstruction. Work will also include landscaping, traffic signals, and streetlights.

Roadway and Bridge Improvement on Southern Avenue and Winkle Doodle Branch Bridge

TIP ID: 5353	Agency ID: ED028A	Title: Roadway and Bridge Improvement on Southern Avenue and Bridge #64 (over Winkle Doodle B						Complete: 2019			
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Facility: Southern Avenue	STP	83/17/0	800 a	2,000 a	8,050 c	8,050 c	8,050 c	8,050 c	26,950
From: South Capitol Street									
To: 23rd Street									
Total Funds:									26,950

Description: This project will reconstruct or rehabilitate as required, Southern Avenue from South Capital St. to 23rd St. and includes the Winkle Doodle Branch Bridge (#64). This construction effort will address safety issues in the corridor and improve pedestrian facilities to include all ADA requirements. The scope of work includes the following major tasks but not limited to: improving roadway pavement and sidewalk conditions; upgrading traffic signals, street lights, storm water drainage systems, and landscaping; safety improvements on Winkle Doodle Bridge.

Secondary

Livability Program

TIP ID: 5790	Agency ID: PM081A, PM082A	Title: Livability Program						Complete:			
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Facility:	State/DC	0/100/0						550	550
From:									
To:	STP	80/20/0	641 a	2,175 a	3,860 c				10,126
Total Funds:									10,676

Description: The livability program will employ a strategic, citywide, zone-by-zone approach for identifying key transportation improvements that promote neighborhood quality of life. Outcomes will be aimed at on the ground changes such as enhanced pedestrian crossings, more accessible bus stops, geometric adjustments that support intersection safety, increased green spaces, attractive streetscapes, signage for better driver information, updates to traffic signal timing, and speed controls in sensitive areas. The goal is to address priority locations as determined by land uses and community context. Funding for short term projects is shown. Long term improvements will be established as separate projects.

- a. Far Northeast
- b. Far Southeast (design to be funded in FY 2012)
- c. Rock Creek West 2
- d. Congress Heights (South)

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Maryland Avenue Pedestrian Safety Project										
TIP ID: 6014	Agency ID: SR088A	Title: Maryland Avenue NE Road Diet							Complete: 2014	
Facility:	STP	80/20/0		280 a	3,300 c					3,580
From: 2nd Street NE										
To: 15th Street NE										
										Total Funds: 3,580
Description: To improve pedestrian safety on Maryland Avenue from 2nd Street to 15th Street NE.										

Metropolitan Branch Trail										
TIP ID: 3228	Agency ID: AF052A, FDT25A	Title: Metropolitan Branch Trail							Complete: 2015	
Facility: Union Station District Line	CMAQ	80/20/0		400 a	400 a	4,700 c	2,200 c			7,700
From:										
To:										
										Total Funds: 7,700
Description: The Metropolitan Branch Trail project will provide a 6.25-mile bicycle/pedestrian trail from Union Station north to the District Line along the railroad right-of-way. This trail will connect at the District line with a route continuing into Silver Spring MD. This project is intended to serve both recreational users and commuters to meet Transportation Control Measures (TCMs) and air quality objectives.										
a. L & M St.										
b. Ft. Totten										

National Recreational Trails										
TIP ID: 2796	Agency ID: AF066A, ZU010A	Title: National Recreational Trails							Complete: 2018	
Facility:	CMAQ	80/20/0					1,900 c			1,900
From:										
To:	NRT	80/20/0		825 a	825 a	1,025 a	825 a	825 a	825 a	7,150
										2,000 c
										Total Funds: 9,050
Description: Through the D.C. Recreational Trails Program Advisory Committee, the Department of Transportation will provide or grant funding to non-profits to provide the following services for District trails: maintain and restore existing trails; develop and rehabilitate trailside and trailhead facilities and trail linkages; purchase and lease trail construction and maintenance equipment; construct new trails; acquire easements or property for trails; assess trail conditions for accessibility and maintenance; develop and disseminate publications and operate educational programs to promote safety and environmental protection related to trails (including supporting non-law enforcement trail safety and trail use monitoring patrol programs, and providing trail-related training).										
a. New York Avenue Trail										

Oxon Run Trail Restoration										
TIP ID: 2780	Agency ID: AF004A	Title: Oxon Run Trail Restoration							Complete: 2017	
Facility:	NRT	80/20/0		380 a		420 a	6,900 c	4,600 c	3,450 c	15,750
From:										
To:										
										Total Funds: 15,750
Description: Develop trail plan in cooperation with Department of Parks and Recreation. Repair existing recreational trail, correct drainage problems, and construct benches and signage.										

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Rock Creek Park Trail

TIP ID: 3230	Agency ID: AF005A	Title: Rock Creek Park Trail						Complete: 2015			
Facility: M Street to Beach Drive		CMAQ	80/20/0	300 a	5,500 c					5,800	
From: Piney Branch Pkwy											
To: 16th Street		Total Funds: 5,800									

Description: This facility is under the jurisdiction of the National Park Service. This 12.6-mile project is designed to relieve congestion and reduce user accidents by widening the trail throughout the District of Columbia, including constructing a new trail along P Street to Pennsylvania Avenue along Rock Creek and Potomac Parkway. Replacement of the low water bridge at Porter Street and construction of a bike trail along feeder roads that connect to the adjacent neighborhoods have been completed. In addition, the TEA-21 High Priority program [Section 1602 No. 547] includes funds to provide enhanced recreational trails (e.g. bike trail maintenance) along Rock Creek Park.

Safe Routes to School

TIP ID: 2888	Agency ID: CM063A	Title: Safe Routes to School						Complete: 2013			
Facility: Safe Routes to School		SRTS	100/0/0	1,151 c	1,151 c	1,151 c	1,151 c	1,151 c	1,151 c	6,906	
From:											
To:		Total Funds: 6,906									

Description: To enable and encourage children, including those with disabilities, to walk and bicycle to school, to make walking and bicycling to school safe and more appealing, and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

South Capitol Street Trail

TIP ID: 6114	Agency ID:	Title: South Capitol Street Trail						Complete:			
Facility:		NRT	80/20/0	5,500 c						5,500	
From:											
To:		Total Funds: 5,500									

Description: Design and construct a paved bicycle and pedestrian trail along South Capitol Street based on the 2010 concept plan.

Bridge

11th Street Bridges and Interchange Reconstruction

TIP ID: 3193	Agency ID: CD055A, EW002C	Title: 11th Street Bridges SE, Replace and Reconfigure						Complete:			
Facility: 11th Street Bridge and Interchan		BR	80/20/0	17,500 c	22,500 c	7,500 c				47,500	
From:											
To:		Total Funds: 47,500									

Description: Replacement and reconfiguration of the existing deteriorating bridges and ramps at the Anacostia River crossing near 11th Street SE, connecting the Anacostia Freeway and the Southeast Freeway. New freeway ramps east of the river will connect both directions of the Anacostia Freeway with eight freeway lanes across to the Southeast Freeway. Additionally, two lanes of local roadway in each direction will connect surface streets east and west of the river. All improvements are consistent with the goals of the Anacostia Waterfront Initiative. Phase 2 will build out the elements of the project included in the approved FEIS.



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TIP ID: 5554 Agency ID: EW002C Title: Garvee Bond Debt Service										Complete: 2018
Facility:	NHS	80/20/0		8,984 c	11,763 c	11,768 c	11,770 c	11,773 c	11,772 c	67,830
From:										
To:										
Description: DDOT will use future FHWA annual allocations to pay service on the bonds.										Total Funds: 67,830



Bridge Replacement/Rehabilitation Program

TIP ID: 5804 Agency ID:										Complete:
Title: East Capitol St. Bridge over Anacostia River, Br. # 233										
Facility:	BR	80/20/0		2,000 a	16,000 c					18,000
From:										
To:										
Description: Design and construction of bridge repairs.										Total Funds: 18,000

TIP ID: 5298 Agency ID: AF067A Title: Emergency Transportation Project Complete: 2018

Facility: C ITYWIDE	STP	80/20/0					2,000 c	2,025		
From:										
To:										
Description: Respond to transportation emergencies such as roadway vibrations, sunken pavement, falling steel and concrete from bridges, and other urgent needs. This project will enable the District to quickly respond to emergencies.										Total Funds: 2,025

TIP ID: 3242 Agency ID: CA303C Title: Citywide Culverts Complete:

Facility: CITYWIDE	STP	80/20/0		250 a	250 a	300 a			350 a	3,715
From:										
To:										
Description: This project repairs, maintain culverts throughout the District. Culverts facilitate the drainage of water and help to ensure the stabilization of roadway structures. The safety of roadway structures are a priority of the Mayor and a concern for District residents, commuters, and visitors. This project also maintains an inventory for tall the culverts owned and maintained by the District Department of Transportation (DDOT) and a formal maintenance and repair plan.										Total Funds: 3,715

TIP ID: 5316 Agency ID: CB035, CB036 Title: Impact Attenuators and Guiderails Complete: 2018

Facility: Citywide	IM	80/20/0		800 c	63 a	1,675 c			800 c	4,138
From:										
To:										
	STP	80/20/0		800 c	63 a	1,675 c			800 c	4,138
Description: This project repairs, replaces and upgrades safety appurtenances on and off the Federal-aid Highway System that have been damaged by errant vehicles, and replaces units that do not meet the requirements of NCHRP (National Cooperative Highway Research Program) Report 350. Work also includes construction of guiderails and attenuators at new locations and removal of units in locations where they are no longer needed.										Total Funds: 8,276

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TIP ID: 2633 Agency ID: CD0/27 Title: Size and Weight Enforcement Program			Complete: 2018							
Facility:	STP	83/17/0		200 c	220 c	220 c	4,740 c	440 c	440 c	6,860
From:				150 e	450 e					
To:										
Total Funds: 6,860										

Description: This project provides trained personnel to enforce size and weight regulations, as well as increase the number of portable scales at Weigh in Motion sites on and off the Federal-aid System. This project will facilitate reducing weight violations and preventing premature deterioration of pavements and structures in the District, and in turn provide a safe driving environment.

- a. Weigh in Motion Maintenance

TIP ID: 2768 Agency ID: CD014A Title: Key Bridge NW over Potomac			Complete: 2015							
Facility: Key Bridge	BR	80/20/0			21,000 c					21,000
From:										
To:										
Total Funds: 21,000										

Description: Repair/replace deteriorated structural members; correct drainage deficiencies; repair leaking deck joints; remove stay-in-place forms; remove efflorescence on arch soffits; repair spalls, holes and non-structural cracks; and relocate/arrange utilities.

TIP ID: 2699 Agency ID: CD018A, CD019A Title: Asset Preservation of Tunnels-NHS/STP			Complete: 2018							
Facility: Citywide	NHS	80/20/0		600 a	600 a	600 a	750 a	600 a	600 a	3,750
From:										
To:	STP	80/20/0		150 a	150 a	150 a				450
Total Funds: 4,200										

Description: This project provides for the preservation and preventive maintenance of National Highway System tunnel assets, including electrical and mechanical systems, tunnel walls and ceilings, drainage, roadway sweeping, over-height detection systems, signing, power and emergency telephones. The scope of work includes feasibility and design; preparation of contract plans, specifications and cost estimates; and engineering and construction management for the restoration of existing tunnels.

TIP ID: 3243 Agency ID: CD024A Title: Citywide Consultant Bridge Inspection			Complete:							
Facility:	BR	80/20/0		1,750 a	1,750 a	3,500 a		1,750 a	1,750 a	10,500
From:										
To:										
Total Funds: 10,500										

Description: Perform detailed National Bridge Inspection and element level inspection of District bridges in accordance with the National Bridge Inspection Standards and the D.C. Bridge Inspection Manual. Also perform scheduled scour, fracture-critical and underwater inspections as directed by the Department of Public Works, and prepare plans for emergency support of deficient structures.

TIP ID: 5346 Agency ID: CD026 Title: Theodore Roosevelt Bridge Rehabilitation			Complete: 2016							
Facility:	BR	80/20/0		1,500 a		27,000 c				28,525
From:				25 b						
To:										
Total Funds: 28,525										

Description: Work includes inspection, sampling and material testing; repairing bridge superstructure and substructure; cleaning and painting all steel members; retrofitting pin and hanger assembly; improving pedestrian and bicycle access; and repairing bridge drainage.

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TIP ID: 3202 Agency ID: CD032C Title: Bridge Design Consultant Services										Complete:
Facility: CITYWIDE	BR	80/20/0	550 a	950 a		450 a	450 a	450 a	950 a	3,250
From:										
To:	NHPP	80/20/0		1,000 a	1,000 a	1,000 a				3,000
Total Funds:										6,250

Description: This project will provide bridge design consultant services to support the preventive maintenance program for bridges and the preventive maintenance and emergency repair project by providing designs for temporary supports for deficient structures and repairs and retrofits not of substantial size for a separate project.

This project also includes Citywide Engineering Service for Structures and Bridges provide engineering services, for designing Bridges and other structures. Service will also include constructability review, investigating structural behavior and providing reports with design details and recommendations; design bridge substructure, superstructure, foundations, retaining walls, sign structures, buildings and other structures as directed. The work also includes providing CADD support, designing related roadways, independent design reviews of temporary and permanent structures and bridges, preparing manuals and standards, geotechnical investigations and reports, surveying, hydraulic and hydrological studies.

	Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
TIP ID: 2905 Agency ID: CD035 Title: Bridges over Watts Branch										Complete: 2017
Facility: Division Ave, Gault Place, 44th, 48th, 55th, 5	BR	80/20/0		7,052 c						7,052
From:										
To:	STP	80/20/0		1,148 c						1,148
Total Funds:										8,200

Description: Replace deck, approach slabs, bearing, joints, repair substructure, repaint steel and replace girders for bridge on 44th, 58th, Division Ave, and Gault palce.

- Locations include:
1. Division Ave Bridge over Watts Branch
 2. Gault Place over Watts Branch
 3. 44th, 48th, 55th, 58th Streets NE over Watts Branch

	Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
TIP ID: 2927 Agency ID: CD036A, CD042A Title: Citywide FA Preventive Maintenance										Complete:
Facility:	BR	80/20/0		4,015 c	4,144 c	8,640 c	640 c	4,640 c	4,640 c	26,719
From:										
To:	STP	80/20/0		125 a	1,160 c	2,160 c	160 c	1,160 c	1,160 c	7,085
Total Funds:										33,804

Description: This project provides a four-year contract [two base years, two option years] for the performance of preventive maintenance activities and initiating emergency repairs on highway structures on an as needed basis. The work includes concrete deck repair, replacement of expansion joints, repair or replacement of beams, girders and other structural steel, maintenance painting, application of low slump concrete overlays on bridge decks, concrete repair, underpinning and shoring of deficient bridge elements, jacking beams and restoring bearings, repair or replacement of bridge railings, guiderails and fencing, cleaning bridge scuppers and drain pipes, graffiti removal and other miscellaneous repair work on various highway structures.

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TIP ID: 4900 Agency ID: CD037 Title: 27th Street Bridge NW										Complete: 2015
Facility: 27th Street NW Over Broad Branch	BR	80/20/0			500 a					2,500
From: Broad Branch Road					2,000 c					
To: Broad Branch Road										
Total Funds:										2,500

Description: Replacement of 27th St. NW Bridge over Broad Branch Rd. and the culvert at 44th St. near Edmund St.

TIP ID: 5432 Agency ID: CD049A Title: Pennsylvania Ave. NW Bridge over Rock Creek (Br. # 118)										Complete:
Facility:	BR	80/20/0		50 b		11,000 c				11,050
From:										
To:										
Total Funds:										11,050

Description: Rehabilitation of Bridge # 118, Pennsylvania Ave. NW over Rock Creek

TIP ID: 5337 Agency ID: CD051A Title: Replacement of Pedestrian Bridges over Kenilworth Ave										Complete: 2013
Facility: Kenilworth	STP	80/20/0		1,000 a				13,500 c		14,500
From:										
To:										
Total Funds:										14,500

Description: This project will fund the replacement of the deck, approach slabs, bearing joints; and repair the substructure and repaint steel.

TIP ID: 5334 Agency ID: CD052A Title: Safety Improvements of Benning Road Bridges over Kenilworth Ave										Complete: 2015
Facility: Benning Road over Kenilworth	BR	80/20/0				2,500 a				2,500
From:										
To:										
Total Funds:										2,500

Description: Structural design of three bridge alternatives. The project scope includes infrastructure improvements within vicinity of the bridges, including construction of handicap ramps according to ADA guidelines.

TIP ID: 5433 Agency ID: CD053A Title: Bridge management Project										Complete: 2019
Facility: Citywide	BR	80/20/0		250 a	250 a	250 a	250 a	250 a	250 a	1,500
From: Citywide										
To:	STP	80/20/0		290 a	290 a	290 a	290 a	290 a	290 a	1,450
Total Funds:										2,950

Description: This project provides staff funding for the bridge management program in the Asset management division. Included is routine inspection and appraisal of the District's bridges, verification and updating of bridge data in the national bridge inventory, preparing of inspection reports, reporting of critical deficiencies, structural analysis and emergency design of bridges with deficient features, load ratings material sampling and testing. and paying the Pontis license fee and other work necessary to assess the condition of the Districts bridges to ensure safety .

TIP ID: 5342 Agency ID: CD057, CD046, CD Title: Approach Bridges to 14th Street Bridge										Complete: 2016
Facility: 14th Street Bridge northbound over the Poto	BR	80/20/0			2,500 a		18,000 c			20,500
From:										
To:										
Total Funds:										20,500

Description: The approach bridges to be rehabilitated are over Maine Ave. (bridge 171-1), over the Outlet Channel (bridge 171-2) and over Haines Point Park (bridge 171-3).

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TIP ID: 3181 Agency ID: CDT21A Title: 31st Street NW Bridge										Complete: 2015
Facility: 31st Street NW Bridge over C&O Canal	BR	80/20/0					6,200 c			6,200
From:										
To:										
										Total Funds: 6,200
Description: Removal and replacement of deteriorated deck, repair and painting of structural steel, and substructure repairs. Lighting, signing, drainage and safety features will be upgraded.										

H Street Bridge over Amtrak										
TIP ID: 6039 Agency ID: Title: H Street Bridge over Railroad										Complete:
Facility: H Street NE	BR	80/20/0						2,000 a		2,000
From: Norht Capitol Street										
To: 3rd Street NE										
										Total Funds: 2,000
Description: Conduct environmental assessments. Prepare concept designs, design plans and specifications and construct documents for bridge replacement/rehabilitation. Includes work on the H Street NE Bridge from North Capitol St. to 3rd St. NE.										

Long Bridge Integrity & Capacity Study										
TIP ID: 5711 Agency ID: Title: Long Bridge Integrity & Capacity Study										Complete:
Facility: Long Bridge	ARRA	100/0/0	500 d	1,200 d	1,200 d					2,400
From: Virginia Interface										
To: 12th Street, SW	PRIV	0/0/0	100 d							
										Total Funds: 2,400
Description: The CSX Long Bridge carries freight and passenger rail traffic over the Potomac River between Virginia and the District of Columbia. This structure is very old and needs to be thoroughly examined regarding its structural integrity. According to the Mid-Atlantic Rail Operations (MAROps) study, this two-track segment constitutes a major bottleneck for both freight and passenger rail traffic along the Northeast Corridor. The study should examine the feasibility of adding a third track to the existing structure or, if the structure needs replacement, the feasibility of replacing the old structure with a three-track bridge. Adding a bike-pedestrian connection should be considered also.										

South Capitol Street										
TIP ID: 6038 Agency ID: Title: Garvee Debt Service										Complete: 2018
Facility:	NHS	80/20/0				12,320 c	18,030 c	18,030 c		48,380
From:										
To:										
										Total Funds: 48,380
Description: DDOT will use future FHWA annual allocations to pay service on the bonds.										

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TIP ID: 3423 Agency ID: AW011, AW024A, Title: South Capitol Street Corridor										Complete:
Facility:	DEMO	80/20/0		12,870 c	18,460 c	26,300 c				57,630
From: N St, MLK Ave, Suitland Pkwy, Memorial Bri										
To:	GARVEE	80/20/0					106,990 c	132,640 c	111,020 c	350,650
	NHPP	80/20/0						21,260 c	14,410 c	35,670
	State/DC	0/100/0		3,220 c	4,610 c	84,870 c	46,720 c			139,420
Total Funds: 583,370										

Description: Improvements based on recommendations from the South Capitol Street Gateway and Anacostia Access studies including right of way acquisition and replacement of the Fredrick Douglass Memorial Bridge on a new southern alignment.

- a. New Frederick Douglass Memorial Bridge: Full replacement and realignment of the Frederick Douglass Memorial Bridge.
- b. Reconfigure the interchange at Suitland Parkway and I-295: The improvements include the removal of existing cloverleaf ramps at the interchange, replacing them with a diamond interchange. The diamond interchange will include two at-grade signalized intersections, one at the I-295 northbound ramps and the other at I-295 southbound ramps.
- c. Reconfigure the interchange at Martin Luther King Jr. Ave. and Suitland Parkway. The existing MLK Jr. Bridge over Suitland Parkway will be replaced and a center ramp signalized interchange will be created to allow full movements to and from Suitland Parkway to MLK Jr. Ave.
- d. Boulevard streetscape treatments along South Capitol Street from between N Street and the SE/SW Freeway. In this segment, South Capitol Street will be rebuilt as a six-lane boulevard divided by a landscaped median.
- e. New Jersey Avenue Streetscape improvements: The streetscape concept will restore a consistent design to the avenue between the SE-SW Freeway and M Street SE.

Enhancement
Transportation Enhancements Program

TIP ID: 3210 Agency ID:										Complete:
Title: Transportation Enhancements Program										
Facility:	STP	80/20/0		1,150 a	1,150 a	1,150 a	1,150 a	1,150 a	1,150 a	6,900
From:										
To:										Total Funds: 6,900

Description: The Transportation Enhancements program is federally funded through the Transportation Equity Act for the 21st Century (TEA-21). The program funds projects that aim to strengthen the cultural, aesthetic, and environmental aspects of the nation's intermodal transportation system. Categories include pedestrian and bicycle facilities, scenic and historic preservation, archeological research, and environmental mitigation of runoff pollution.

TIP ID: 5295 Agency ID: ED019A, SR071A, Title: Capitol Hill Transportation Study Infrastructure Improvements										Complete: 2019
Facility:	STP	80/20/0		3,900 c						3,900
From:										
To:										Total Funds: 3,900

Description: The project includes the design and/or construction of infrastructure improvements recommended in the Capitol Hill Transportation Study. The improvements aim to enhance pedestrian and vehiclar safety, traffic calming, neighborhood circulation and access at select intersections and streets throughout Capitol Hill. Improvements include but are not limited to the installation of safety / school beacons around Stanton Park; the conversion of 17th St. to two-way operations; the conversion of 19th St. to two-way operations; Reconfiguration of 3rd St./Massachusetts Ave./D St.; Bulb out at Lincoln Park; and Bulb outs / median widening on C St. NE. Review of Capitol Hill study recommendations to address today's safety and transportation issues along the corridor of 17th Street and 19th Street

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Traffic Operations Improvements Citywide										
TIP ID: 3216 Agency ID: CIT and CI0, CB02 Title: Traffic Operations Improvements Citywide										Complete:
Facility:	HSIP	80/20/0			620 c					620
From:										
To:	NHS	83/17/0		2,000 a 1,431 c	1,474 c	1,520 c	3,000 a 1,564 c	1,596 c	1,628 c	14,213
	STP	83/17/0		1,500 a 11,880 c	1,600 a 10,769 c	1,500 a 10,961 c	1,600 a 11,139 c	1,500 a 11,270 c	1,600 a 11,400 c	76,719
Total Funds:										91,552

Description: This project modifies and improves vehicular and pedestrian traffic control systems, such as traffic signals, channelization, signs, pavement markings, and other traffic control measures on and off the Federal-aid highway system. Includes installation of a variety of traffic engineering devices and construction of nominal geometric alterations. The project will preserve and promote the efficient use of existing city streets through changes in the organization of vehicular and pedestrian traffic flows. Improved traffic flow on arterial streets will improve air quality. Projects include:

- a. Traffic Signal Maintenance
- b. Traffic Signal System Communications and Control Enhancements
- c. Traffic Signal System Operational Support
- d. Traffic Signal Control System Support
- e. Traffic Signal Bulb Replacement
- f. Moveable Barrier System
- g. Corridor Signing
- h. Guidesign Replacement
- i. Hot Thermoplastic Pavement Markings/Two-Way Plowable Prismatic Pavement Markings
- j. Raised Reflective Prismatic Markings
- k. Traffic Signal Improvements
- l. Consultant Design Services
- m. Wayfinding Signage
- n. Sign Inventory and Management System
- o. Transportation Management Center
- p. Vehicle Detection Station
- q. Signal System Upgrade Pilot Program
- r. Intelligent Transportation System (ITS)
- s. Traffic Signal Uninterruptible Power Supply
- t. Variable (dynamic) Message Sign
- u. ITS Communication Master plan
- v. MATOC Annual Fee
- w. ITS Signal Optimization Master plan
- x. Managed Lanes Feasibility Studies

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Other
Advanced Traffic Management System

TIP ID: **6081** Agency ID: **CI060A** Title: **Advanced Traffic Management System** Complete:

Facility: Citywide	STP	80/20/0		3,000 c	600 c	300 c	300 c	300 c	300 c	4,800
From:										
To:	Total Funds: 4,800									

Description: DDOT will build next generation Advanced Transportation Management System for incident management, traffic operation and special event management.

Anacostia Freeway Bridges over Nicholson Street SE

TIP ID: **6082** Agency ID: **MRR15A** Title: **Anacostia Freeway Bridges over Nicholson Street SE (Bridges #1001, 1002)** Complete:

Facility: Anacostia Freeway Bridges at Nicholson	NHPP	80/20/0			1,200 a		5,300 c			6,500
From:										
To:	Total Funds: 6,500									

Description: Rehabilitation of subject bridges to eliminate all deficiencies and to make the facility safe for the traveling public. Two bridges are structurally deficient and must be rehabilitated under the requirements of MAP21.

Asset Condition Assessment

TIP ID: **5323** Agency ID: **CD029A, CE305** Title: **Condition Assessment** Complete:

Facility: citywide	State/DC	0/100/0		650 a						650
From: citywide										
To:	STP	80/20/0		1,000 a	650 a	1,000 a	650 a	1,000 a	650 a	4,950
									Total Funds: 5,600	

Description: This project will be used to retain a vendor to perform data collection and analysis for the purpose of assessing the condition of DDOTs a) Pavements, b) Alleys, c) Sidewalks, d) Retaining Walls.

Blair/Cedar/4th Street

TIP ID: **6113** Agency ID: Title: **Blair/Cedar/4th Street** Complete:

Facility:	STP	80/20/0		3,000 c						3,000
From:										
To:	Total Funds: 3,000									

Description: Safety improvements as identified in the Road Safety Audit completed.

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Civil Rights/EE) Program Implementation and Enhancement

TIP ID: 3261	Agency ID: AF028A	Title: Civil Rights/EEO Program Implementation and Enhancement							Complete:
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Facility:	STP	80/20/0		980 a	1,080 a	1,080 a	1,080 a	1,080 a	1,080 a	6,380
From:										
To:										Total Funds: 6,380

Description: This project will continue program development, administration and implementation of EEO procedures, including complaints and investigations; establishment of Title VI & ADA Standards and Procedures; citywide ADA self-evaluations; designing and structuring of automated tracking systems for all programs including EEO, DBE, ADA, Title VI and Public Participation; and facilitating mandatory training requirements. This program will also support the Department's initiative/outreach efforts coordinated with the DC Office of Latino Affairs (OLA) via the Latino Action Plan.

- a. Civil Rights/EEO Compliance Monitoring Program
- b. DBE Supportive Services
- c. Progressive Partners Program

Columbus Circle

TIP ID: 2952	Agency ID: CK026	Title: Rehabilitation of Columbus Plaza							Complete:
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Facility: Columbus Plaza	AMTRAK	100/0/0		1,017 c					1,017	
From:										
To:	NPS	100/0/0		1,088 c					1,088	
	Section 5309	80/20/0		4,500 c					4,500	
	State/DC	0/100/0		2,533 c					2,533	
									Total Funds: 9,138	

Description: Work under this contract consists of the Rehabilitation of Columbus Plaza and Columbus Circle, NE., and installation of security bollards system on the perimeter of Union Station in Ward 5, Washington, District of Columbia. Work consists of the roadway and access road rehabilitation, milling and resurfacing, streetlight upgrading and traffic signal modifications, streetscaping and landscaping, and placement of security bollards around the Union Station historic structure. The work area includes the roadway access adjacent to Union Station on the east and west sides, Columbus Circle, N.E., First Street, N.E. between Massachusetts Avenue and G Street, Columbus Drive, N.E. between Massachusetts Avenue and F Street, Massachusetts Avenue, N.E. and the streets that intersect Massachusetts Avenue and some rehabilitation work within the areas under the jurisdiction of the Architect of the Capitol. A portion of work will be performed in the Columbus Plaza, National Park Service property (U.S. Reservation No. 334). Provisions have been included in the contract to ensure that disturbance to the parkland is minimized. The Contractor is cautioned to comply with requirements of this contract, Federal Acquisition Regulations (FAR) and the National Park Service criteria regarding construction on this property.

Congestion Pricing and Traveler Information for Curbside Parking

TIP ID: 6120	Agency ID: ZU011A	Title: Congestion Pricing and Traveler Information for Curbside Parking							Complete:
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Facility: Citywide	STP	80/20/0			200 a	200 a	250 a		8,150	
From:										
To:							2,500 e	2,500 e	2,500 e	
									Total Funds: 8,150	

Description: Develop and implement system for real-time occupancy sensing for metered spots and real-time parking availability information.

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District Freight Plan

TIP ID: 5922	Agency ID:	Title: District Freight Plan							Complete:	
Facility:	STP	80/20/0		150 a	150 a					300
From:										
To:	Total Funds: 300									

Description: The District Freight Plan will provide a current description and evaluation of the District's freight system and an analysis of economic and freight-related data to guide infrastructure projects and policies.

Environmental Management System

TIP ID: 5322	Agency ID: SR310C	Title: Preventive Maintenance and Repair of Stormwater Pumping Stations							Complete: 2016	
Facility:	CMAQ	83/17/0		300 a	303 a	266 a	274 a	282 a	336 a	1,761
From:										
To:	Total Funds: 1,761									

Description: Maintain and upgrade the existing stormwater pumping stations throughout the District.

Infrastructure Information Technology Support Services

TIP ID: 6092	Agency ID:	Title: Project: Infrastructure Information Technology Support Services							Complete:	
Facility:	STP	80/20/0		300 a	250 a	200 a	200 a	150 a		1,100
From:										
To:	Total Funds: 1,100									

Description: Annual Licenses Maintenance Fee and Support Services for all applications and software systems that both directly and indirectly support all infrastructure related projects, such as Micro station, Geopak, Primavera, Engineering document management/imaging and all associated hardware and software needed to support systems.

Local Street Improvements Citywide

TIP ID: 3218	Agency ID: CA301C	Title: Local Street Improvements Citywide							Complete: 2016	
Facility:	State/DC	0/100/0		500 c	500 c	500 c	500 c	500 c	500 c	3,000
From:										
To:	Total Funds: 3,000									

Description: This project is the construction, maintenance, and repair of the District's local sidewalk. This project improves sidewalks where there is deterioration or unsafe conditions and constructs sidewalks where there are missing segments. Annual work (construction) plans are established each year based on the available funding.

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TIP ID: 5341 Agency ID: SR301-SR308C Title: Local Reconstruction/Resurfacing/Upgrading Wards 1-8 Complete: 2016										
Facility: Citywide	State/DC	0/100/0		1,500 c	7,500 c	7,500 c	7,500 c	7,500 c	7,500 c	39,000
From:										
To:	Total Funds: 39,000									

Description: Roadway resurfacing, roadway reconstruction and roadway upgrading are combined in this project. Each contract is developed by ward to perform resurfacing, reconstruction and upgrading within the respective ward. This produces a comprehensive improvement plan and a systematic work order that reduces disruption in the community. A detailed coordinated plan is prepared for the entire neighborhood with participation from the community prior to the beginning of construction. This plan includes when streets would be closed, parking issues, movement and flow of vehicular traffic, temporary bus routes, and other mitigation measures to facilitate access into and out of the neighborhood. Upgrading and reconstruction involves removal of existing roadway pavement and miscellaneous structures and replacing them with new pavements, new curbs, gutters and other structures. Handicap access ramps to sidewalks, improved streetlighting, and storm water drainage system are also a part of this work. Resurfacing involves milling of existing roadway surface to approximately two inches and repaving.

M Street SE/SW Premium Transit Environmental Work

TIP ID: 6112 Agency ID: Title: M Street SE/SW Premium Transit Environmental Work Complete:										
Facility:	CMAQ	83/17/0		2,000 c						2,000
From:										
To:	Total Funds: 2,000									

Description: This funding will implement the environmental study work for the M Street SE/SW corridor

Maryland Avenue NE Pedestrian Priority Corridor

TIP ID: 6111 Agency ID: Title: Maryland Avenue NE Pedestrian Priority Corridor Complete:										
Facility:	STP	80/20/0		280 a	3,300 c					3,580
From:										
To:	Total Funds: 3,580									

Description: Design and construct pedestrian safety improvements based on completed study.

Performance-Based Parking Pricing

TIP ID: 3486 Agency ID: PM302C, ZU011A Title: Parking Studies Complete: 2013										
Facility:	State/DC	0/100/0		300 c	300 c	265 c	275 c	260 c	400 c	1,800
From:										
To:	STP	80/20/0					250 a	250 c	500 c	12,100
							1,100 c	2,500 e	5,000 e	
							2,500 e			
Total Funds: 13,900										

Description: DDOT oversees the District's street parking assets, and this project funds performance and visitor parking programs, as well as efforts to improve the parking infrastructure.

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Planning and Management Systems										
TIP ID: 3213	Agency ID: CAL16C, PM304C, Title: Planning and Management Systems									Complete:
Facility:	CMAQ	80/20/0		132 a	136 a	185 a	144 a	149 a	153 a	899
From:	PL	80/20/0		1,774 a	2,000 a	2,500 a	2,500 a	2,500 a	2,500 a	13,774
To:	SPR	80/20/0		1,904 a	2,500 a	2,500 a	2,500 a	2,500 a	2,500 a	14,404
	STP	80/20/0		2,800 c	2,800 c	2,800 c	2,800 c	2,800 c	2,800 c	16,800
Total Funds:										45,877

- Description:
- a. AASHTOWARE
 - b. ADA Ramps
 - c. Advanced Design
 - d. Planning & Scoping
 - e. Metropolitan Planning
 - f. State Planning and Research Program
 - g. Long-Range Multi-Modal Corridor Plan
 - h. Environmental Management System
 - i. Pilot Asset Inventory and ADA Compliance - Golden Triangle
 - j. Davis-Bacon Compliance

Professional Capacity-Building Strategy											
TIP ID: 3355	Agency ID: PM063									Title: Professional Capacity-Building Strategy	Complete:
Facility:	STP	80/20/0		1,000 a	1,000 a	1,000 a	1,000 a	1,000 a	1,000 a	6,000	
From:											
To:	Total Funds: 6,000										

Description: This project provides training and educational experiences to build the technical capability and functional knowledge of DDOT employees to be a high-performing DDOT organization that will enhance community involvement and improve management's capacity.

Reconstruction of Kenilworth Avenue NE											
TIP ID: 6096	Agency ID:									Title: Reconstruction of Kenilworth Avenue NE	Complete:
Facility:	NHS	80/20/0		750 a						13,050 c	13,800
From:	East Capitol Street Ramp										
To:	Rail Road Bridge over pass South of Nannie										
Total Funds:										13,800	

Description: Design of Kenilworth Ave/I-295 from East Capitol Street, NE to Penn Rail Road Bridge over pass is a total reconstruction project. The length of the project is about 2,600 in both directions. The design project will include upgrade of the existing curb and gutter, replace existing fences, remove the existing temporary Jersey Barriers and replace with permanent Jersey Barriers and address the current hydraulic problem.

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Rehabilitation of Anacostia Freeway Bridges over South Capitol Street (Bridge No. 1016 & 1017)

TIP ID: 6097	Agency ID:	Title: Rehabilitation of Anacostia Freeway Bridges over South Capitol Street (Bridge No. 1016 & 1017)							Complete:	
Facility:	NHPP	80/20/0		2,000 a					16,000 c	18,000
From:										
To:	Total Funds: 18,000									

Description: Rehabilitation or replacement of subject bridges to eliminate all structural deficiencies and to make the facilities safe for the traveling public. The bridges are structurally deficient.

Rehabilitation of East Capitol Street Bridge over Anacostia River (Bridge No. 233)

TIP ID: 6098	Agency ID:	Title: Rehabilitation of East Capitol Street Bridge over Anacostia River (Bridge No. 233)							Complete:	
Facility:	BR	80/20/0		2,000 a						2,000
From:										
To:	NHPP	80/20/0		16,000 a						16,000
Total Funds: 18,000										

Description: Rehabilitation of subject bridge to eliminate all deficiencies and ensure the safety of the traveling public. This bridge is structurally deficient and must be rehabilitated in accordance with the requirements of MAP21. Deficiencies include deteriorating overlay, efflorescence and map cracking in soffit, expanded bearing, deteriorated superstructure steel under finger dams, peeling paint, rotation of substructure units.

Research and Technology Development

TIP ID: 5310	Agency ID: PM0	Title: Research and Technology Development							Complete:	
Facility:	SPR	80/20/0		1,390 a	1,000 a	1,000 a	1,000 a	1,000 a	1,000 a	6,390
From:										
To:	Total Funds: 6,390									

Description: Research administration; university support; collaborative research; new research projects; continued research projects; technology transfer and quick response.

Rights of Way Program

TIP ID: 5309	Agency ID: PM067A	Title: Rights of Way Program							Complete:	
Facility:	STP	80/20/0		160 a	160 a	160 a	160 a	160 a	160 a	960
From:										
To:	Total Funds: 960									

Description: Assemble and document data on DDOT-controlled lands in the District of Columbia and develop a geo-based land data map. Provide annual funding for surveys, title searches, appraisals and other land acquisition and disposal activities prior to the development of specific capital projects. Coordinate draft air rights agreements and land transfer agreements with private developers and federal government agencies.

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Roadside Improvements Citywide

TIP ID: 5315 Agency ID: ED024A Title: Takoma Study Recommendations Complete: 2013

Facility:	STP	83/17/0	300 a	3,000 c						3,000
From:			1,400 c							
To:										
Total Funds: 3,000										

Description: Implementation of recommendations from the Takoma Study, including new traffic signals, sidewalks, curbs and gutters.

a. Intersection improvements at 4th/Cedar/Blair Streets NW (phase "a" to be obligated in FY 2012)

TIP ID: 5792 Agency ID: ED0C2A Title: C Street Traffic Calming Complete: 2014

Facility: C Street/N. Carolina Avenue	STP	80/20/0	500 a	4,000 c						4,500
From: Oklahoma Avenue										
To: 14th Street NE										
Total Funds: 4,500										

Description: The project will evaluate the needs of the C St. NE corridor and propose the reduction of at least one westbound travel lane to reduce corridor speeds. It will also include green streets design elements which reduce facility run-off.

TIP ID: 5308 Agency ID: SR070, SR036, ED Title: Neighborhood Streetscape Improvements Complete:

Facility:	NHS	83/17/0	50 b						6,050	
From:			6,000 c							
To:	STP	83/17/0			9,000 c		9,000 c			18,000
Total Funds: 24,050										

Description: Improve sidewalks, curbs, gutters, trees, streetlights, traffic signals and trash receptacles. Projects include:

A. 14th Street Streetscape, Thomas Circle - Florida Ave
 B. 18th Street / Adams Morgan, Columbia - Florida
 C. Connecticut Ave. Streetscape
 D. Sherman Ave, NW, Park Rd - Florida Ave
 E. U Street, NW, 9th - 18th
 F. Harvard Triangle Intersection
 G. 15th St. NW at W St. and New Hampshire Ave.
 H. 7th Street, NW Streetscape, N St. to Florida Ave.

TIP ID: 5791 Agency ID: SR085A Title: 16th Street Corridor Study & Operations Plan Complete:

Facility:	STP	80/20/0	300 a					7,000 c	7,000	
From:			300 d							
To:										
Total Funds: 7,000										

Description: This project will evaluate the operations on 16th Street and develop a plan that optimally balances how different modes utilize the corridor. The work will need to assess the feasibility of removing the reversible lane on 16th Street between Florida Avenue and Arkansas Avenue, NW. Alternatives may include a median similar to that north of Arkansas Avenue, and/or a dedicated bus/bicycle lane along the corridor. This project is a follow up to the recommendations made in the Mount Pleasant and Columbia Heights Transportation Studies as well as the WMATA proposal to run express bus in dedicated lanes on 16th Street. The study should also provide design and alternatives for eastbound and westbound turning movements from the median into the Columbia Heights or Mount Pleasant neighborhoods.

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TIP ID: 5796 Agency ID: SR087A Title: Georgetown Transportation Study Implementation										Complete:
Facility:	STP	80/20/0							7,000 a	7,000
From:										Total Funds: 7,000
To:										
Description: Complete the Mid and Long-term recommendations from the Georgetown Transportation Study.										

Roadway Reconstruction Citywide										
	Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
TIP ID: 2965 Agency ID: SR004, CKTB0, P Title: Roadway Reconstruction Citywide										Complete:
Facility: CITYWIDE	NHS	83/17/0			1,000 a	1,000 a			12,000 c	14,000
From:										
To:	STP	80/20/0		1,700 a	1,300 a	18,000 c	3,300 c	18,000 c		56,800
				6,500 c	8,000 c					
										Total Funds: 70,800

Description: This project reconstructs streets and highways on the Federal-aid highway system and other streets with poor pavement condition, drainage, or other reconstruction needs. Total roadway reconstruction is required when the highway pavement has reached the end of its useful life and can no longer be resurfaced. Streets must be reconstructed once the base deteriorates or the crown becomes too high, creating an undesirable slope from the center line to each curb. The scope of work includes the removal of deteriorated base and pavement, repairing the sub-base, replacing or reconstructing pavement and base within the roadway area and resetting or reconstructing curbs and sidewalks. Additional work includes the installation of wheelchair ramps, bicycle facilities, safety features and landscaping improvements. This project is in the Transportation Planning Board's Long-Range Transportation Plan for the National Capital Region. It is an ongoing District program.

- a. 1st and Galloway, NE
- b. 2nd St., Independence to Maryland Ave.
- c. K Street NW from 7th St. to New Jersey Ave.
- d. 18th St. NW from Florida to Massachusetts
- e. Florida Ave. NW, 9th St. to Sherman
- f. Nebraska Ave. NW, Nevada Ave. to Military Rd.
- g. New Hampshire Ave. NW, Dupont Circle to H St.
- h. O and P Streets NW, Wisconsin to 37th St.
- i. Oregon Ave. NW, Military Rd. to Western Ave.
- j. Pennsylvania Ave. and Potomac Ave. SE
- k. Rehabilitation of Broad Branch NW
- l. Roadway Construction Citywide
- m. South Dakota Ave. & Riggs Rd. Intersection Improvements
- n. Western Ave. NW, Chestnut to Oregon
- o. C&O Canal Wall Capstone Replacement
- p. Canal Road NW, Chain Bridge to M St.
- q. 1st St NE, K St. to NY Ave.
- r. Upgrade Streets, Ward 5 and 6
- s. Eastern Ave., Randolph Rd. to Michigan Ave.
- t. New Jersey Ave., Mass Ave. to N St.

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Safety and Geometric Improvements of I-295/DC 295

TIP ID: 6099	Agency ID:	Title: Safety and Geometric Improvements of I-295/DC 295							Complete:
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Facility:	NHS	80/20/0		1,000 a					2,500 c	3,500
From:										
To:										
									Total Funds:	3,500

Description: Safety improvements and upgrades to SB Entrance and NB left exit ramps at Benning Road; Shoulder widening on DC 295 southbound between Benning Road and East Capitol Street; Safety improvements and upgrades to meet current design standards at southbound exit ramps to River Terrace and East Capitol Street; Safety improvements and upgrades to meet current design standards at the westbound Pennsylvania Avenue entrance and exit ramps.

Safety Improvements

TIP ID: 3212	Agency ID: CB0, CI0	Title: Safety Improvements Citywide							Complete:
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Facility:	HSIP	90/10/0		2,694 a	2,694 a	2,694 a	2,694 a	2,694 a	2,694 a	16,164
From:										
To:	HSIP.	83/17/0		998 c	5,568 c	5,654 c	4,715 c	5,898 c	6,029 c	28,862
	STP	83/17/0		3,616 a	3,616 a	3,616 a	3,616 a	1,116 a	1,116 a	23,123
				817 c	1,042 c	1,042 c	1,442 c	1,042 c	1,042 c	

Total Funds: 68,149

Description: Safety improvements provide a safe traveling environment for vehicular traffic, pedestrians and bicycle circulation within the District on Federal-aid and local roads. Work includes elimination or relocation of roadside visual obstructions; elimination or relocation of roadside obstacles; skid resistance resurfacing; modifications to traffic channeling; median replacement; traffic signals, signs, and lighting upgrades; installation of pavement markings to eliminate or reduce accidents; and installation of safety fences at overhead structures. Safety improvements are systematically identified through analyses of accident records, inspections, surveys, and citizen requests. The District maintains an inventory of locations with the highest number of reported accidents. Funding identified to be obligated District-wide as projects are identified.

- A. Hazard Elimination
- B. Traffic Records Strategic Plan Recommendations Implementation
- C. Traffic Engineering Studies
- D. Transportation System Management for Highways (TSMH)
- E. Highway Accident Traffic Data System (TARAS)
- F. Permanent Count Stations
- G. Traffic Data Collection and Analysis Service Citywide
- H. Traffic Signal Construction
- I. Traffic Signal Systems Analysis
- J. Traffic Signal Consultant Design
- K. Traffic Safety Engineering Support Services
- L. Traffic Safety Data Center at Howard University
- M. Citywide Traffic Safety Audits
- N. Pavement Skid Testing, Design and Construction
- O. Traffic Signal Bulb Replacement
- P. Citywide Traffic Management Planning
- Q. Traffic Safety IDIQ Construction
- R. Traffic Safety Design -- HSIP

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Streetlight Asset Mgmt & Streetlight Construction - Federal										
TIP ID: 5439 Agency ID: Title: Citywide streetlight construction Complete:										
Facility: citywide	STP	80/20/0		450 a	450 a	450 a	450 a	450 a	450 a	18,000
From: citywide				2,550 c	2,550 c	2,550 c	2,550 c	2,550 c	2,550 c	
To:										
Total Funds:										18,000

Description: This project will provide installation/construction of the District's aging streetlight systems to provide safe operations. Work includes upgrading of lighting in tunnels, freeway air rights, overhead signs structures, and obsolete navigational lights on bridges.

TIP ID: 5385 Agency ID: AD011- AD012-FY Title: Streetlight Asset Mgmt - Federal Complete:										
Facility:	NHS	83/17/0		3,000 c	3,000 c	3,000 c	3,000 c	3,000 c	3,000 c	18,000
From:										
To:	STP	83/17/0		450 a	450 a	450 a	450 a	450 a	450 a	48,000
				7,550 c	7,550 c	7,550 c	7,550 c	7,550 c	7,550 c	
Total Funds:										66,000

Description: This project will provide maintenance for the District's aging streetlights systems to provide safe operations. Work includes upgrading of lighting in tunnels, freeway air rights, overhead signs structures, obsolete navigational lights on bridges, and tunnel ventilation systems. Projects include:

- a. Streetlight Series Circuit Conversion
- b. Local Streetlight Conversion
- c. Streetlight Replacement
- d. Streetlight Design Services
- e. Streetlight System Upgrade
- f. Electrical Systems Upgrade
- g. CW Painting of Streetlight and Traffic Signal Poles
- h. CW Street Light Maintenance
- i. Multiple Circuit Conversion
- j. Street Lighting Asset Management

Streetlight Asset Mgmt & Streetlight Construction - Local										
TIP ID: 5350 Agency ID: AD304 Title: Streetlight Asset Mgmt & Streetlight Construction - Local Complete:										
Facility:	State/DC	0/100/0		2,624 a	1,312 a	1,312 a	1,312 a	1,312 a	10,256 c	101,061
From:				17,888 c	17,701 c	19,200 c	19,200 c	19,200 c		
To:										
Total Funds:										101,061

Description: This project will provide maintenance of streetlights, alley lights, alley tree trimming for blockage of alley lighting, knockdowns, and asset inventory for lighting on non-federally-funded streets.

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Streetscape

TIP ID: 3552	Agency ID: ED063A	Title: Great Streets - Martin Luther King, Jr. Avenue, SE	Complete: 2015
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Facility:	STP	80/20/0	1,000 a	1,000 a							
From: Good Hope Road										Total Funds:	1,000
To:											

Description: The Great Streets program will provide a combination of local public funds and federal aid to be invested in streetscape improvements on selected commercial corridors as a means of stimulating private investment and improvement in retail opportunities in local residential neighborhoods. The program will also improve transportation infrastructure and increase mobility choices, including improved transit services, bicycle facilities and pedestrian facilities, as well as promote transportation safety.

TIP ID: 2922	Agency ID: ED064A	Title: Great Streets - Minnesota Ave, NE	Complete: 2015
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Facility:	STP	80/20/0		700 a			14,000 c				
From: A Street, NE										Total Funds:	28,700
To: Sheriff Road, NE											

Description: Conduct traffic assessments and provide public review and comment of proposed streetscape design elements. Conduct environmental assessments. Prepare concept designs, design plans and specifications; construct improvements to sidewalks, curbs, gutters, streets, and tree boxes; replace street trees and install other streetscape elements. Construct facilities to improve reliability and safety of transit services, including transit lanes; provide bicycle lanes; and improve pedestrian circulation.

TIP ID: 3435	Agency ID: ED096A, ED067A	Title: Great Streets - Georgia Ave	Complete:
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Facility:	ARRA/TIGER	80/20/0	300 a								
From:										Total Funds:	2,000
To:											
	NHS	80/20/0	969 a	2,000 a							
										Total Funds:	2,000

Description: Conduct traffic assessments and provide public review and comment of proposed streetscape design elements. Conduct environmental assessments. Prepare concept designs; design plans and specifications; construct improvements to sidewalks, curbs, gutters, streets, and tree boxes; replace street trees; and install other streetscape elements. Construct facilities to improve reliability and safety of transit services, including transit lanes; provide bicycle lanes; and improve pedestrian circulation.

TIP ID: 2743	Agency ID: EDS05C, ED061	Title: Great Streets - Pennsylvania Ave, SE	Complete: 2016
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Facility: Pennsylvania Ave. SE	NHS	80/20/0		2,000 a							
From: Sousa Bridge										Total Funds:	2,000
To: 27th St. SE (west of)											

Description: Conduct traffic assessments and provide public review and comment of proposed streetscape design elements. Conduct environmental assessments. Prepare concept designs, design plans and specifications; construct improvements to sidewalks, curbs, gutters, streets, and tree boxes; replace street trees; and install other streetscape elements. Construct facilities to improve reliability and safety of transit services, including transit lanes; provide bicycle lanes; and improve pedestrian circulation. Phase II will include work on Pennsylvania Ave. SE from the Sousa Bridge to west of 27th St. SE.

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Traffic Congestion Mitigation

TIP ID: 2945	Agency ID: AF026A, CM010, C Title: Traffic Congestion Mitigation									Complete:
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Facility:	CMAQ	80/20/0		1,000 a	1,000 a	1,000 a	1,000 a	1,000 a	1,000 a	6,000
From:										
To:										Total Funds: 6,000

Description: Identify neighborhoods affected by traffic congestion impacts; determine the causes of traffic congestion; and identify alternative construction projects, traffic management strategies, and other transportation improvement strategies to reduce traffic congestion. Also, environmental studies will assess how the proposed construction projects or traffic management studies will impact air and water quality in the District of Columbia. Outreach to residents, employees and visitors about alternative transportation options to special events and attractions. Provide a multi-modal transportation information resource website (www.goDCgo.com). Create a commuter store that sells fare media and provides trip planning assistance. The project includes an annual District program and annual allocations.

a. District TDM/goDCgo
b. Travel Demand Model



Traffic Signal Maintenance NH-STP (CW)

TIP ID: 5347	Agency ID: CI046A, CI047A		Title: Traffic Signal Maintenance NH-STP							Complete:
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Facility: Citywide	NHS	83/17/0		2,000 c	2,000 c	2,000 c	2,000 c	2,000 c	2,000 c	12,000
From: Citywide										
To: Citywide	STP	83/17/0		6,500 c	6,500 c	6,500 c	6,500 c	6,500 c	6,500 c	39,000
									Total Funds: 51,000	

Description: Provide effective and efficient maintenance services for the traffic signal systems throughout the District of Columbia.

Union Station Escalator Replacement

TIP ID: 6030	Agency ID:		Title: Union Station Escalator Replacement							Complete:
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Facility:	FRA Earmark	50/50/0	1,000 c	3,541 c	4,000 c					7,541
From:										
To:										Total Funds: 7,541

Description: Replacement of twelve escalators in the Union Station parking garage.

Urban Forestry Program

TIP ID: 5313	Agency ID: CG311, CG312, C		Title: Urban Forestry Program							Complete:
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Facility:	NHS	80/20/0				1,500 c	1,500 c	1,500 c	1,500 c	4,500
From:										
To:	STP	80/20/0		2,100 c	2,100 c	2,100 c	2,100 c	2,100 c	2,100 c	12,600
									Total Funds: 17,100	

Description: Plant new trees, remove dead and diseased trees, treat diseased trees, replace trees, and landscape along local and Federal roads.



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Walter Reed Campus										
TIP ID: 6022	Agency ID:	Title: Walter Reed - Main Drive, Etc.							Complete:	
Facility:	STP	80/20/0		600 a	6,000 c					6,600
From: Georgia Avenue NW										
To: 16th Street NW										
										Total Funds: 6,600
Description: Design and construction of transportation improvements related to the redevelopment of Walter Reed Hospital site.										

TERMS										
Transportation Emissions Reduction Measures										
TIP ID: 5696	Agency ID:	Title: Clean Air Partners							Complete:	
Facility:	State/DC	0/100/0	162 e	54 e	54 e	54 e	54 e	54 e		216
From:										
To:										
										Total Funds: 216
Description: The purpose of the Air Quality Public Education Project is to educate the public about congestion and transportation-related air pollution with specific actions and commute alternatives to reduce existing air quality problems.										

TIP ID: 3219	Agency ID: CM072	Title: Commuter ConnectionS Program							Complete:	
Facility:	CMAQ	80/20/0		700 a	700 a	700 a	700 a	700 a	700 a	4,200
From:										
To:										
										Total Funds: 4,200
Description: This program's mission is to reduce mobile source emissions by reducing the number of vehicle miles traveled, and supporting other Transportation Control Measures. The project provides funding to the TPB's Commuter Connections Program for the following projects: a. Employer Outreach b. Guaranteed Ride Home c. Commuter Operations Center d. Mass Marketing e. Monitoring and Evaluation										

Maintenance										
Bridge Operation and Maintenance										
TIP ID: 5785	Agency ID:	Title: Construction							Complete:	
Facility:	State/DC	0/100/0		1,080 c	1,080 c	1,080 c	1,080 c	1,055 c	1,080 c	6,455
From:										
To:										
										Total Funds: 6,455
Description: The Bridge Reconstruction and Rehabilitation program helps ensure safe and efficient use of the City's bridges and structures. This project includes various activities that extend the useful life of the District's bridges including joint replacement and sealing, surface rehabilitation and localized reconstruction.										

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Citwide Engineering Services for Structures and Bridges											
TIP ID: 6087	Agency ID: MNT05A		Title: Citwide Engineering Services for Structures and Bridges							Complete:	
Facility: Bridges and Structures	BR	80/20/0		1,000 a						1,000	
From:											
To:	NHPP	80/20/0			1,000 a	1,000 a				2,000	
Total Funds:										3,000	

Description: Provide engineering services for bridges and structure design, geotechnical or other investigations, surveying, including constructability review.

Citywide Pump Stations Rehab											
TIP ID: 6088	Agency ID: MNT01		Title: Citywide Pump Stations Rehab							Complete:	
Facility:	STP	80/20/0		65 c	600 a	150 a	175 a	175 a	1,350 c	5,580	
From:						1,150 c	575 c	1,340 c			
To:											
Total Funds:										5,580	

Description: The pump stations are needed of upgrade. During long rain events and heavy intense rain events the pump station is flooded and the roadway is closed. On an annual basis one or two pump stations will be rehabilitated or upgraded.

Citywide Sidewalks and Retaining Wall Condition Survey											
TIP ID: 6089	Agency ID:		Title: Citywide Sidewalks and Retaining Wall Condition Survey							Complete:	
Facility:	STP	80/20/0		900 a						900	
From:											
To:											
Total Funds:										900	

Description:

Missouri Avenue, Kansas Avenue, Kennedy Street Intersection Improvements											
TIP ID: 6094	Agency ID: MNT07		Title: Missouri Avenue, Kansas Avenue, Kennedy Street Intersection Improvements							Complete:	
Facility: Missouri Avenue, NW	STP	80/20/0		450 a	2,650 c					3,100	
From: 3rd Street, NW											
To: 2nd Street, NW											
Total Funds:										3,100	

Description: Reconfiguration of Missouri Avenue, NW, Kansas Avenue and Kennedy Street, NW intersection in accordance with IPMA SSQC field study and recommendations of September 16, 2009.

TIP ID: 6095	Agency ID: MNT07		Title: Missouri Avenue, Kansas Avenue, Kennedy Street Intersection Improvements							Complete:	
Facility: Missouri Avenue, NW	STP	80/20/0		450 a	2,650 c					3,100	
From: 3rd Street, NW											
To: 2nd Street, NW											
Total Funds:										3,100	

Description: Reconfiguration of Missouri Avenue, NW, Kansas Avenue and Kennedy Street, NW intersection in accordance with IPMA SSQC field study and recommendations of September 16, 2009.

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Resurfacing Streets and Freeways Citywide

TIP ID: 3215	Agency ID: SR014	Title: Resurfacing Streets and Freeways Citywide							Complete:
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Facility: Citywide	STP	80/20/0		9,300 c	9,300 c	9,300 c	9,300 c	9,300 c	9,300 c	55,800
From:										
To:									Total Funds:	55,800

Description: Roadway resurfacing improvements prevent extensive deterioration and potholes. Improvements extend the useful life of the original construction and diminishes the frequency of more costly reconstruction. Work includes the restoration and rehabilitation of distressed highway pavements through resurfacing improvements on roads eligible for federal aid. Work includes the removal of existing asphalt wearing surfaces; replacing deteriorated portions of pavement base; rehabilitating curbs, gutters, and sidewalks; installing curb and bicycle ramps; construction asphalt surface overlays; installation of signage; pavement markings; installation of street lights; upgrading traffic signals; and new trees as needed.

- a. Federal Aid Resurfacing
- b. Federal-aid Pavement Restoration
- c. Regular Cover
- d. Slurry/Joint Seal
- e. Citywide Resurfacing
- f. Local Pavement Restoration (Potholes)
- g. Asphalt PCC repair
- h. Public Lands Highways (e.g. American Veterans Disabled for Life Memorial - construction to be obligated in FY 2012)
- i. Special Resurfacing Initiatives
- j. Pavement Marking and Traffic Calming Improvements
- k. Street Repair and Management Equipment and Materials
- l. Street Sign Improvements

TIP ID: 5339	Agency ID: SR037A	Title: Federal-Aid Pavement Restoration - National Highway System (NHS) Routes							Complete:
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Facility: Pavement restoration on NHS routes	NHS	80/20/0		4,800 c		2,400 c	2,400 c	150 a	4,800 c	16,950
From:								2,400 c		
To:									Total Funds:	16,950

Description: Work under this contract consists of performing preventive maintenance activities to rehabilitate and maintain roadway and roadside assets within the right-of-way on the District's portion of the National Highway System (NHS). The majority of the work will consist of resurfacing various roadway segments. Resurfacing will include either the full roadway width, lane by lane or spot locations. The work also includes, but is not limited to, performing repairs or replacements of existing structures including curbs, gutters, sidewalks, driveway entrances, base pavements, and corner cut backs; replacing or resetting stone and concrete curb; replacing perimeter fencing; furnishing sewer-water manhole frames and basin tops; constructing wheelchair / bicycle ramps; cleaning catch basins and connecting pipe; weed control; necessary grading and excavating; and other miscellaneous work needed to complete the project.

Safety Improvements of 15th Street NW Intersection of Florida Avenue, NW and NH Avenue

TIP ID: 6100	Agency ID:	Title: Safety Improvements of 15th Street NW Intersection of Florida Avenue, NW and NH Avenue							Complete:
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Facility:	STP	80/20/0		200 a	2,700 c					2,900
From:										
To:									Total Funds:	2,900

Description:

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Sheriff Road, NE Safety Improvements

TIP ID: 6101	Agency ID:	Title: Sheriff Road, NE Safety Improvements							Complete:
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Facility:	STP	80/20/0	80 a	1,200 c						1,280
From:										
To:										
									Total Funds:	1,280

Description: Work under the contract consists of the contractor constructing safety improvement on Sheriff Road, NE from 43rd intersection to 51st Street, NE intersection. The total length of the project is approximate 4,416 feet.

Traffic Signal LED Replacement

TIP ID: 6115	Agency ID:	Title: Traffic Signal LED Replacement							Complete:
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Facility:	NHS	80/20/0	600 c	600 c	600 c	600 c	600 c	600 c	600 c	3,600
From:										
To:	STP	80/20/0	600 c	600 c	600 c	600 c	600 c	600 c	600 c	3,600
									Total Funds:	7,200

Description: Replace traffic and pedestrian signal LED modules at all signalized intersections on the surface transportation systems.

Tree Maintenance

TIP ID: 6118	Agency ID:	Title: Tree Maintenance							Complete:
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Facility:	NHS	80/20/0	1,500 c	1,500 c	1,500 c	1,500 c	1,500 c	1,500 c	1,500 c	9,000
From:										
To:	STP	80/20/0	2,100 c	2,100 c	2,100 c	2,100 c	2,100 c	2,100 c	2,100 c	8,400
									Total Funds:	17,400

Description:

**Transit
5303/5304 FTA Program**

TIP ID: 6102	Agency ID:	Title: 5303/5304 FTA Program							Complete:
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Facility:	Section 5303	80/20/0	410 a	410 a	410 a	410 a	410 a	410 a	410 a	2,460
From:										
To:										
									Total Funds:	2,460

Description: FTA grant to support metropolitan planning activities (5303) and Statewide/DC based planning activities.

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Bus Only Lane (Planning and Implementation)

TIP ID: 6086	Agency ID:	Title: Bus Only Lane (Planning and Implementation)	Complete:
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Facility: H and I Streets (Bus only Lanes)	CMAQ	83/17/0	250 a	250 c						500
From:										
To:	Total Funds: 500									

Description: DDOT and WMATA identified the H and I Street couplet on eastbound H Street NW from 17th Street NW to New York Avenue NW and on westbound I Street NW from 13th Street NW to Pennsylvania Avenue NW as two possible locations for bus lanes due to the high number of WMATA buses traveling these segments (over 400 buses a day). WMATA has undertaken a feasibility study. This project would complete any planning/outreach needed and implement.

DC Circulator - National Mall Area Route

TIP ID: 6104	Agency ID:	Title: DC Circulator - National Mall Area Route	Complete:
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Facility:	State/DC	0/0/100		7,900 e						7,900
From:										
To:	Total Funds: 7,900									

Description: This area would be served either by two separate routes, or one route. Analysis has been done on both.

DC Circulator New Buses for Replacement and Expansion

TIP ID: 6105	Agency ID:	Title: DC Circulator New Buses for Replacement and Expansion	Complete:
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Facility:	State/DC	0/100/0	16,814 e	4,850 e	11,154 e	11,077 e	13,084 e	10,773 e		67,752
From:										
To:	Total Funds: 67,752									

Description: Additional Circulator buses must be purchased in order to expand service to additional routes.

DC Circulator Expansion - Phase I

TIP ID: 6103	Agency ID:	Title: DC Circulator Expansion - Phase I	Complete:
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Facility:	State/DC	0/100/0	1,576 e	10,500 e	15,091 e	15,450 e	15,828 e	16,224 e		74,669
From:										
To:	Total Funds: 74,669									

Description: Implement the Phase I DC Circulator routes as identified in the DC Circulator 10-Year Transit Development Plan.

DC Circulator System Operations

TIP ID: 6106	Agency ID:	Title: DC Circulator System Operations	Complete:
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Facility:	State/DC	0/100/0	14,716 e	18,036 e	19,001 e	19,951 e	20,948 e	21,996 e		114,648
From:										
To:	Total Funds: 114,648									

Description: This item funds the ongoing operations and maintenance of the existing DC Circulator routes.

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DDOT School Subsidy Program Support

TIP ID: 6107	Agency ID:	Title: DDOT School Subsidy Program Support							Complete:	
Facility:	State/DC	0/100/0		206 a	206 a	214 a	184 a	189 a	189 a	1,188
From:										
To:	Total Funds: 1,188									

Description: DDOT administers the School Transit Subsidy Program for all Charters, Private and educational institutions in the District. The agency provides funding support for the DC One Card rollout to Charter and Private Schools throughout the city. This project line item budget for new staffing materials, technical support and training.

East-West Transitway

TIP ID: 3505	Agency ID: SR075A	Title: East-West Transitway							Complete: 2018	
Facility:	NHS	80/20/0		10,000 c	20,000 c	20,000 c				50,000
From: 24th Street NW										
To: 7th Street NW	Total Funds: 50,000									

Description: This project will redesign and reconstruct a major east/west arterial roadway serving the downtown area with an exclusive median running transitway between Mt Vernon Triangle and Washington Circle. The new roadway will provide improved transit and vehicular mobility, reduce congestion and air pollution, and improve transportation safety. The reconstruction of K Street will strengthen the economic vitality of the city's downtown core.

School Transit Subsidy (District Wide)

TIP ID: 6108	Agency ID:	Title: School Transit Subsidy (District Wide)							Complete:	
Facility:	State/DC	0/100/0		6,600 a	7,000 a	7,000 a	7,000 a	7,200 a	7,200 a	42,000
From:										
To:	Total Funds: 42,000									

Description: The District, through DDOT, subsidizes transit fare as part of the citywide School Transit Subsidy Program. Eligible students must meet criteria as established by District Law.

Specialized Transportation Services for the Elderly & Persons with Disabilities

TIP ID: 3233	Agency ID:	Title: Specialized Transportation Services for the Elderly and Persons with Disabilities.							Complete:	
Facility:	Section 5310	80/20/0		450 a	450 a	450 a	450 a	450 a	450 a	2,700
From:										
To:	Total Funds: 2,700									

Description: Transportation for Elderly Person and Persons with Disability (Section 5310, Federal Transit Administration). This program provides formula funding to States for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities.

Streetcar

TIP ID: 5753	Agency ID:	Title: Anacostia Streetcar Extension							Complete: 2015	
Facility: MLK Jr Ave SE	CMAQ	80/20/0		1,000 a						1,000
From: Howard Rd SE										
To: Good Hope Rd SE	Total Funds: 1,000									

Description: The Anacostia Streetcar Extension is .61 mile surface fixed guideway transit line that includes electrically powered streetcar vehicles operating along tracks located within the existing street and travel lanes. The NEPA study currently underway will address potential impacts of the project, as well as, preliminary engineering (conceptual 30%) for the line.

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Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
TIP ID: 5755 Agency ID: _____ Title: Union Station to Georgetown Waterfront via K Street Extension Complete: 2014									
Facility: Streetcar (track, poles, overhead wires, etc)	CMAQ	80/20/0	1,500	d					1,500
From: Union Station via K Street NW									
To: Washington Circle (Foggy Bottom Area)									
									Total Funds: 1,500
Description: The DC Streetcar: Union Station to Georgetown Waterfront is a 3.3 mile surface fixed guideway for a premium transit line. The Alternative Analysis (AA) Study will assist in financing the evaluation of all reasonable modal and multimodal alternatives and general alignment options for identified transportation need in the corridor. After locally preferred alternative is evaluated in the AA Study, a NEPA action will address the potential impacts of the project.									

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
TIP ID: 6031 Agency ID: _____ Title: DC Streetcar Construction Phase I Complete: _____									
Facility: _____	CMAQ	80/20/0				2,000	e	4,000	e
From: _____									
To: _____	State/DC	0/100/0	12,514	a	5,000	a	70,000	c	1,625
			28,000	c	58,000	c	44,875	c	236,514
									Total Funds: 246,514

Description: The proposed 37 miles DC Streetcar network is divided into a three system wide proposed phases. Each phase is composed of a set of extensions (segments) that will be further study, design and constructed. Local funding for construction of extensions of the Phase 1 include: Anacostia Streetcar Extension, Union Station to Washington Circle and Benning Rd. Extension

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
TIP ID: 5754 Agency ID: CM080A Title: Benning Road Extension Complete: _____									
Facility: Streetcar (track, poles, overhead wires, etc)	CMAQ	80/20/0	1,200	a	2,000	a			2,000
From: Along Benning Road from Oklahoma Ave NE									
To: Along Benning Road to 42nd Street NE									
									Total Funds: 2,000
Description: The Benning Road Streetcar Extension is a 1.95-mile surface fixed guide way transit line that includes electrically powered streetcar vehicles operating along tracks located within the existing street and travel lanes. The NEPA study will address potential impacts of the project, as well as, preliminary engineering (conceptual) for the line.									

Transit Grant Management Support

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
TIP ID: 6109 Agency ID: _____ Title: Transit Grant Management Support Complete: _____									
Facility: _____	Section 5303	80/20/0	99	a	99	a	99	a	99
From: _____									
To: _____									
									Total Funds: 594
Description: Transit management support to ensure compliance with District and Federal laws and reporting for transit related grants. Support other functions within the agencies, such as procurement and civil rights to ensure compliance with local and federal reporting requirements.									

Transit Planning Support

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
TIP ID: 6110 Agency ID: _____ Title: Transit Planning Support Complete: _____									
Facility: _____	Section 5303	80/20/0	300	a	300	a	300	a	300
From: _____									
To: _____									
									Total Funds: 1,800
Description: Transit planning funding to support planning activities for the implementation and expansion of transit services in the District of Columbia. These funds would support planning activities related to study to implement additional DC Circulator routes and Metro Extra services, study of traffic impact of dedicated bus lanes, research on transit usage in the city, expansion of taxi pilot for supporting paratransit services among other things.									

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	Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
Union Station Access and Capacity Improvements										
TIP ID: 4907	Agency ID:	Title: Union Station Access and Capacity Improvements							Complete: 2013	
Facility: K Street, NE	Earmark	80/20/0		965	c					965
From: 3rd Street, NE	State/DC	0/100/0		241	c					241
To: Mass Ave and N. Capitol Street NE										
Total Funds:										1,206

Description: Originally this project was intended for access and capacity improvements at Union Station that would provide access to H Street bus routes and the bus deck of the Union Station parking garage. As a result of changes necessitated by the Amtrak Union Station Master Plan, the funds will no be used for the Columbus Circle access improvements.

ITEM 8 – Information


May 15, 2013

Briefing on Changes in Regional Commuter Patterns since 2007

Staff Recommendation: Receive briefing on changes in regional commuting patterns and shifts in single occupant vehicle (SOV), carpool, transit and biking commuting modal shares since the 2007/2008 TPB Household Survey

Issues: None

Background: The changes in regional commuting patterns are on based on analysis of more recent journey to work data collected in the American Community Surveys conducted by the US Census Bureau.



Item #8
Updated Slides

Changes in Regional Commuter Patterns 2000 - 2011

Robert E. Griffiths
Technical Services Director

National Capital Region Transportation Planning Board

May 15, 2013



Background

- Periodic Census and TPB Household Travel Surveys can be used to examine how commuter patterns in the region are changing over time
- The last region-wide TPB Household Travel Survey was conducted in 2007/2008
- Analysis of Census American Communities Survey (ACS) Data provides an opportunity to examine how commuting patterns in the region have changed since 2007 as well as since the 2000 Census
- Data in this presentation were developed from 2000 Census, 2007 ACS and 2011 ACS Public Use Microdata Samples (PUMS).



Caveats:

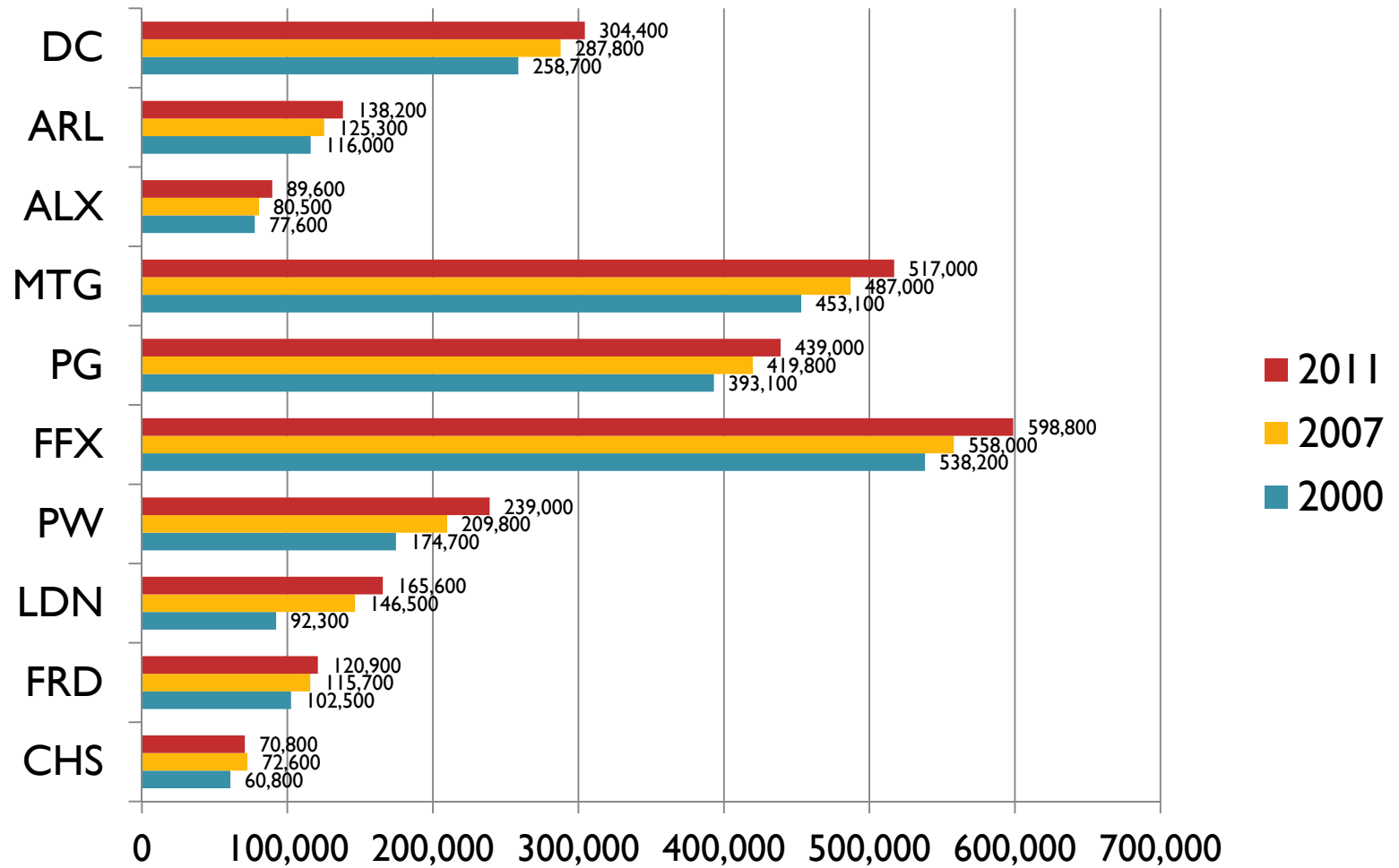
- The Census and ACS questionnaires asked “At what location did this person work last week?” and “How did this person usually get to work last week?” and, if more than one mode of transportation was used, to just report the mode used for the most of the distance. TPB Travel Surveys ask how persons travel on a randomly assigned weekday and capture all modes of transportation used for multi-modal transit trips.
- The 2007 and 2011 ACS PUMS data are from a sample of about 17,000 households in the region and are subject to both sampling and non-sampling error. The lightly striped bar chart bars in this presentation indicate where the data may be affected by these sampling issues.
- The 2000, 2007, and 2011 PUMS data geographically combine household data for Loudoun, Fauquier, Clarke, and Warren Counties. The data in this presentation prorate Loudoun County’s portion of the geographically combined totals. The Loudoun County portion of the PUMS combined areas was approximately 75%.
- The data in this presentation exclude approximately 46,500 workers from other areas temporarily working in the region in the previous week and 20,500 workers from our region who were temporarily working outside of our region in the previous week.

Changes in Net In-Commuting

Year	Workers Working In Region	Workers Residing In Region	Net In-Commuters	Percent In-Commuting
2000	2,424,000	2,267,000	157,000	6.5%
2007	2,733,000	2,503,000	230,000	8.4%
2011	2,913,000	2,683,000	229,000	7.9%

Note: These figures exclude approximately 46,500 workers from other areas of the country temporarily working in the TPB Planning region and 20,500 workers from our region temporarily working outside of our region in the previous week

Workers by Place of Residence

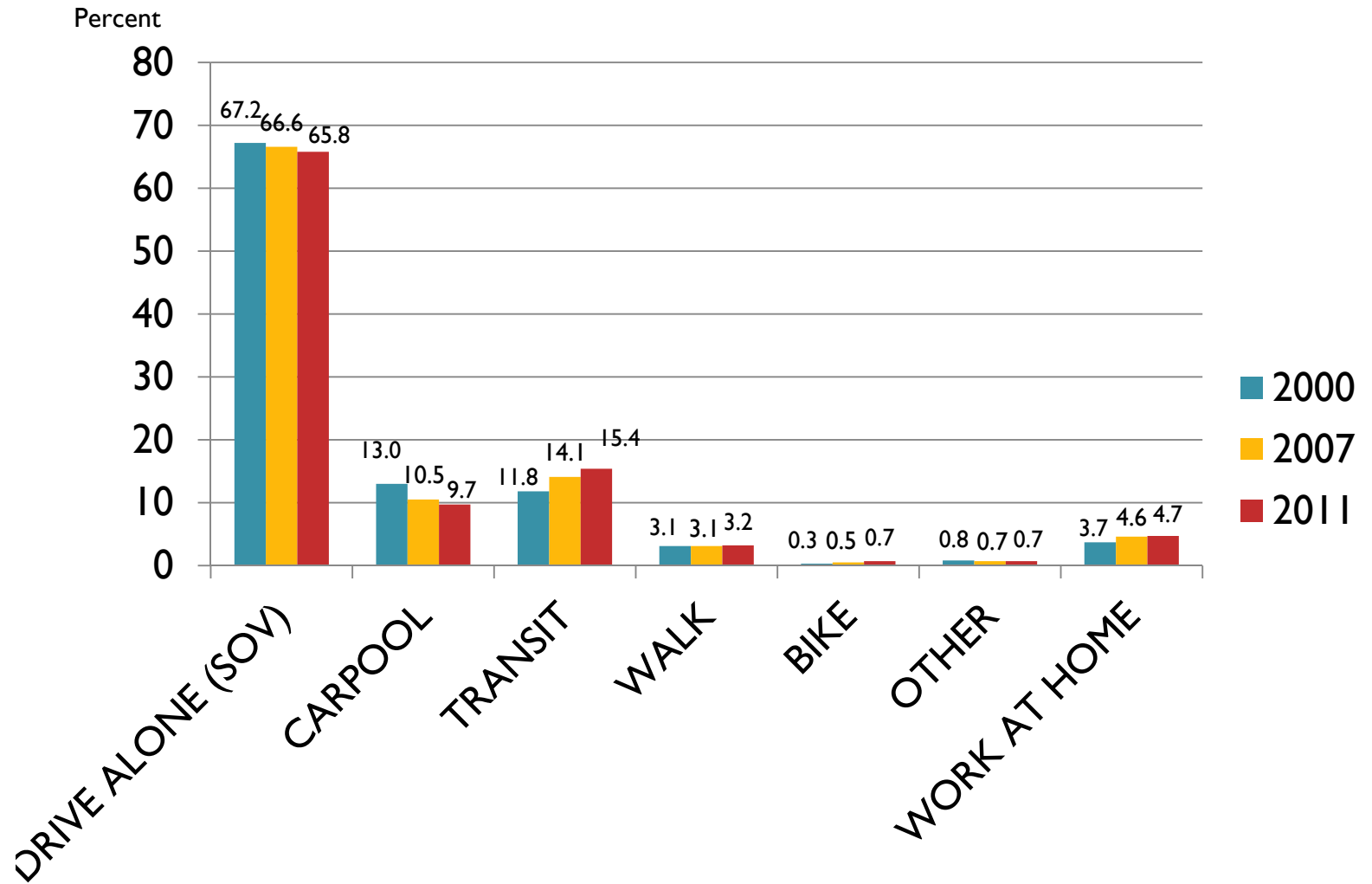




Major Changes in Workers by Place of Residence

- Between 2000 and 2011 Loudoun County added about 73,000 workers, Montgomery Counties and Prince William County (combined with the Cities of Manassas and Manassas Park) added about 64,000 each, and Fairfax County (combined with the Cities of Fairfax and Falls Church) added about 61,000 workers
- Prince George's County and the District of Columbia both added about 46,000 workers between 2000 and 2011
- In the 2007-2011 period, the greatest increases were in Fairfax with the Cities of Fairfax and Falls Church (+34,000), Prince William with the Cities of Manassas and Manassas Park (+28,000) and Montgomery (+27,000)
- The greatest increases in commuting flows between 2000 and 2011 were Montgomery to Montgomery (+42,000), DC to DC (+41,000), Loudoun to Loudoun (+31,000), Prince William/Cities to Prince William/Cities (+29,000), Fairfax/Cities to Fairfax/Cities (+28,000), Loudoun to Fairfax/Cities (+ 23,000) and Montgomery to DC (+20,000)
- About 90% of the workers added to the District's labor force between 2000 and 2011 both lived and worked in DC
- The greatest decreases in commuting flows between 2000 and 2011 were Montgomery to Fairfax/Cities (-8,000), Prince George's to Fairfax/Cities (-3,000), and DC to Fairfax/Cities (-2,000). Commuting flows from Montgomery and Prince George's to external areas outside the region also decreased significantly

Commute Mode Share

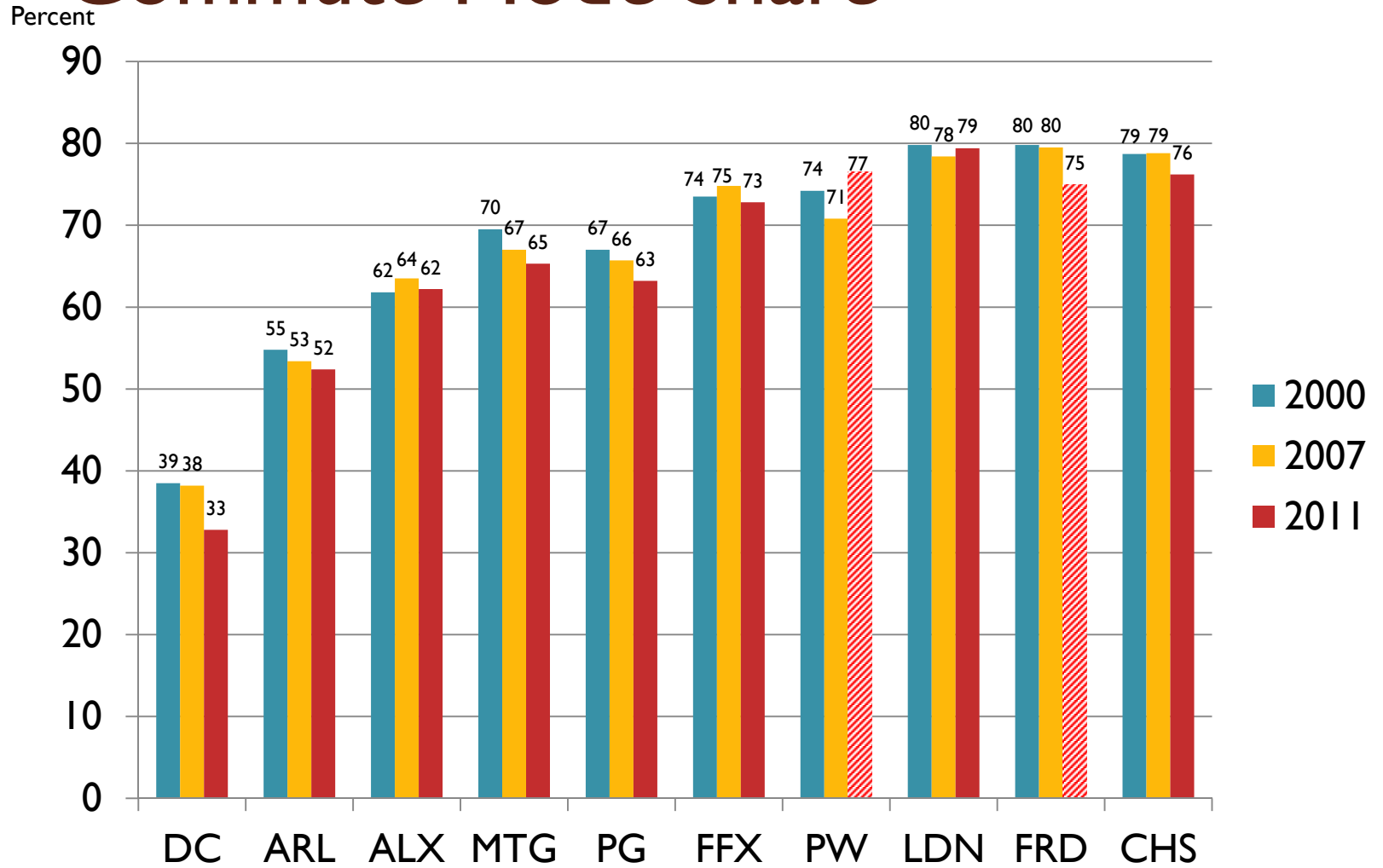




Changes in Commute Mode Share

- Regionally, between 2000 and 2011 workers commuters driving alone in single occupant vehicles (SOV) declined slightly from 67% to 66%
- Workers commuting in carpools and vanpools declined significantly from 13% to 10%
- The decline in carpooling was offset by an increase in transit commuting from 12% to 15%
- The walk to work mode share remained about the same at 3%
- The bike to work mode share increased from about 0.3% to about 0.7% (Caution suggested for very small percentages)
- The other means (taxi, shuttle bus, etc.) commute mode share remained about the same
- The percentage of workers who worked at home increased slightly from about 4% to 5%.

Drive Alone (SOV) Commuter Mode Share



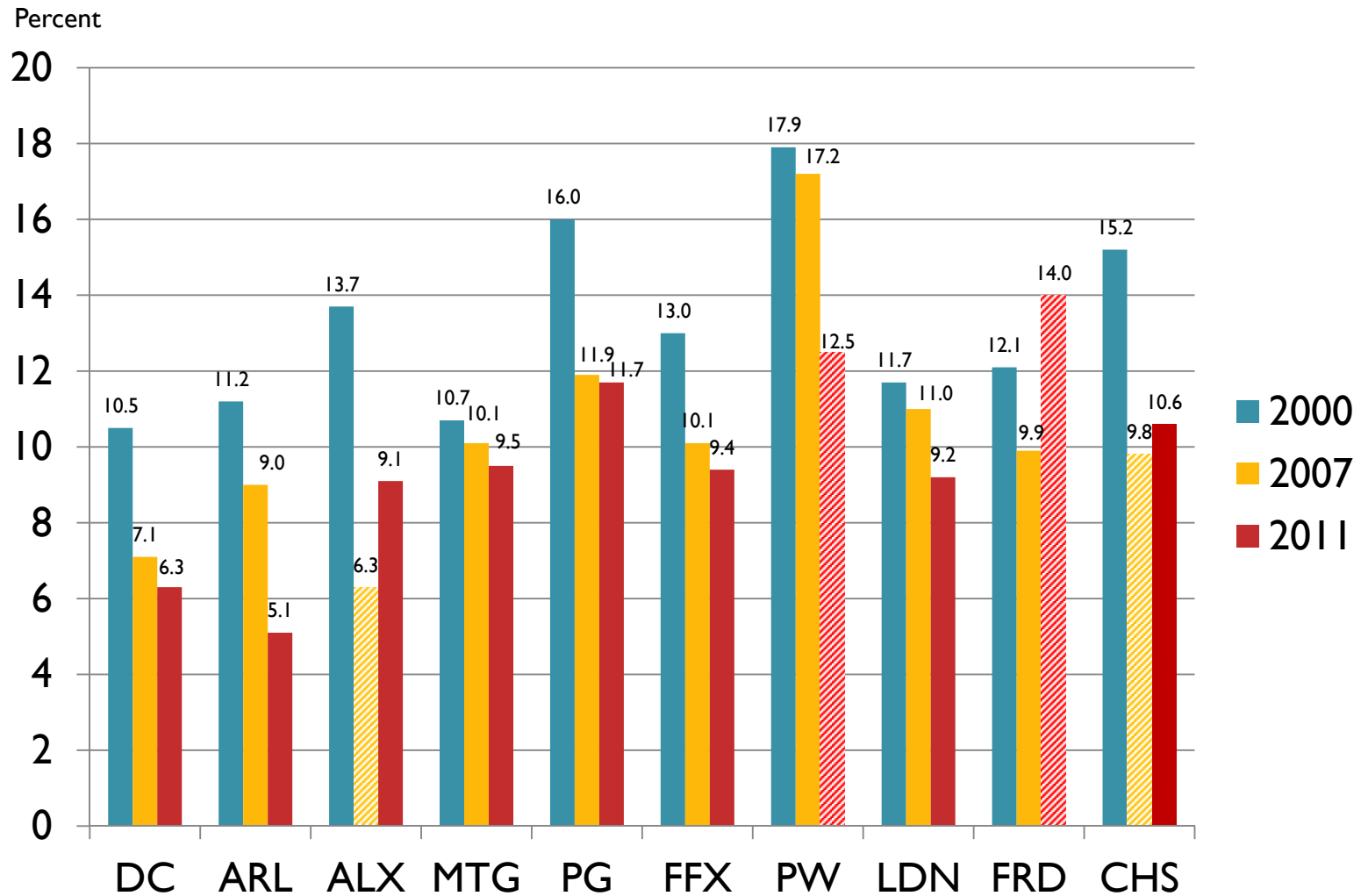
The regional Drive Alone/SOV commute mode share in 2011 was 66%



Changes in Drive Alone (SOV) Commute Mode Share

- Between 2000 and 2011 the drive alone/single occupant vehicle (SOV) mode share declined in DC, Arlington, Montgomery, and Prince George's and remained about the same in other jurisdictions in the region
- The greatest decreases in drive alone/single occupant vehicle (SOV) commuting flows were from Montgomery and Prince George's County to Fairfax and external areas outside the region
- Although drive alone/single occupant vehicle (SOV) mode share declined slightly in the region between 2000 and 2011, the total number of SOV commuters increased by about 228,000
- The greatest increases in drive alone/single occupant vehicle (SOV) commuting flows were from Loudoun to Loudoun, Loudoun to Fairfax/Cities, Prince William/Cities to Prince William/Cities, Prince William /Cities to Fairfax and Montgomery to Montgomery

Carpool Commute Mode Share



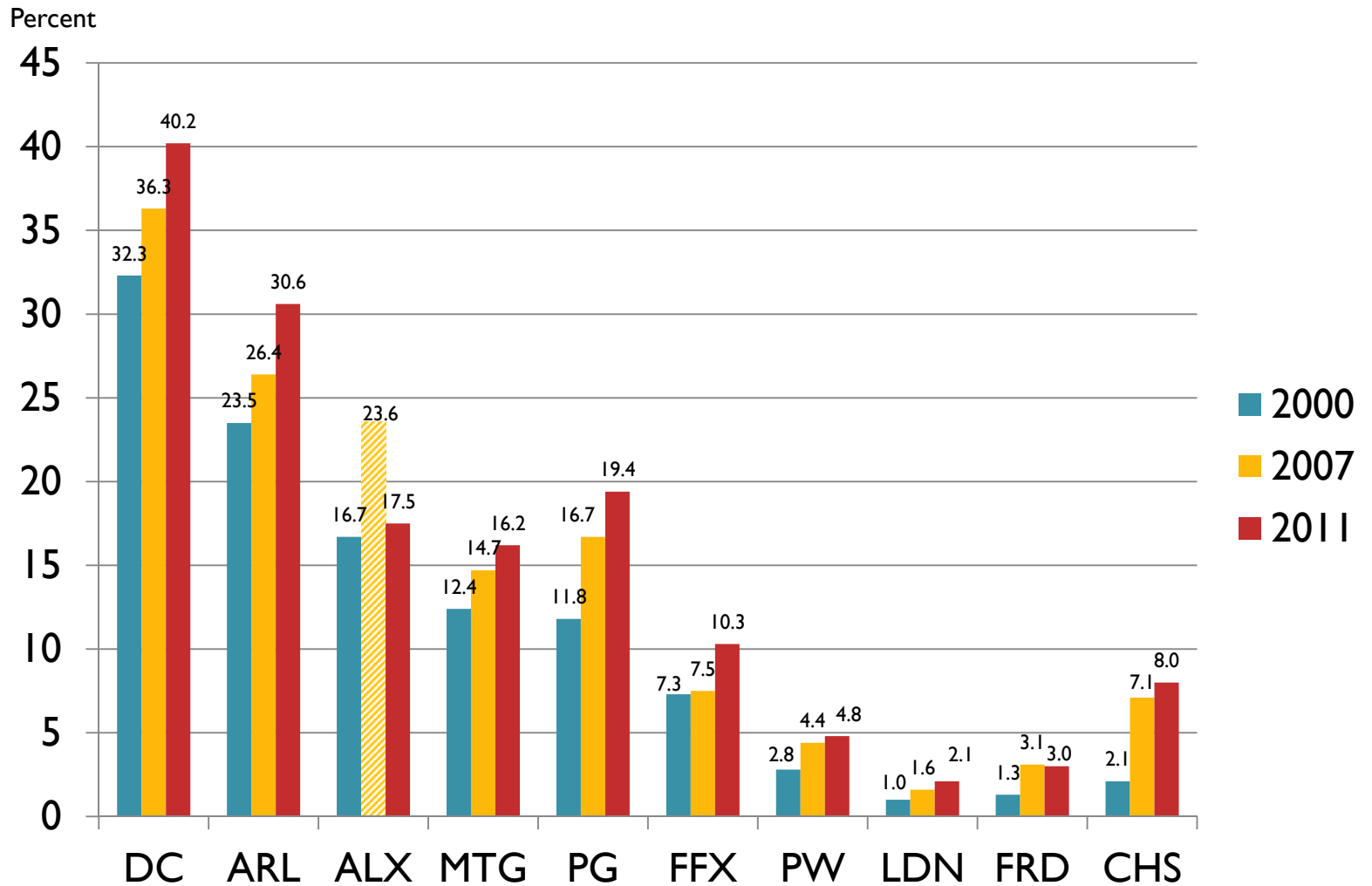
The regional Carpool commute mode share in 2011 was 9.7%



Changes in Carpool Commute Mode Share

- The carpool mode share declined regionally and in almost every jurisdiction between 2000 and 2011
- Most of the observed decrease in carpooling occurred between 2000 and 2007 and was also seen in the TPB Household Travel Survey and the Commuter Connections State of the Commute Survey.
- The greatest decreases in carpooling were from Prince George's and Fairfax/Cities to work place destinations in DC and Arlington
- The total number of regular carpoolers in the region declined by about 36,000 between 2000 and 2011.

Transit Commute Mode Share



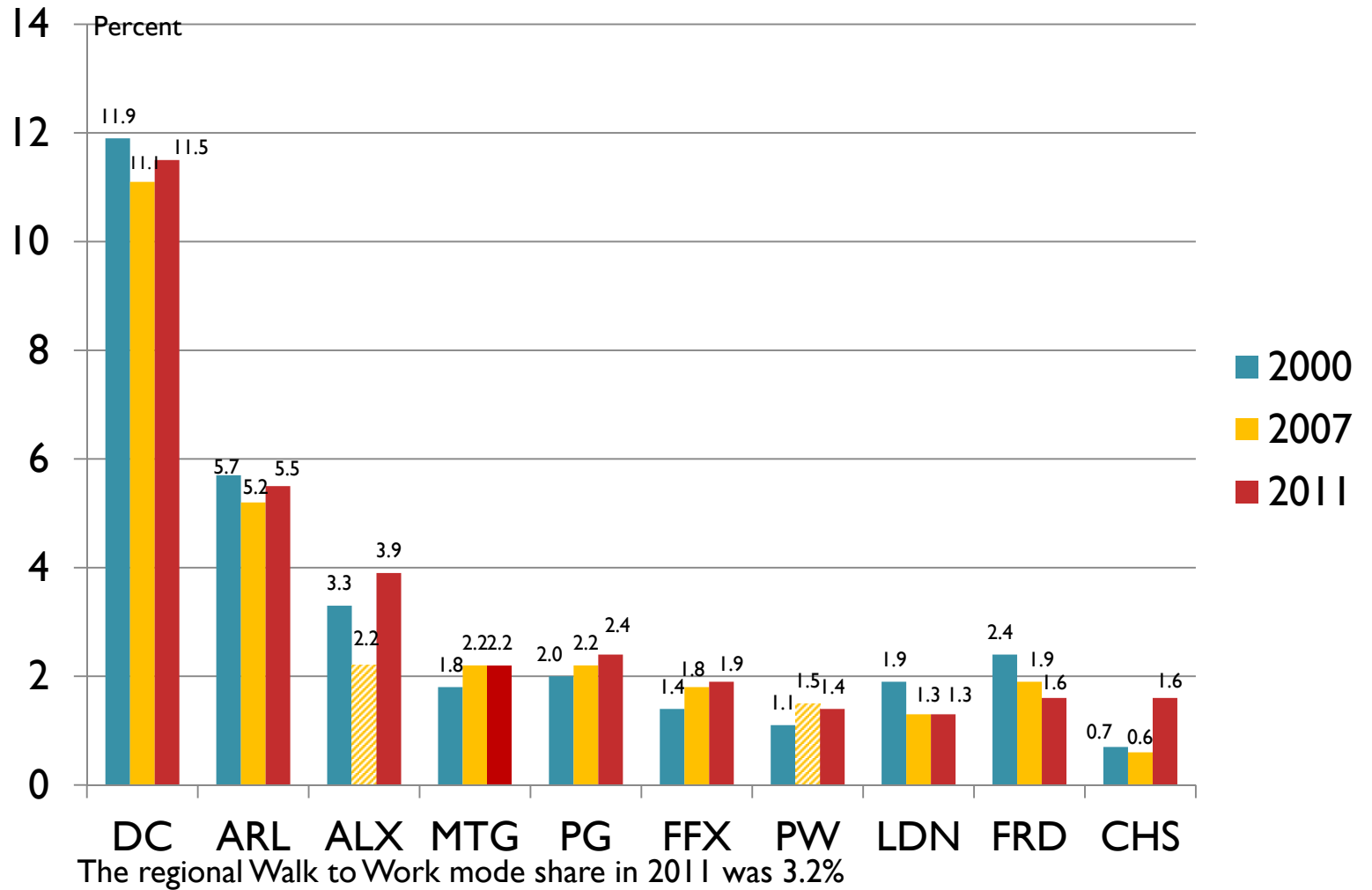
The regional Transit commute mode share in 2011 was 15.4%



Changes in Transit Commute Mode Share

- The transit mode share increased regionally and in almost every jurisdiction between 2000 and 2011
- Almost half of the observed increase in transit commuting occurred since 2011.
- The greatest increase in transit commuting was for workers who both lived and worked in DC (+31,000). Significant increases in transit commuting was also seen in commutes from Montgomery, Prince George's and Fairfax/Cities to DC, commutes within Prince George's, within Montgomery County, and within Fairfax/Cities. Transit commuting between Fairfax/Cities and Arlington also increased noticeably.
- The total number of regular transit commuters in the region increased by about 162,000 between 2000 and 2011.

Walk to Work Mode Share

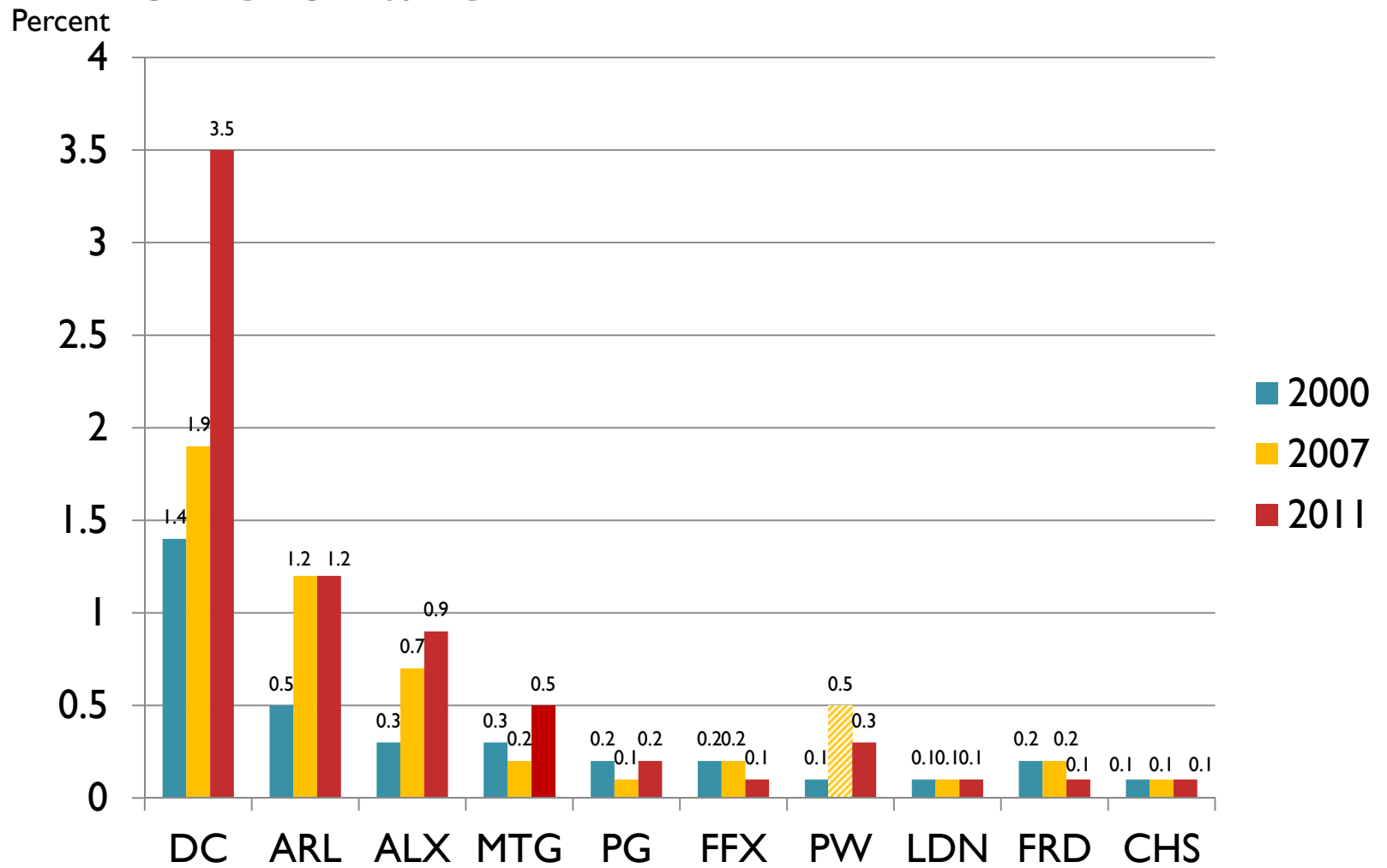




Changes in Walk Commute Mode Share

- The walk to work mode share remained fairly constant between 2000 and 2011
- DC, Arlington and Alexandria had the highest percentage of workers who walked to work
- The total number of workers in the region who regularly walked to work increased by about 17,000 between 2000 and 2011.

Bike Commute Mode Share



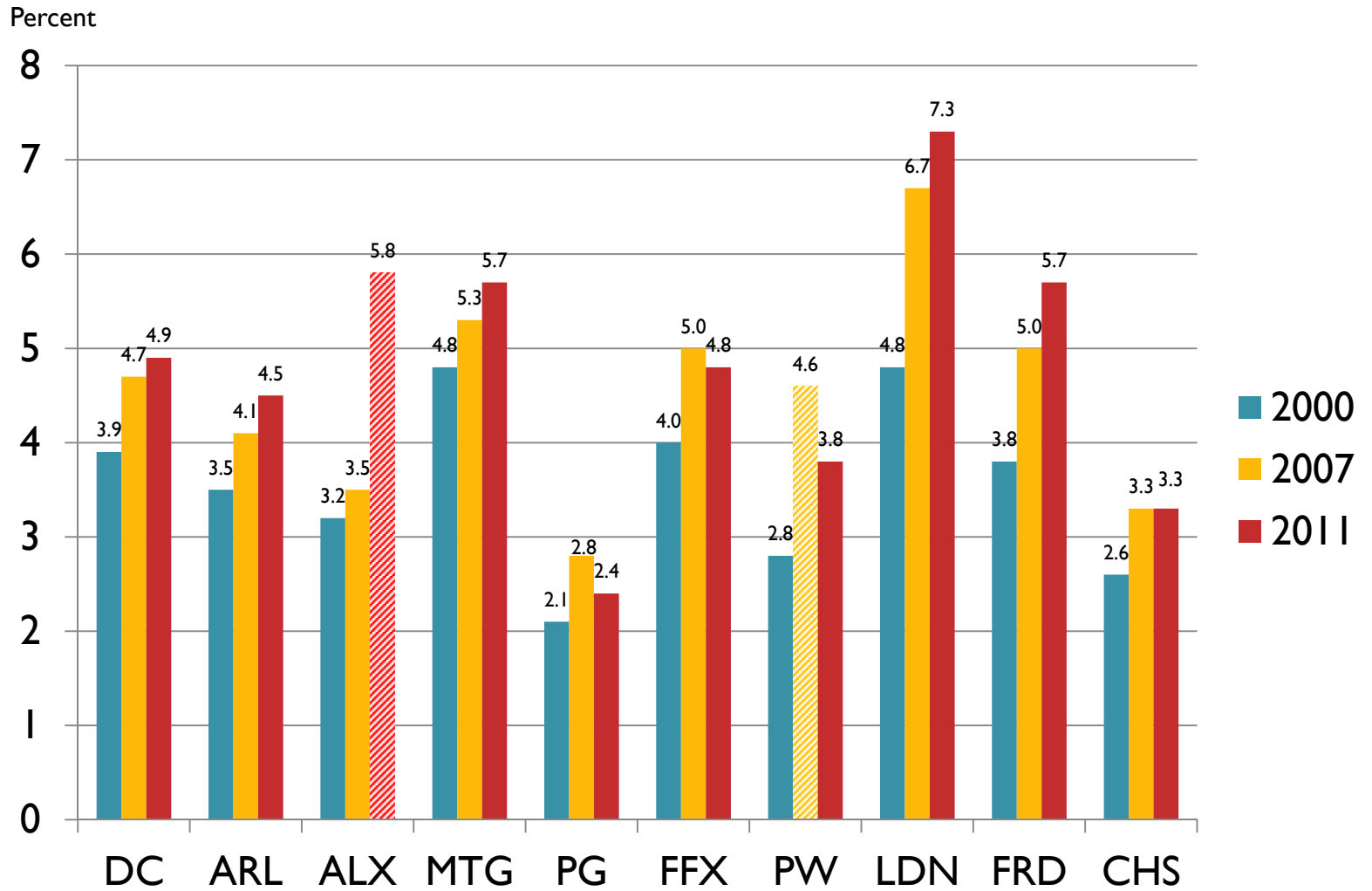
The regional Bike Commute mode share in 2011 was 0.7%



Changes in Bike Commute Mode Share

- The number of commuters regularly biking to work increased by about 11,000 between 2000 and 2011
- About 60% of this increase was by workers who both lived and worked in DC
- Significant increases in bike commuting was also seen for commutes within Montgomery County and commutes between DC and Arlington

Percent Work at Home



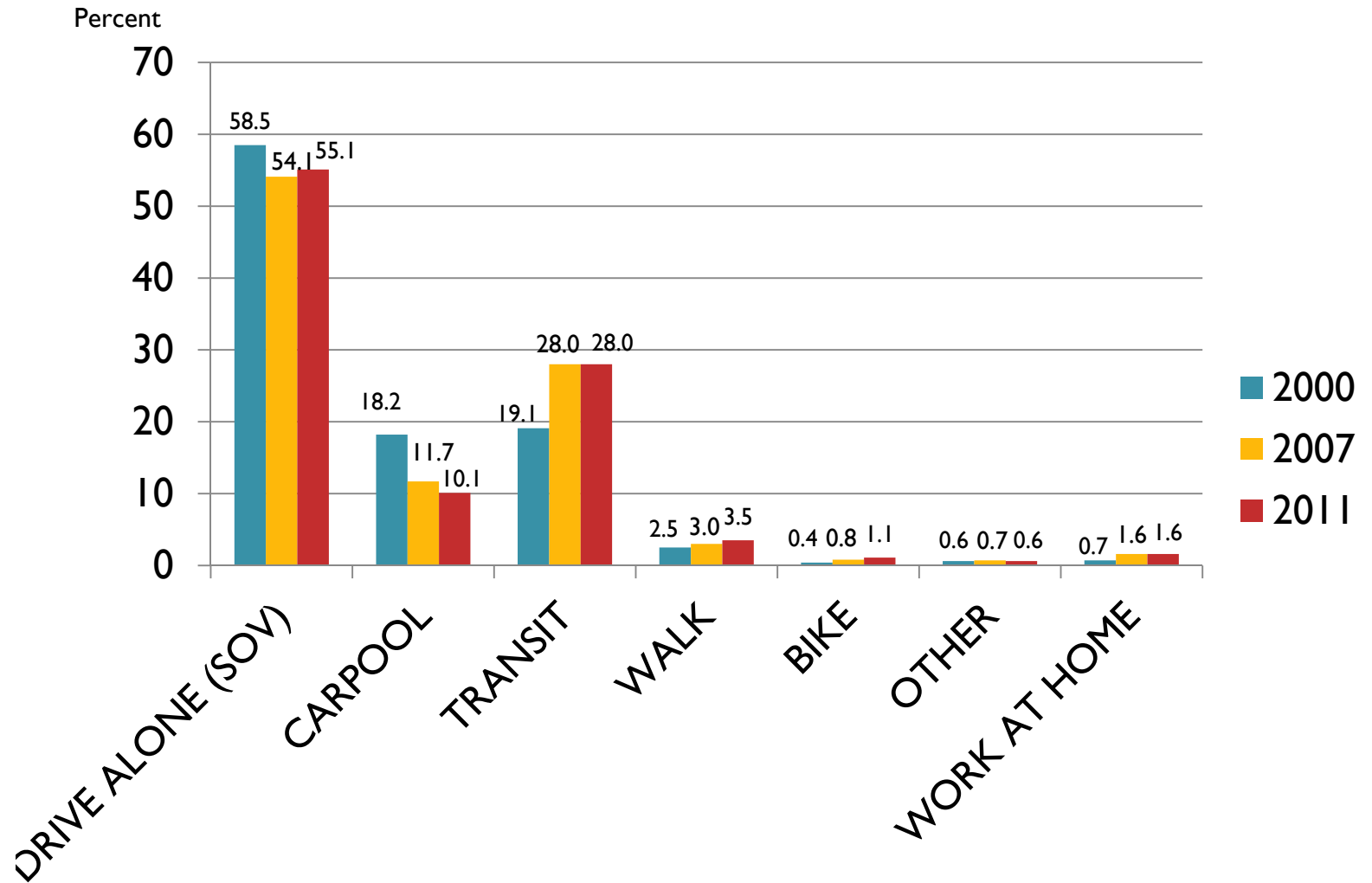
The regional Percent Work at Home in 2011 was 4.7%



Changes in Percent of Workers Who Work at Home

- The number of workers working primarily from their home increased by about 45,000 between 2000 and 2011
- The largest increases in the number of workers working from home were in Loudoun County, Montgomery and Fairfax/Cities

Commute Mode Share for Federal Government Workers





Changes in Federal Worker Commute Mode Shares

- Federal workers had the greatest increase in the transit commute mode share and the greatest decrease in the carpool commuting mode share between 2000 and 2011
- The percent of Federal workers using transit for their usual daily commute increased from 19% in 2000 to 28% in 2007 and 2011
- The percent of Federal workers regularly carpooling to work decreased from 18% to 10% between 2000 and 2011
- The share of Federal workers commuting in single-occupant vehicles also decreased 59% to 55% between 2000 and 2011
- The percent of Federal workers regularly working from home (likely telecommuters) more than doubled from less than 1% to 1.6% between 2000 and 2011
- The walk and bike to work mode share for Federal workers also increased between 2000 and 2011
- Currently, about 80% of the Federal workers in the region are offered a \$240/month transit subsidy benefit (2010 State of the Commute)



Summary of Major Findings

- The number of workers residing in areas outside the region commuting to jobs inside the region increased by about 40% between 2000 and 2007, but has remained about constant since then, reducing the growth in long-distance commutes from external areas
- All jurisdictions added a significant number of workers between 2000 and 2011
- Drive Alone/SOV commutes have declined slightly, but steadily since 2000
- Carpool mode share has declined significantly since 2000
- Transit mode share increased in every jurisdiction from 2000 to 2011, and increased regionally by 30%
- Bike mode share has increased significantly in DC, Arlington, Alexandria, and Montgomery since 2000
- Walk mode share has remained about the same
- The % of workers who work from home has increased in every jurisdiction, but most significantly in Loudoun
- Federal workers showed the greatest increase in the transit commute mode share and the greatest decrease in the carpool mode share since 2000

ITEM 9 – Information

May 15, 2013

Update on the Development of the TPB Regional Transportation Priorities Plan (RTPP)

Staff Recommendation: Receive briefing on the attached Power Point presentation on RTPP activities conducted since the second interim report of July 18, 2012, including the development of descriptions of near-term, on-going and long-term strategies for inclusion in a web-based tool to survey a representative sample of the general public.

Issues: None

Background: The RTPP is being developed to identify regional strategies that offer the greatest potential contributions toward addressing regional challenges. The survey will determine public attitudes about which strategies are considered to be most beneficial to address the challenges and how they might be funded.



Regional Transportation Priorities Plan

For the National Capital Region

Update on the Development of the RTPP

Presentation to the National Capital Region Transportation Planning Board

May 15, 2013

Project Timeline

May 2010:

"The Conversation"

**July 2010:**

Scoping task force formed

**July 2011:**

Scope of work approved by TPB

**Feb. 2012:**

Listening Sessions with stakeholders

**June 2012:**Citizens Forum
(June 2) & TPB Work
Session (June 20)**July 2012:**TPB Briefing followed
by a 4 week
comment period**Spring 2013:**

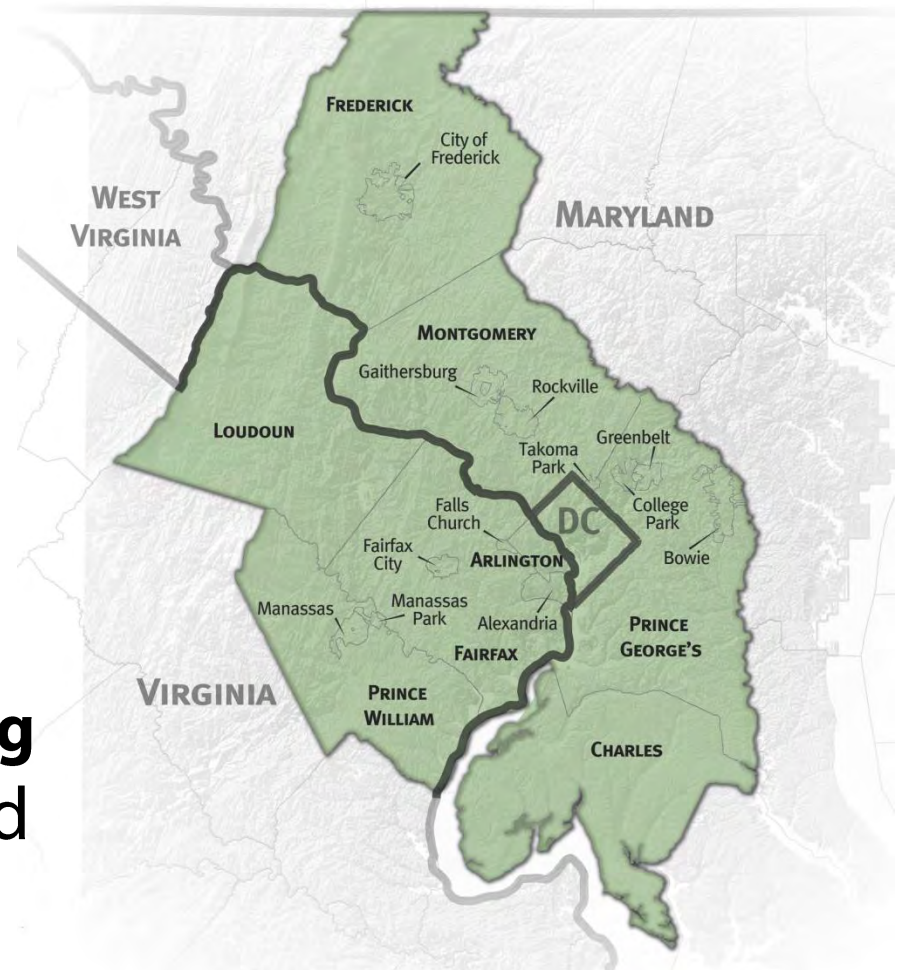
Web-based survey

**July 2013:**Draft Report and
TPB Work Session**September 2013:
Final Draft
Priorities Plan**

Regional Transportation Priorities Plan

Process and Objective

- Scope and Process approved by TPB on July 20, 2011
- Will identify near-term, ongoing, and long-term regional strategies that offer the **greatest potential for addressing regional challenges** and **that the public can support**



Citizens Forum: June 2, 2012

Key Takeaways

- **Communication:**

- **Be specific, but be concise.** Some challenges and strategies were not universally understood; more specificity and examples would have helped, but needs to be concise.
- **Use pictures and graphs.** Participants said that pictures and graphs helped a lot in understanding the challenges and strategies.

- **Content:**

- **Funding:** Participants weren't comfortable making decisions about strategies without knowing how they would be paid for.
- **Government trust:** Participants repeatedly expressed a distrust of government that led them to doubt the benefits of proposed strategies.
- **Comprehensive solutions:** Participants recognized that no one solution will solve our problems; we must think comprehensively.

Web-based, Interactive Survey



Regional
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Survey Approach

Random Survey of General Public

- **Purpose:** to learn 1) which challenges are most important to people; and 2) which strategies people think would best address the region's challenges
- **Sample size:** 600+ individuals
- **Survey period:** April 2013 to June 2013
- **Random sampling method:**
 - Solicit potential respondents via postal mail using list of randomly-selected addresses distributed throughout region
 - Provide \$25 incentive per individual; higher amounts where needed to reach under-represented groups

Survey Approach

Web-Based Survey Tool

- Contracted with **MetroQuest** in September 2012
- **Numerous other MPOs and public agencies** have used MetroQuest products to solicit public input
- **Communicates** a large amount of information in an attractive, engaging web-based interface
- **Solicits** a variety of feedback, including rating/ranking of challenges and strategies, and adding comments
- Automatically **collects and summarizes** responses

✓ **Welcome** Fill the progress bar, then collect your reward!

WELCOME



Regional Transportation Priorities Plan

For the National Capital Region

Welcome!

Our region is home to more than 5 million people living in hundreds of communities spread throughout Northern Virginia, suburban Maryland, and the District of Columbia - and we're growing!

The region's transportation system is under strain and we want your help in figuring out how to make our transportation future better.

The National Capital Region



[Begin](#)

[Reopen User Code](#)

2

GOALS & CHALLENGES

3

STRATEGIES

4

A FEW ADDITIONAL QUESTIONS

5

TELL US ABOUT YOURSELF



help

**2** Goals & Challenges Please rate the challenges

WELCOME

GOALS & CHALLENGES

Introduction

Options ▾

Options (Continued) ▾

Activity Centers ▾

Maintenance ▾

Effectiveness ▾

Environment ▾

Inter-regional ▾



help

Let's start by reviewing the region's transportation goals, and the challenges we face in achieving them. The six goals are:



Goal 1: Provide a comprehensive range of transportation **options**



Goal 2: Promote a strong regional economy including a healthy regional core and dynamic **activity centers**.



Goal 3: Ensure adequate system **maintenance**, preservation, and safety



Goal 4: Maximize operational **effectiveness** and safety of the transportation system



Goal 5: Enhance **environmental quality**, and protect natural and cultural resources



Goal 6: Support **inter-regional and international** travel and commerce

Where do the goals come from?

In the tabs to the left, the goals are explained along with challenges that stand in the way of achieving each. **Please rate how important each challenge is and suggest others.**

Next

3

STRATEGIES

4

A FEW ADDITIONAL QUESTIONS

5

TELL US ABOUT YOURSELF

Goals and Challenges:



Regional **T**ransportation **P**riorities **P**lan

For the National Capital Region

Goals and Challenges

What is presented and what is asked

- Each Goal is presented on a separate screen
- Challenges that are keeping us from reaching the goal are presented below the goal description

For each challenge we ask:

In order to reach the goal, how significant is each challenge?

Rate from 1 star (not significant) ★★★★★ to 5 stars (very significant)

- Participants can submit comments on each challenge
- Additional challenges can be suggested under each goal

For each Challenge, we ask:

In order to reach the goal above, how significant are the challenges below? (Rate 1- 5 stars)



Regional Transportation Priorities Plan for the National Capital Region

Progress:



Collect your reward

Each Goal is explained

Each Challenge is explained

Comments can be made on each Challenge

Additional Challenges can be suggested.



Goal 1 - Options: Provide a comprehensive range of transportation options for everyone

Challenges to Achieving Goal 1:

- **Roadway Congestion:**
The region's roadways are among the most congested in the nation, making it harder for people and goods to get where they need to go.
- **Transit Crowding:**
The Metrorail system currently experiences crowding during peak hours and lacks the capacity to support future population and employment growth.
- **Inadequate Bus Service:**
Existing bus service is too limited in its coverage, frequency, and reliability, making transit a less viable option, especially for people with disabilities and limited incomes.
- **Unsafe Walking and Biking Facilities:**
Too few people have access to safe walking and bicycling facilities or live in areas where walking and bicycling are practical options for reaching nearby destinations.



Goal 2 - Activity Centers: Promote a strong regional economy including a healthy regional core and dynamic activity centers

Challenges to Achieving Goal 2 :

- **Development Around Metrorail:**

Too many Metrorail stations, especially on the eastern side of the region, are surrounded by undeveloped or underdeveloped land, limiting the number of people who can live or work close to transit.

- **Housing and Job Location:**

Most housing, especially affordable housing, and many of the region's jobs are located in areas outside of activity centers where transit, bicycling, and walking are not safe and viable options.



Goal 3 - Maintenance: Ensure adequate system maintenance , preservation, and safety

Challenges to Achieving Goal 3:

- **Metrorail Repair Needs:**

Deferred Metrorail maintenance over the years has led to unreliability, delays, and safety concerns today, as well as higher maintenance costs.

- **Roadway Repair Needs:**

Older bridges and roads are deteriorating and in need of major rehabilitation to ensure safe, reliable, and comfortable travel for cars, trucks, and buses.



Goal 4 - Effectiveness: Maximize operational effectiveness and safety of the transportation system

Challenges to Achieving Goal 4:

- **Incidents:**

Major accidents and weather disruptions on roadways and transit systems cause severe delays and inconvenience.

- **Pedestrian & Bicyclist Safety:**

The number of bicycle and pedestrian fatalities each year is holding steady even as the number of vehicle fatalities has declined steadily.



Goal 5 - Environment: Enhance environmental quality, and protect natural and cultural resources

Challenges to Achieving Goal 5:

- **Environmental Quality:**

Increasing amounts of vehicle travel resulting from population and job growth could threaten the quality of our region's air and water.

- **Open Space Development:**

Wildlife habitat, farmland, and other open spaces are threatened by construction of new transportation facilities and land development.



Goal 6 - Inter-regional: Support inter-regional and international travel and commerce

Challenges to Achieving Goal 6:

- **Bottlenecks:**

Bottlenecks on the highway and rail systems cause delays in inter-regional travel for both freight and passengers, hurting the region's economic competitiveness.

- **Travel Time Reliability :**

Travel times to and from the region's airports are becoming less reliable for people and goods movement.

Strategies

Near-Term: Can be implemented in 1-5 years

On-Going: Continuing attention over time

Long-Term: Can be implemented in 10-30 years



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Strategies

What is presented and what is asked

- Three categories: **Near term**, **On-going**, and **Long term**
- Each strategy is presented with a picture, description, and information on “**what we get**” and “**what it costs us**”

For each strategy we ask:

Do you support this strategy?



&

How would you pay for it?

- Additional dedicated Funding
- Compete for existing funds
- Don't support/fund

- Participants can submit comments on each strategy
- Additional strategies can be suggested under each goal

Strategies are organized by near term, on-going, and long term tabs

Each strategy has illustrations and a description

Each strategy includes "what we get" and "what it costs"

Additional strategies can be suggested

Comments can be made on each strategy

For each Strategy, we ask:
1. Do you support this strategy? & 2. How would you pay for it?

Near-Term Strategies

1 Improve Access Around Bus Stops and Rail Stations



Make it easier and safer to get to Metro stations and bus stops.

- Install protective shelters, curb ramps, and better lighting
- Build sidewalks and pedestrian crosswalks and/or overpasses
- Provide ample bicycle parking and connect bicycle paths to transit

2 Alleviate Bottlenecks



Make roadway improvements in key locations that will help alleviate bottlenecks and reduce congestion, such as:

- Adding extra turn lanes
- Lengthening highway on- and off-ramps
- Widening roads or highways
- Upgrading traffic signals where needed

Near-Term Strategies

3 Alternative Fuel Vehicle Infrastructure



Make alternative fuel vehicles more convenient and encourage more consumers to purchase such vehicles.

- Invest in a system of refueling and recharging stations for vehicles that run on electricity, natural gas, or bio-fuels instead of petroleum-based fuels

4 Commute Alternatives



Increase the use of travel modes that allow people to commute more efficiently at peak hours.

- Provide more incentives for commuters to use transit, carpool, vanpool, telework, bicycle, or walk to work
- Market alternative commute modes through public information campaigns
- Help employers establish commute alternatives programs

Near-Term Strategies

5 Pedestrian Amenities



Make walking a safer and easier transportation choice.

- Add new sidewalks and improve existing ones
- Make crosswalks more visible to all road users
- Install crossing signals at more crosswalks

6 Bicycle Amenities



Make bicycling a safer and more viable option for more people.

- Invest in more bike lanes and bike paths
- Expand bike-sharing systems like Capital Bikeshare
- Provide more bicycle parking

On Going Strategies

1 Metro Maintenance



Keep the Metrorail and Metrobus system safe and in working order.

- Address the backlog of deferred maintenance
- Meet future maintenance needs as they arise
- Ensure that an ongoing and dependable source of revenue is available to pay for Metro maintenance and rehabilitation

2 Highway Maintenance



Ensure that roadway and bridge conditions provide safe, reliable, and comfortable travel.

- Ensure that needed road and bridge maintenance projects are completed as a first priority for use of highway funding

On Going Strategies

3 Bus Priority



Make bus service more convenient, reliable, and efficient.

- Create bus-only lanes and queue jumps that allow buses to proceed with little or no traffic delay
- Install pre-boarding payment systems to allow passengers to board buses faster, helping buses keep to their schedules

4 Roadway Efficiency



Smooth traffic flow and minimize delays on existing road network.

- Coordinate traffic signals and construction schedules
- Provide travelers with more real-time information
- Expand “open-road” electronic toll payment systems

On Going Strategies

5 Accessible Transportation



Improve access to the existing transit system and other transportation services for people with disabilities.

- Make existing rail stations and bus stops more accessible for persons with disabilities
- Improve MetroAccess and other paratransit services
- Provide more wheelchair-accessible taxis region-wide

6 Update Traffic Laws



Make the transportation system safer, and reduce the number of traffic-related injuries and fatalities.

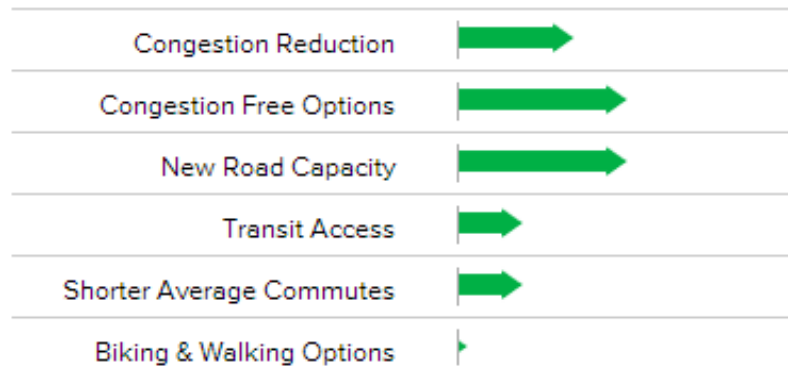
- Update existing traffic laws to accommodate all road-users (including bicyclists and pedestrians)
- Improve enforcement of traffic laws
- Increase public information and outreach regarding traffic laws

Long-Term Strategies

A Express Toll Lanes with Rapid Bus Transit

- Express toll lanes on most major highways
- Rapid bus transit on express toll lanes

Express toll lanes will give drivers throughout the region the option to avoid highway congestion. New rapid bus service on the toll lanes will provide high-capacity, congestion-free travel and bring transit service to new areas. Tolls collected on the express toll lanes will cover much of the cost of the new lanes and bus service.

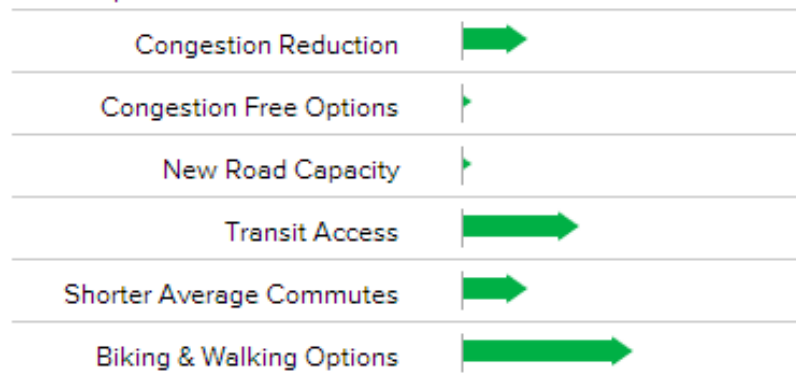


Long-Term Strategies

B Concentrated Growth with More Transit Capacity

- **More development in housing and job centers**
- **Increased capacity on rail and bus lines**
- **Expanded pedestrian and bicycle amenities**

More housing and jobs located near transit means more people can use the transit system, and will have more opportunities to walk or bicycle to nearby destinations. Increased transit capacity, including 8-car trains and station enhancements on Metrorail will accommodate increased ridership demand.

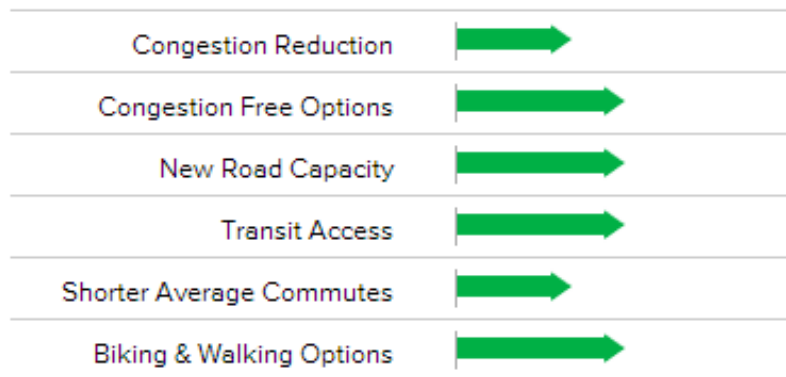


Long-Term Strategies

A+B Combine Strategies A+B

- Express toll lanes on most major highways
- Rapid bus transit on express toll lanes
- More development in housing and job centers
- Increased capacity on rail and bus lines
- Expanded pedestrian and bicycle amenities

Combining the elements above will give more people in the region greater access to a wider variety of travel options. This would provide greater overall benefit, but at a significantly higher cost.



Next Steps: Summer 2013



Regional **T**ransportation **P**riorities **P**lan

For the National Capital Region

June/ July 2013

June 2013: Draft Outline of Priorities Plan

- Presented to the TPB June 19, 2013

July 2013: Draft Priorities Plan

- Presented to the TPB July 17, 2013
- TPB work session prior to July 17th meeting

July - September 2013

Public Comment Period:

Draft available for public comment from July 17 to August 16

Additional engagement:

COG/TPB citizen committees, community groups, advocacy organizations

```
graph LR; A[Public Comment Period] --> C[Final Draft Priorities Plan]; B[Additional engagement] --> C;
```

**Final Draft
Priorities Plan:
September 18
TPB Meeting**

Questions?



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ITEM 10 – Information

May 15, 2013

Update on Next Steps for Considering a Regional Green Streets Policy for the Washington Region

Staff Recommendation: Receive briefing on selected slides (2, 4, 6, 8, 13, 14, 16, 24, 30, 33, 34, and 35) from the attached Power Point presentation on the discussions at the April 8 workshop on Green Streets, and next steps for considering a regional Green Streets policy.

Issues: None

Background: At the December 19 meeting, the TPB received a request from the Anacostia Watershed Restoration Partnership to adopt a regional Green Streets policy, parallel to its adopted regional Complete Streets policy.

Item #10

Update on Next Steps for Considering a Regional Green Streets Policy for the Washington Region



Michael Farrell
COG/TPB Staff

Transportation Planning Board
May 15, 2013

Overview

- Background
 - December 19th – Letter to TPB on from Anacostia Watershed Restoration Partnership
 - January 11th – TPB Technical Committee
 - Suggested a stakeholders workshop
 - Determine what gaps, if any, a regional policy could help fill, as well as potential obstacles
 - In response, TPB staff and COG's Department of Environmental Programs (DEP) staff organized a regional Green Streets workshop, held April 8th
- April 8th workshop findings and next steps

Background on Request for TPB to Look at Green Streets



- December 18, 2012 letter from Anacostia Watershed Restoration Partnership
- Offered congratulations on the regional Complete Streets policy
- Suggested development of a similar Green Streets policy
 - Cited Prince George's County Complete Streets/Green Streets policy as an example

What are Green Streets?



- Variety of definitions in the literature
- Generally speaking, the use of landscaping, trees, and related design elements to capture and filter stormwater runoff from streets
 - Alternative to reliance on traditional stormwater piping/drainage systems
- Related aspects of air quality, urban heat reduction, impervious surface reduction, pedestrian features, and aesthetics

Review of Green Streets Concepts: Information from the April 8th Workshop

April 8th Green Streets Workshop

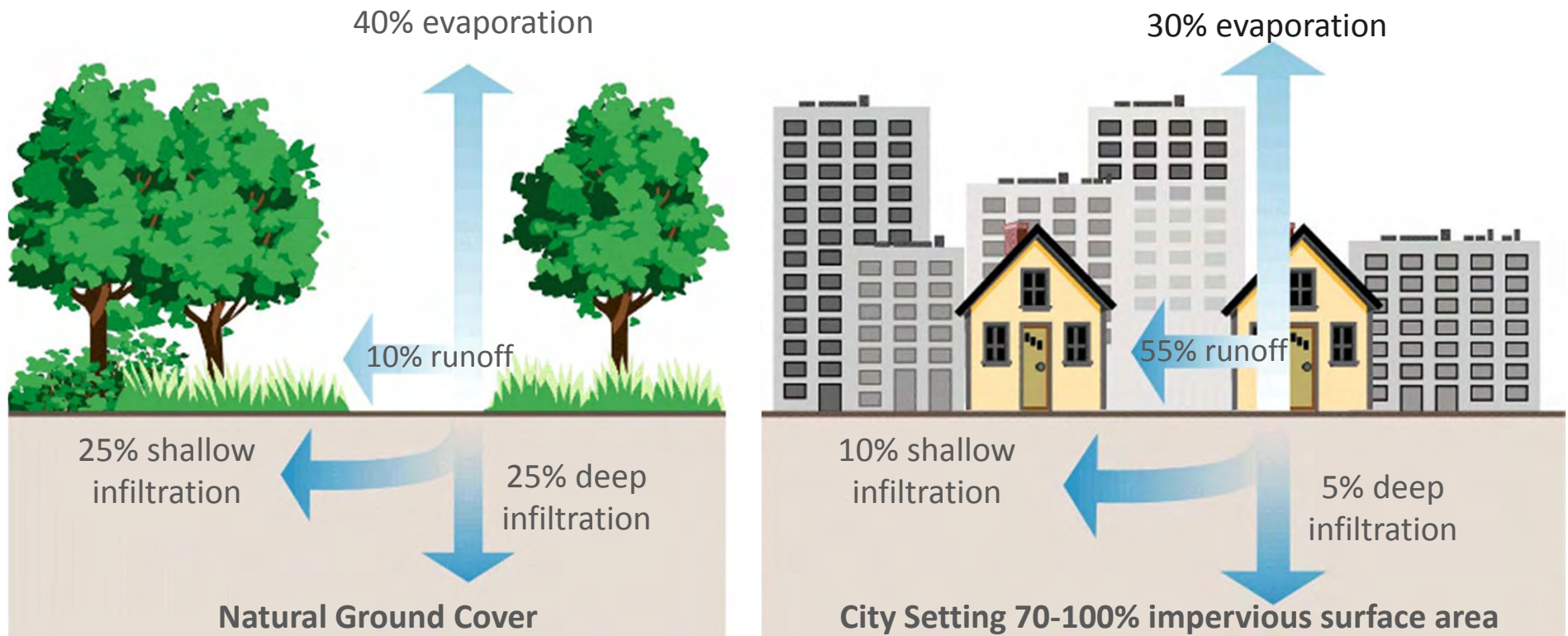
- 90 participants
 - Planners
 - DOT Public Works staff
 - Environmental Staff
 - Consultants and members of the public
- Nine Speakers
 - Keynote
 - EPA
 - Philadelphia Water Department
 - State Laws and Practices
 - DDOT
 - MDOT
 - VDOT
 - Local Policies and Practices
 - Fairfax County
 - Arlington County
 - Prince George's County

April 8th Keynote Speaker: Dominique Lueckenhoff, EPA



- *Green Streets in the Federal Government and Around the Nation: Valuable to the Nation's Environment and Economy*
 - Scope of the Stormwater Runoff Problem
 - Benefits of Green Infrastructure Solutions
 - Chesapeake Bay Watershed Stormwater Regulations
 - EPA Grant programs

EPA Overview: Natural vs. Urban Stormwater Drainage



Stormwater infiltrates into the ground
Plants and trees work to absorb stormwater

Water hits impervious surface and runs off roofs, streets, parking lots etc.
Runoff goes into the sewers - worsens flooding

The Traditional Storm Water Approach

- Brick and mortar solutions
- Highly engineered solutions – Detention vs. Retention
- Slow pace of permit renewals and retrofit due to “sticker shock”
- Storm Water as pollution – not an asset

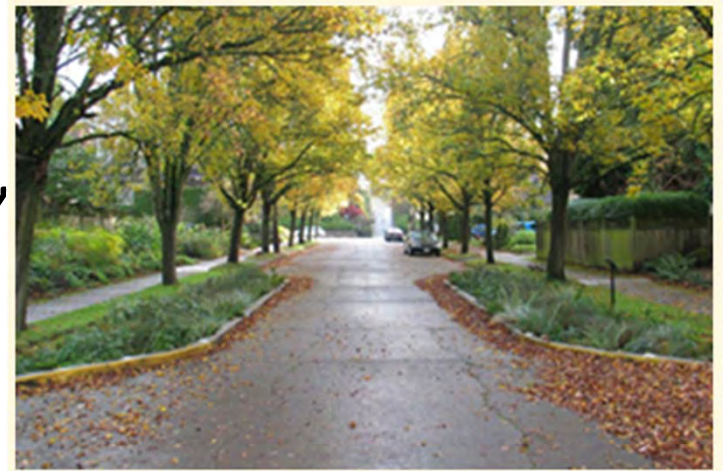




Why Green Streets?



- Urban roads, along with sidewalks and parking lots, are estimated to constitute almost **two-thirds** of the total impervious cover.
 - Mandates to reduce stormwater pollution
 - US communities are facing a total of \$106 billion in needed stormwater management and combined sewer correction upgrades or improvements.
- Green Infrastructure often more Cost-Effective
- Added benefits - “Rain as a Resource rather than a Waste”
 - Augment water supplies
 - Beautification – Better Streetscapes – “Livability”

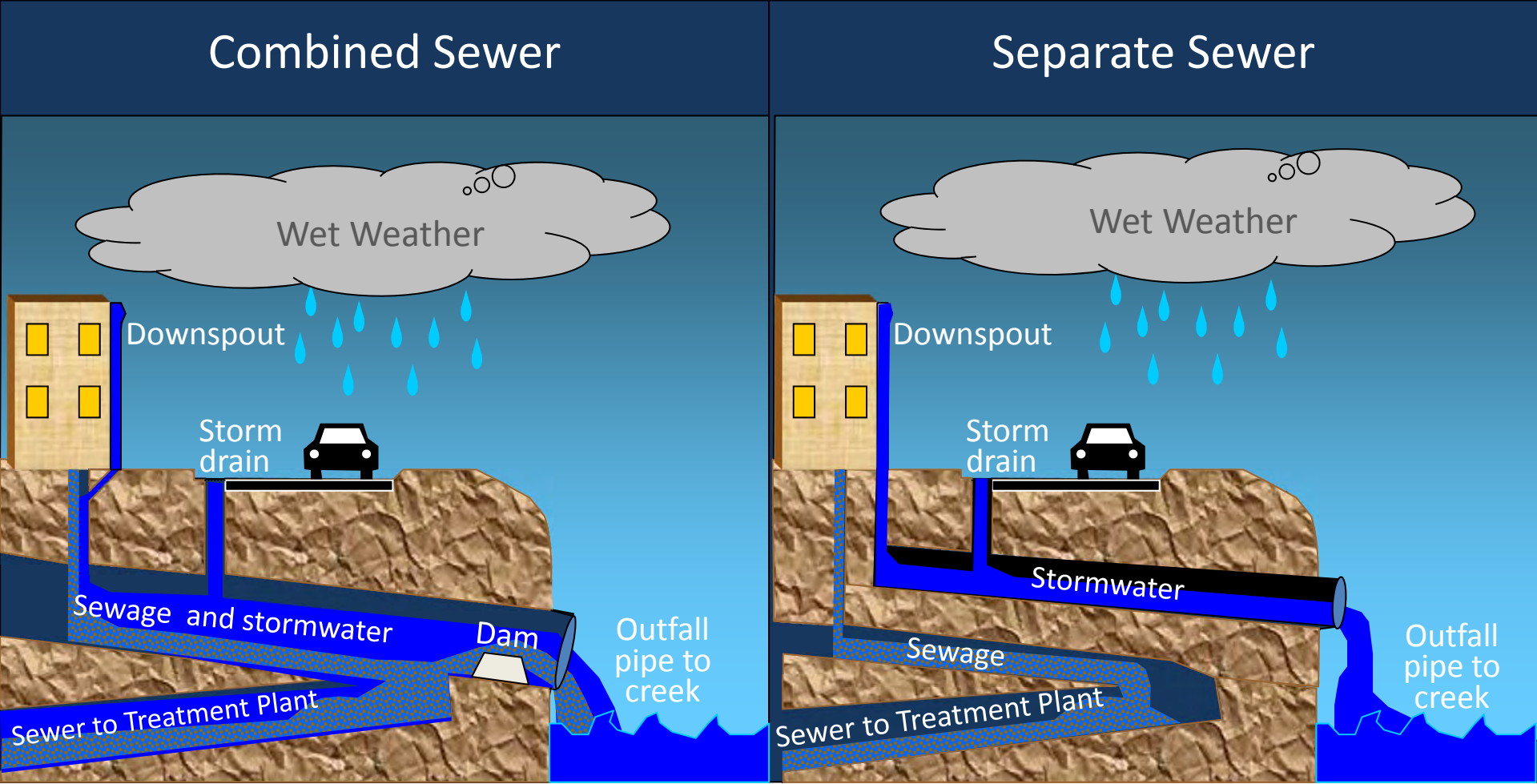


April 8th Featured Speaker: Christine Knapp, City of Philadelphia Water Dept.

- *A Green Street Perspective from another Region: Philadelphia's Green Street Policy Grows from Its Green City/Clean Water Agenda*
 - Philadelphia's problematic combined sewer system
 - Mitigation: Central Tunnel option vs. Green Infrastructure option



Types of Sewers in Philadelphia



60% of Philadelphia

40% of Philadelphia

Philadelphia Representative Spoke on Efforts to Reduce Combined Sewer Overflows (CSOs)

New Approach

- Design streets and urban sites so rainfall infiltrates, supports vegetation, and/or is reused
- Enforce strong stormwater regulations on development
- Create stormwater billing structure that rewards good practices

Goal: 9500 Impervious Acres converted to “Greened Acres”

Photo Credits: Philadelphia Water Department and Meliora Environmental Design



Workshop Presentations: State and Local Speakers

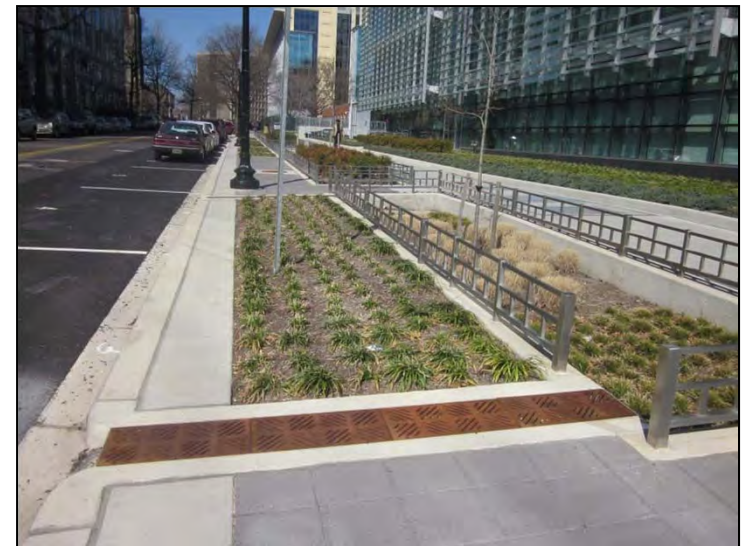
- Creating Green Streets in DC
- VDOT Stormwater Management
- Fairfax County Green Streets Programs
- Arlington Green Streets
- Maryland Stormwater Management
- Prince George's Complete and Green Streets Policy

Creating Green Streets in DC



DC Green Street Policy Evolution

- Anacostia Waterfront Initiative Transportation Architecture Design Guidelines (2005)
- Great Streets Program (2005-present)
- DDOT Action Agenda (2010)
- DDOT Sustainability Plan (2010)
- DDOT Complete Streets Policy (2010)
- DDOT LID Action Plan (2010)
- DC MS4 Permit (2011- 3rd Permit)
- New Citywide Stormwater Regulations (2013)
 - Retain 1.2 inches of runoff



Completed
2012

Great Street: Pennsylvania Avenue SE



Before: P St open



After: P St closed, Bioretention #1



Bioretention #2

Street Tree Planting

- Larger Tree Spaces
- Increased Soil Volumes
 - Structural Soils
 - Structural Cells
- Permeable Pavements



Private Installations in Streets



Constitution Square



Golden Triangle BID



The Yards



Casey Trees

Paving Removal Program

ARRA Funded project began 2010



P St & North Capitol St NE



Calvert St Median

VDOT Stormwater Management

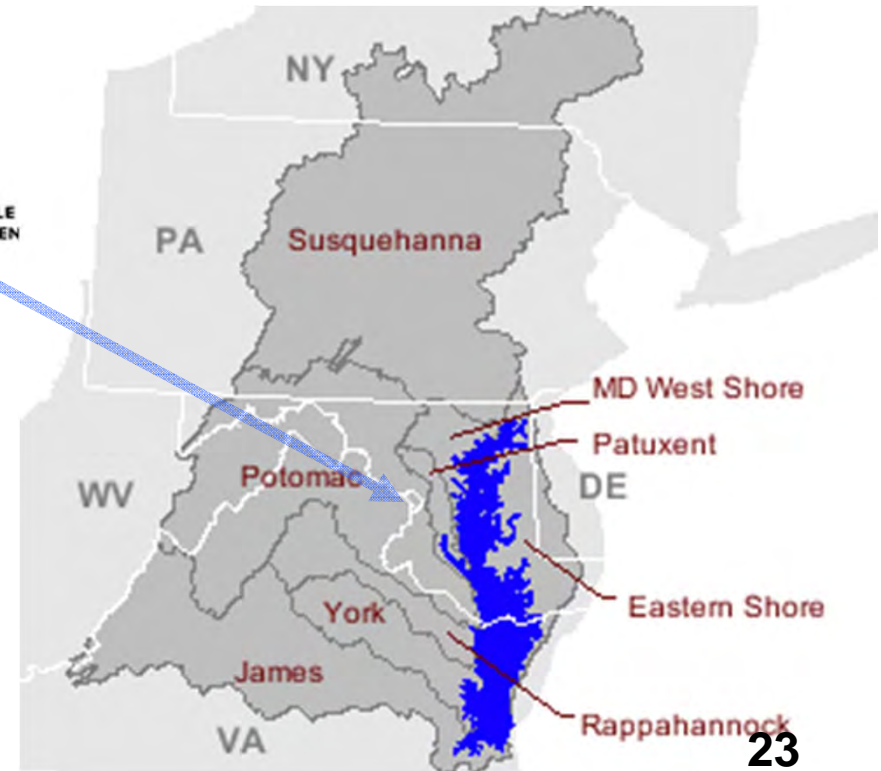
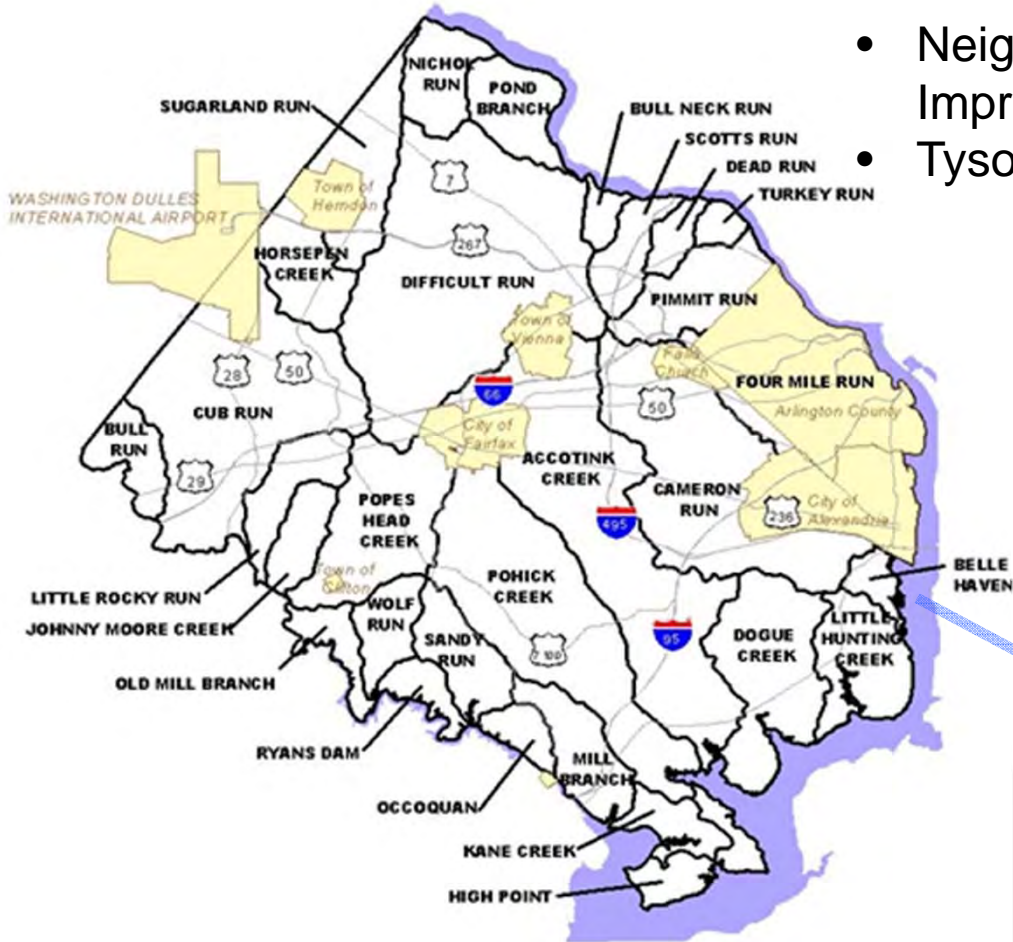
- The Virginia Stormwater Management Regulations are applicable to all Regulated Land Disturbance Activities (RLDA) undertaken by or for VDOT
- All routine maintenance activities exempted
- On-site retention not required.
- Low Impact Development (LID) permitted within VDOT ROW with maintenance agreement.
 - VDOT Subdivision Street Acceptance Policy encourages LID practices
- Central office staff develop Municipal Separate Storm Sewer (MS4) program wide policies and procedures, handle annual reporting, training, and assessment of VDOT's operations.
- District staff responsible for implementation



Green Street Discussion

- Neighborhood Drainage Improvements
- Tysons Corner Plan

Chesapeake Bay Watershed



Size: 395 sq. miles
 Population: 1.2 million
 MS4 - Phase 1 Community

Fairfax County Neighborhood Drainage Project Goals:

- ✓ Reduce flooding and erosion
- ✓ Collect runoff at the source
- ✓ Improve water quality
- ✓ Improve tributary stability
- ✓ Use innovative & functional designs
- ✓ Make it aesthetic

Solutions:

- ✓ Swales
- ✓ Permeable Pavement
- ✓ Infiltration Trenches



Arlington Green Streets

- Green Streets are the core element of Arlington’s stormwater program
- “More than a filter”
 - Reduced volume, heat island, beautification, traffic calming
- Opportunities
 - Road Diets, Traffic Calming, Redevelopment, Pedestrian Improvements
- Challenges
 - Utilities, parking
- “Design, Learn, Design”
 - Green Streets designs are still evolving; learn from performance.
- Long term plan
 - Projects scored and ranked
- Maintenance obligations will grow over time



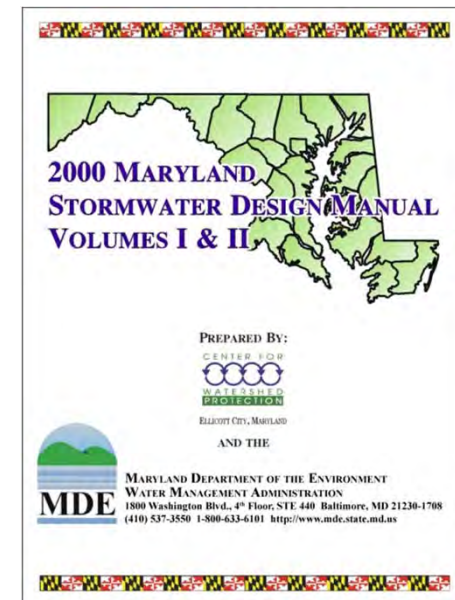
Patrick Henry Drive



Maryland

Maryland's SWM Framework

- The State Highway Administration (SHA) is responsible for only one quarter of the lane miles in MD
- Statewide Stormwater Manual 2000.
- New Regulatory Drivers
 - Stormwater 2007
 - The Bay TMDL and Maryland's Watershed Implementation Plans
 - Sustainable Growth & Agricultural Preservation Act of 2012





From this...



to this.



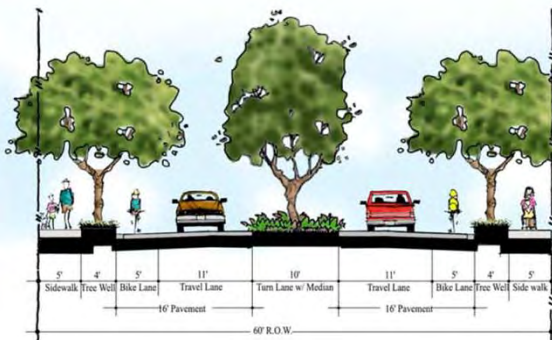
Prince George's County Complete and Green Streets Policy (12/2012)

SUBTITLE 23. ROADS AND SIDEWALKS.

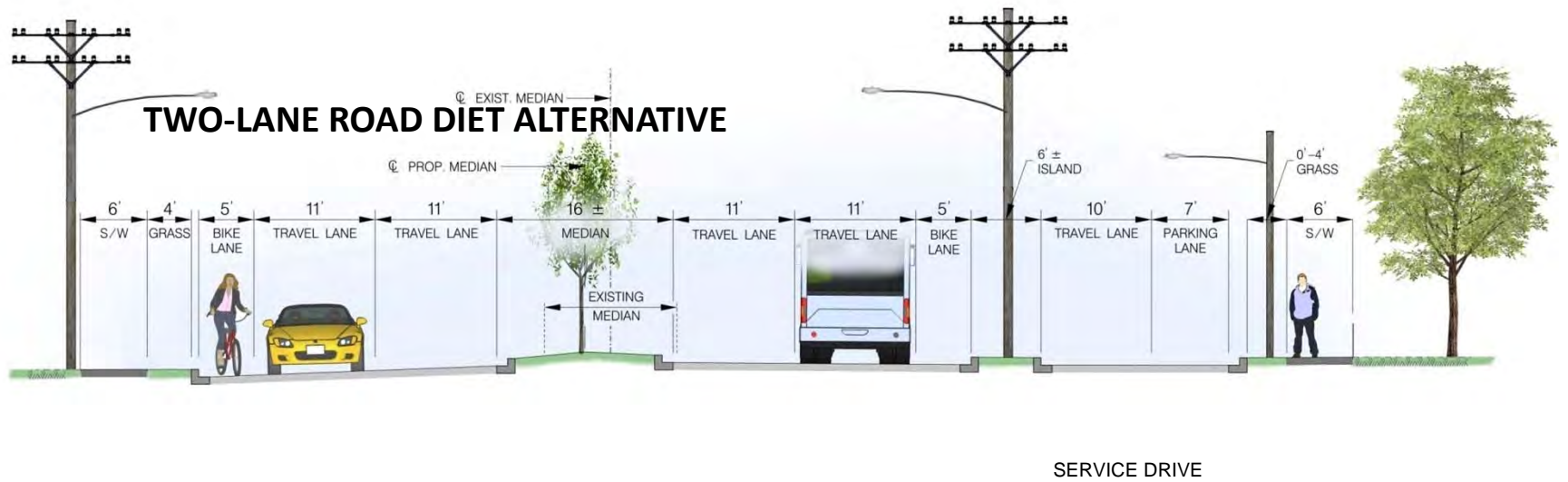
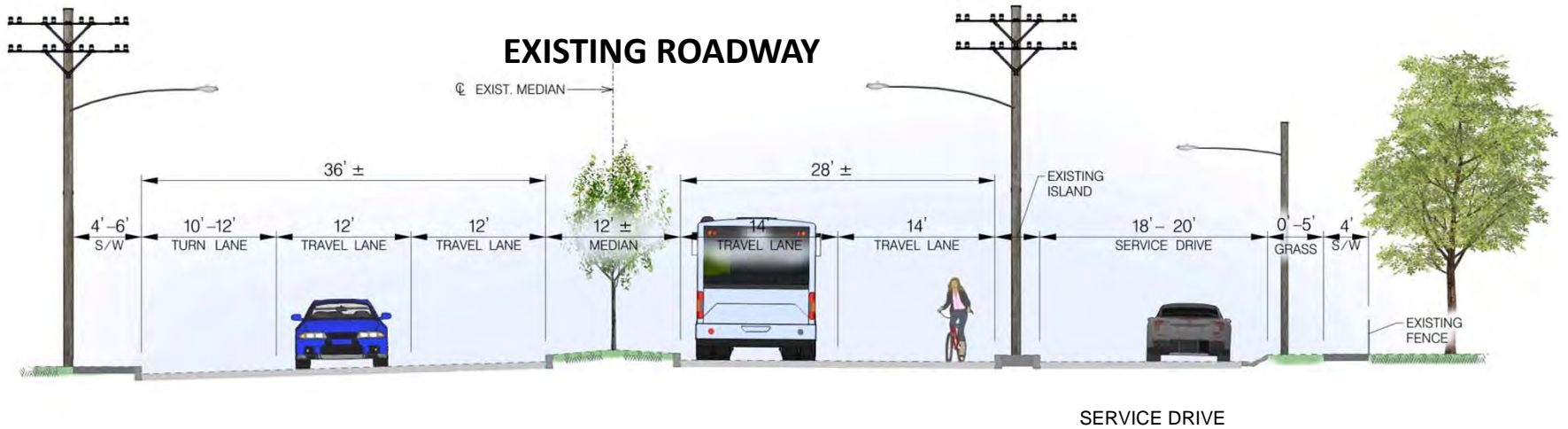
DIVISION 7. COMPLETE AND GREEN STREETS.

Sec. 23-615. Complete and Green Streets Policy.

- Create more livable communities and places
- Manage stormwater in an environmentally-friendly way
- Increase tree canopy
- Make it easier for people to walk, bike, and use public transportation



Ager Road Green/Complete Street Design



Overall April 8 Workshop Findings



Workshop Findings (1 of 2)

- Stormwater runoff pollution must be reduced
 - Worsens flooding, water quality
 - Regulations require it
 - Long term process
- Green Infrastructure is often more cost-effective
- Multiple Benefits from Green Streets
 - Enhanced water supplies, beautification, reduced heat island, enhanced property values, economic development
- Green Streets can be Complete Streets
 - Traffic calming, road diets, and streetscaping projects provide opportunities for, benefit from Green infrastructure
 - But trade-offs cannot always be avoided

Workshop Findings (2 of 2)

- Laws have changed
 - Agencies are still working out strategies for complying with new requirements
- Design is still a work in progress
 - West coast designs need adaptation to eastern climate
 - “Design, Learn, Design” (Learn from field performance. Local soil conditions affect performance)
 - Challenges - utilities, competing uses, soil conditions, connections to drainage
 - Maintenance
- Cooperation between multiple agencies and developers is needed
 - Transportation cannot do it alone
 - Watershed strategy vs. site strategy
 - A directive from the top of a government or agency can help bring multiple departments and agencies together

Next Steps

A. Compile Current and Best Practices

- Continue to share information on evolving Best Practices through the relevant committees and periodic workshops
- Ensure understanding of requirements and current practices

B. Develop Options for Regional Approaches

- Additional technical-level discussions
- Bring back to TPB following these discussions

Questions?

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