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

Meeting of the TPB
Bus On Shoulders (BOS)
Task Force

September 18, 2013

10:30 am to 11:45 am

COG Meeting Room 1, First Floor

A meeting of the TPB Bus On Shoulders (BOS) task force will be held in COG Meeting Room #1 from 10:30 am to 11:45 am on Wednesday, September 18, immediately prior to the monthly TPB meeting. The purpose of the meeting will be to review the final report for approval by the task force, for submission to the TPB in October.

The agenda will include:

- Briefing on Final Report of the Task Force – Review the methodology and highlights of the final report on an "Assessment of the Feasibility of Bus On Shoulders (BOS) at Select Locations in the National Capital Region".
- Recap of Comments Received on Draft Report – Detailed comments on the July draft report will be reviewed.
- Discussion and Approval of the Final Report – Roundtable to address any final points, followed by approval of the report for submission to the TPB.
- Update on VDOT's I-66 BOS pilot project – Members will be updated on the progress of the I-66 pilot project. A video of a trial run of a Loudoun County Transit bus on the shoulders of I-66 will be shown.

All TPB members, alternates, technical staff and members of the public are cordially invited to attend and participate in this work session.

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Date: September 18, 2013
Time: 12 noon
Place: COG Board Room

Meeting of the TPB Bus on Shoulder Task Force: From 10:30 to 11:45 am, the task force will meet in **Room 1** on the first floor. In September 2012, the TPB established a task force to identify promising locations in the region to operate buses on the shoulders of highways. To conclude the work of the task force, TPB staff will present a draft final report for review and approval by the task force.

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 July 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@mwcog.org. Phone: 202-962-3300 or 202-962-3213 (TDD). Please allow seven working days for preparation of the material. Electronic versions are available at www.mwcog.org.

ACTION ITEM

12:50 pm 7. **Amendment to the FY 2013-2018 Transportation Improvement Program (TIP) that is Exempt from the Air Quality Conformity Requirement to Include Funding for the Construction of a Replacement Interchange on MD 4 at Suitland Parkway and for the Reconstruction of US 1 in College Park, as Requested by the Maryland Department of Transportation (MDOT)**

..... Ms. Erickson

At the July 17th meeting, notice was provided that MDOT had requested an amendment to include funding in the FY 2013-2018 TIP for the replacement of an at-grade intersection at MD 4 and Suitland Parkway with a grade-separated interchange and for the reconstruction of US 1 between College Avenue and Sunnyside Avenue in College Park. The Board will be asked to approve this amendment to the FY 2013-2018 TIP.

Action: Adopt Resolution R7-2014 to approve an amendment to the FY 2013-2018 TIP to include funding for the MD 4/Suitland Parkway interchange and US 1 reconstruction project.

INFORMATION ITEMS

12:55 pm 8. **Briefing on the Results of the 2013 State of the Commute Survey for the Metropolitan Washington Region**

..... Mr. Ramfos, DTP

Every three years since 2001, Commuter Connections has conducted a random sample survey of employed persons in the Metropolitan Washington Region to monitor trends in commuting behavior such as mode shares, telecommuting, and distance traveled, as well as attitudes about commuter assistance services. The Board will be briefed on the highlights from the 2013 State of the Commute Survey.

1:05 pm 9. **Briefing on Regional Highlighted Freight Projects**

..... Mr. Cleckley, DDOT
Manager, Statewide and Regional Planning

In March 2011, the Regional Freight Planning Subcommittee presented a list of highlighted freight transportation projects to the TPB which included one long-term and one short-term project for each freight railroad and one each for the District of Columbia, Maryland and Virginia. The Board will be briefed on an update of the list of regional highlighted freight projects.

1:15 pm 10. **Briefing on the Long Bridge Study**

..... Ms. Rupert, DDOT
Environment and Major Studies Program Manager
Mr. Siaurusaitis
Michael Baker Jr. Inc.

The Long Bridge, which has two railroad tracks crossing the Potomac River, is owned by CSX Corporation and used by CSX, Amtrak, and VRE. The District Department of Transportation (DDOT) is conducting a study to assess potential inter-modal connectivity and operations improvements to the bridge, and to analyze long-term multimodal capacity improvements that include future operating requirements of high-speed and intercity passenger rail, commuter rail, and freight services over the river. The Board will be briefed on the study.

1:30 pm 11. **Update on the Final Report "What Do People Think About Congestion Pricing? A Deliberative Dialogue with Residents of Metropolitan Washington"**

.....Mr. Swanson, DTP

In January, the TPB was briefed on the draft report on a study of the public acceptability of congestion pricing in the region which was sponsored by the Federal Highway Administration (FHWA) Value Pricing Program. The Board will be updated on this report, which has been finalized to respond to comments from the FHWA. The Board will also be briefed on the implications of MAP-21 requirements and restrictions regarding the establishment of tolls on existing lanes.

1:40 pm 12. **Briefing on the Comments Received on the Draft TPB Regional Transportation Priorities Plan (RTPP)**

.....Mr. Turner
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 draft RTPP was released for public comment on July 24. The Board will be briefed on the comments received and on potential revisions to the priorities plan.

1:55 pm 13. **Other Business**

2:00 pm 14. **Adjourn**

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

Item #2

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

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

MINUTES OF THE TRANSPORTATION PLANNING BOARD July 17, 2013

Members and Alternates Present

Monica Backmon, Prince William County
Eulois Cleckley, DDOT
Helen Cuervo, VDOT/NOVA
Marc Elrich, Montgomery County
Gary Erenrich, Montgomery County
Lyn Erickson, MDOT
Tawanna Gaines, Maryland House
Seth Grimes, City of Takoma Park
Jason Groth, Charles County
Rene'e Hamilton, VDOT
Cathy Hudgins, Fairfax County
Sandra Jackson, FHWA
John D. Jenkins, Prince William County
Emmett Jordan, City of Greenbelt
Shyam Kannan, WMATA
Carol Krimm, City of Frederick
Bill Lebegern, MWAA
Tim Lovain, City of Alexandria
Phil Mendelson, DC Council
Mark Rawlings, DC-DOT
Rodney Roberts, City of Greenbelt
Paul Smith, Frederick County
Linda Smyth, Fairfax County
David Snyder, City of Falls Church
Kanathur Srikanth, Virginia DOT
Harriet Tregoning, DC Office of Planning
Todd M. Turner, City of Bowie
Jonathan Way, Manassas City
Victor Weissberg, Prince George's County
Patrick Wojahn, City of College Park
Scott K. York, Loudoun County
Sam Zimbabwe, DDOT

Chris Zimmerman, Arlington County

MWCOG Staff and Others Present

Ron Kirby	
Nicholas Ramfos	
Robert Griffiths	
Andrew Meese	
Eric Randall	
John Swanson	
Jane Posey	
Rich Roisman	
Andrew Austin	
Deborah Kerson Bilek	
Dan Sonenklar	
Sarah Crawford	
Ben Hampton	
Bryan Hayes	
Debbie Leigh	
Deborah Etheridge	
Michael Farrell	
Dusan Vuksan	
Daivamani Sivasailam	
William Bacon	
Jonathan Ning	
Paul DesJardin	COG/DCPS
Betsey Self	COG/DPSH
Bill Orleans	Citizen
Katrina Tucker	Tri-County Council for Southern Maryland
Andrew Peng	NCPC
Angela Mar	NCPC
Cindy Petkac	USRC
Tina Slater	Action Committee for Transit
Norman Whitaker	VDOT
Jasmy Methipara	
Catherine Baker	Safe Routes to School
Faramarz Mokhtari	Prince George's Co. M-NCPPC
John Epps	CAC
Veronica Davis	CAC
Mike Lake	Fairfax County DOT
Patrick Durany	Prince William County Supervisor Jenkin's Office
Wendy Block Sanford	City of Fairfax
Nick Alexandrow	PRTC
Pierre Holloman	City of Alexandria

Jeanette Tejedade Gomez	AAA Mid-Atlantic
John B. Townsend, II	AAA Mid-Atlantic
Jameshia Peterson	DDOT
James Schroll	Coalition for Smarter Growth
Stewart Schwartz	Coalition for Smarter Growth

1. Public Comment on the TPB Procedures and Activities

Ms. Slater, President of the Action Committee for Transit, spoke in regards to a TPB Weekly Report article published on July 9, 2013. The article described declines for the time that the average driver spends in traffic both across the region and in the area located near the Inter-County Connector (ICC). Ms. Slater stated that her group disagrees with the conclusion stated in the article that the ICC had contributed to travel time improvements on roads near the ICC. She argued that both the region and the ICC area saw the same percentage decrease to travel time, and as a result, the ICC had no significant impact on nearby roads. Ms. Slater also described the Action Committee for Transit as an organization that advocates for using existing infrastructure, like roads, to move as many people as possible through services like bus rapid transit. Copies of her remarks were distributed for the record.

Mr. Chase of the Northern Virginia Transportation Alliance endorsed Virginia's additions to the Constrained Long Range Plan (CLRP) and commented on the draft Regional Transportation Priorities Plan (RTPP). He commended TPB staff for managing this plan over the years, and highlighted 8-car Metrorail trains and promoting transit-oriented development as appropriate regional priorities. He went on critique the RTPP, and said that it is full of generalizations and lacks actionable details about specific transportation projects. Without this specificity, he suggested that it would not be possible to improve regional congestion.

Mr. Schwartz, Executive Director of the Coalition for Smarter Growth, said that he disagrees with Mr. Chase, stating that the TPB research related to the RTPP clearly shows a need for Metro and roadway maintenance and enhancements. He also stated that the RTPP reflects the Region Forward vision and public sentiment. He said that transit oriented development should continue to be a regional priority. Mr. Schwartz also talked about the CLRP and expressed concern about the lack of regional oversight for sub-regional organizations. He highlighted a series of projects for the CLRP that concern the Coalition for Smarter Growth, including the Dulles Connector road, and Routes 7 and 1 in Northern Virginia.

2. Approval of Minutes of June 19 Meeting

A motion was made to approve the minutes from the June 19, 2013 meeting. The motion was seconded and approved unanimously.

3. Report of Technical Committee

Ms. Erickson said that the Technical Committee met on June 28th and reviewed six TPB agenda items, including: the event schedule and proclamation for Car Free Days; the public comments related to and the draft conformity assessment for the Constrained Long Range Plan (CLRP); the projects selected for the 2013 CLRP; the program applications and selection panel recommendations for the Transportation/Land-Use Connections Program; the MAP-21 Transportation Alternatives Program applications and recommendations; and the outline of the Regional Transportation Priorities Plan. She said that the committee was also briefed on highlights regarding the 2013 State of the Commute Survey, an analysis of Transportation Emission Reductions Measures, and the development of the final report of the Bus on Shoulders Task Force.

4. Report of the Citizens Advisory Committee

Mr. Still said that the Citizens Advisory Committee met on July 11. At the meeting, he said that TPB staff presented project recommendations for the Transportation Alternatives Program and the Transportation/Land-Use Connections Program. He stated that the CAC supports these programs and is pleased that the TPB continues to fund them. He mentioned that the remainder of the meeting was spent discussing the Regional Transportation Priorities Plan (RTPP) and survey. He said that the committee agreed with the plan's overall goals and organization. He continued that the committee would like the plan to include more specific long-term strategies and to strengthen the connection to other planning processes including the CLRP. In regards to the survey, Mr. Stills said that the CAC was encouraged by the breadth of the outreach and that the CAC members would like to take the survey for reference.

5. Report of Steering Committee

Mr. Kirby said that the Steering Committee met on June 28 to review the TPB agenda and to act on two resolutions requested by the Virginia Department of Transportation (VDOT). The first resolution approved updates to the functional classification system of Northern Virginia; and the second resolution added funding to the FY 2013-2018 Transportation Improvement Program (TIP) for preliminary engineering for the I-495 express lanes shoulder use project.

Mr. Kirby also reviewed the letters sent and received packet. The first item was the July 18 issue of the TPB Weekly Report that reviewed findings from the State of the Commute survey. The survey showed that the percent of people that telework in the region increased from 2010 to 2013, and that the federal government is the largest contributor to that growth. He said that the next item, a letter by the National Capital Planning Commission (NCPC), commented on the Constrained Long-Range Plan and noted a number of improvements that relate to federal facilities that NCPC is concerned with. The next letter from the Washington Metropolitan Transit Authority was in response to a query from the TPB about how WMATA plans to program job access and reverse commute money that was moved to transit agencies by MAP-21. The letter

said that WMATA would like to explore a program in which MWCOG would become a supplemental recipient to WMATA to help with project selection. The next letter, from the Federal Highway and Transit Administrations, approved the TPB FY 2014 Unified Planning Work Program starting on July 1, 2013. The next item announced that the Commuter Connections Award ceremony was held on June 25th. Chairman York and Vice-Chairman Wells participated in the program and presented awards to the National Institute of Health, United Nations Foundation, and the Council of Better Bureaus. The final item was a letter from the Governor of Maryland, which designated the TPB as a recipient of the 5310 program under MAP-21.

6. Chair's Remarks

Chairman York commented that the Commuter Connections Employee Recognition Awards event was a great ceremony. He congratulated all the award recipients for a job well done providing alternative commute opportunities. He also encouraged Board members to save the date for the Economy Forward: One Year of Progress meeting from 9am to 2pm on September 27, 2013.

ACTION ITEMS

7. Approval of Regional Car Free Days 2013 Proclamation

Mr. Ramfos, Director of Commuter Connections, presented on the annual Car Free Day event. He said that Car Free Day, held annually on September 22, encourages people to pledge to get around without a car, and instead use transit, carpool, bicycle, or walk. To accommodate as many participants as possible, he said that Car Free Day would be a three-day event this year, starting on Friday September 20 and ending on September 22. He said people who cannot go without auto use are encouraged to go "car-lite," driving only when necessary. He described Car Free Day events that will occur throughout the region, including street closings in Arlington and Montgomery County. These events are designed to encourage community and regional decision-makers to support car free policies and initiatives.

Mr. Ramfos said Car Free Day started in Europe in the mid-1990's and has been an international event since 2000. He said that Car Free Day is celebrated in about 1,500 cities in 40 different countries. He commented that the TPB has supported the regional Car Free Day through Commuter Connections since 2008. Commuter Connections continues to promote the event online, on the radio, and through posters distributed to employers. He said that Commuter Connections also partnered with transit agencies to increase awareness. He said that last year 7,000 people pledged to go car free and the goal for this year is 10,000 pledges. He said that the event is open to all commuters, students, families, and members of the TPB, and he urged people to pledge their participation at www.carfreemetrodc.com.

Mr. Erenrich moved to approve the proclamation that September 20-22, 2013 be designated as Car Free Days in an effort to create awareness of and encourage residents to go car free by using public transportation, bicycling or walking, or going car "lite" and carpool.

Ms. Tregoning seconded the motion, which was approved unanimously.

8. Review of Comments Received and Acceptance of Recommended Responses for Inclusion in the Air Quality Conformity Assessment for the 2013 Financially-Constrained Long-Range Transportation Plan (CLRP) and the FY 2013-2018 Transportation Improvement Program (TIP), the 2013 CLRP, and the FY 2013-2018 TIP.

Mr. Kirby briefed the Board on the public comments received regarding the proposed updates to the 2013 CLRP and FY 2013-2018 TIP. He told the Board that the comments were received during a 30-day public comment period from June 13 to July 13, and he directed the Board's attention to a memorandum summarizing the comments and staff's proposed responses.

Mr. Kirby said there were four comments received during the public comment period. The first two were letters from the Metropolitan Washington Air Quality Committee and the Maryland Department of the Environment. Both letters, he said, concurred with the findings of the TPB's air quality analysis: that the region has met the conformity requirements under the law. But, he said, the letters also cautioned the TPB about new federal standards for ozone that are coming by 2015, that the region is at risk of not being able to meet the new standards, and that more work is needed to find further emissions reductions.

Mr. Kirby explained that the region has met all of the standards that currently exist and that without knowing what the new ones will be, this is about all the region can do at this stage. He said that the federal government's new "Tier 3" motor vehicle emissions and fuel standards, the implementation of which is imminent, would produce significant reductions right away, as they make the fuel that existing cars use cleaner. And he said that longer-term emissions controls under the standards would lead to cleaner vehicles. But, he reiterated the need to continue to look for ways to reduce emissions, both in the mobile transportation sector, as well as from point sources and area sources, and to look for the most cost-effective ways to do so.

Mr. Kirby said the third comment received during the public comment period was a letter from the Wolf Trap Foundation for the Performing Arts regarding the proposed collector-distributor lanes on the Dulles Toll Road between Spring Hill Road and Wiehle Avenue. He told Board members that the letter expressed concern that the cost estimate for the project did not appear to include the value of the land owned by the Foundation, which would need to be acquired to complete the westbound lanes of the projects, and that acquiring land from the National Park Service for the eastbound lanes would be difficult to do without substantial expense. He said that the Foundation also expressed concern that removing the sound barrier protecting Wolf Trap from traffic noise on the Toll Road during construction, and later relocating it closer to the Filene Center, would be in violation of Congressional prohibitions on excessive noise from the road.

Mr. Kirby said that TPB staff had sent the letter from Wolf Trap through the Virginia Department of Transportation to Fairfax County for a response. Fairfax County said that the proposal is still a planning exercise, that it is in the county's comprehensive plan, but that it has not gotten to the point yet of examining the availability of right-of-way.

Mr. Kirby said the fourth comment was in support of the study of building a bypass of Route 28 around Manassas, from Route 234 to I-66, and suggested some specific options that should be examined as part of the study. He said that the proposed response is that the TPB will make sure those options are included in the study.

Mr. Kirby asked the Board to accept the proposed responses to allow the process of approving the conformity assessment and long-range plan in Items 9 and 10 to move forward.

Ms. Smyth offered additional explanation about the comments from the Wolf Trap Foundation. She said that she had initially raised concerns at the June TPB meeting about the collector-distributor lanes on the Dulles Toll Road and whether Wolf Trap knew about the proposal. She said she called them and they were not aware of the plan, which she said reflected poorly on Fairfax County's public involvement process. She said it might make sense to note on this project that, even once it is in the long-range plan, it will still need a lot more work to resolve the land acquisition and other issues.

Mr. Kirby agreed and said such language could be included with the project, and that the project could be revisited in next year's update to the plan.

Ms. Hudgins also commented on the project. She said that she thought it should have to come back to the TPB for consideration once the details of the project, especially concerning the issues raised, have been fleshed out.

Mr. Kirby confirmed that such language would be included with the project and that, if approved, the language would become part of the long-range plan and would have to be addressed in the future.

Mr. Zimmerman moved to accept the comments received and recommended responses. Mr. Elrich seconded the motion. Chair York opened the floor to discussion.

Ms. Smyth asked whether the comments would reflect the Board's earlier discussion. Mr. Kirby confirmed that they would.

The motion passed unanimously.

9. Approval of Air Quality Conformity Determination of the 2013 CLRP and FY 2013-2018 TIP

Ms. Posey drew the Board's attention to the summary report for the air quality conformity

determination for the 2013 Constrained Long Range Plan and FY 2013-2018 Transportation Improvement Program, a copy of which each Board member should have received prior to the meeting. She said the full report was available online, and she reminded Board members that the results of the analysis were presented in full at the June meeting: manely, that both the CLRP and TIP met all of the conformity requirements. She said that the comments and responses approved in the previous agenda item would be included in the report.

Mr. Weissberg moved to approve the determination. The motion was seconded and approved unanimously.

10. Approval of the 2013 CLRP

Mr. Kirby drew the Board's attention to the summary of the proposed updates to the 2013 Constrained Long-Range Plan, or CLRP. He said that, in addition to the comment discussed in Item 8 regarding Wolf Trap, the other significant item worth noting was that there were three alternative configurations for the Dulles Air Cargo Passenger Metro Access project carried through the required air quality conformity determination process. He said that a "no-build" option was also included to give the TPB the flexibility to choose that option if the Virginia Department of Transportation had not selected a locally preferred alternative by the date of the July Board meeting.

Mr. Kirby explained that at today's meeting the TPB would have to choose one of the options, and that VDOT, at the direction of the Commonwealth Transportation Board, was recommending that the TPB proceed with approving the no-build alternative. He explained that the other alternatives remain as candidates and could be added to the plan at a later date, once VDOT has selected its preferred alternative.

Mr. Kirby said that all of the other projects in the plan are the same as before and that the only comments received were summarized earlier in the meeting. He asked the Board to approve the updates.

Chair York moved to approve the updates. Mr. Turner seconded the motion. The Board approved the motion unanimously.

11. Certification of the Urban Transportation Planning Process for the National Capital Region

Mr. Kirby explained to the Board that federal planning rules require the TPB to conduct a periodic self-certification documenting its compliance with all of the planning requirements to which the TPB is subject under federal law and regulation. He said that TPB conducts its self-certification every year, and that it comes in the form of a resolution approved by the TPB, signed by the Chair on behalf of the TPB, and signed by each of the three state departments of transportation responsible for administering planning funds that come to the TPB from the

federal government.

Mr. Kirby highlighted some of the topics covered in the certification report: annual updating of the CLRP; meeting air quality conformity requirements; development of the Unified Planning Work Program, which spells out the TPB's funding and its roles and responsibilities; the TPB Vision and planning policy requirements; financial analyses as part of the four-year updates to the CLRP; public participation and public involvement; transportation for persons with disabilities, low-income individuals, and older adults; Title VI of the Civil Rights Act; human service transportation coordination; the congestion management process; existing system management and operations; freight planning; bicycle and pedestrian planning; environmental consultation and mitigation; scenario planning; and climate change.

Mr. Kirby added that the certification also discusses the TPB's work on a regional transportation priorities plan, its Transportation/Land-Use Connections program, and administration of a federal TIGER grant, all of which are voluntary activities undertaken by the TPB but that are included in the certification for information purposes.

Mr. Erenrich asked whether all of the issues raised by the federal certification process three years ago had been addressed in this self-certification.

Mr. Kirby said that the issues have been addressed. He said the major ones had to do with Title VI and the Fredericksburg Area MPO, which includes part of the Washington urbanized area and therefore must meet the same requirements as the TPB. He reiterated that he believes all of the requirements have been met. He said the federal government's next certification is coming up next year, and that based on past experience it will likely be a very involved process.

The motion to approve the self-certification was moved and seconded. The motion passed unanimously.

12. Approval of Technical Assistance Recipients Under the FY 2014 Transportation/Land Use Connections (TLC) Program

Ms. Crawford said this item and the next item on the Transportation Alternatives Program are linked in that both programs allow the TPB to further the goals in the TPB Vision by providing support to member jurisdictions enhancing multimodal mobility and development options. She made a presentation providing background information on the TPB's Transportation/Land-Use Connections (TLC) Program and summarizing the project solicitation and selection process for the FY 2014 TLC technical assistance program. She said that as of FY 2013, TPB has funded 65 technical assistance projects at just over $2 million, with annual contributions from MDOT and a grant in 2007 from VDOT. She said a Regional Peer Exchange Network has been incorporated into the TLC Program to share information learned through the TLC projects.

Ms. Crawford said the FY 2014 project solicitation began March 8 and ran through May 15. She said staff held an application workshop on March 15 and that abstracts, an optional component of

the solicitation, were due on March 29. She said the TPB received 16 applications requesting a total of $668,000 by the May 15 deadline. She said the selection panel met on June 12 and selected nine projects to recommend for TPB approval, fully expending the $380,000 available for FY 2014. She briefly reviewed the recommended projects. She said the selection panel also set priorities that they would like jurisdictions to consider as staff develops projects for the FY 2015 solicitation. The priorities are demonstration of coordination between jurisdictions, innovation, and linkages between communities within and around Regional Activity Centers.

A motion was made and seconded to approve the nine projects for funding under the FY 2014 Transportation/Land-Use Connection Program. The motion passed unanimously.

13. Approval of Projects for Funding Under the MAP-21 Transportation Alternatives Program for FY 2013 and 2014 in the District of Columbia and Maryland and for FY 2014 in Virginia

Ms. Crawford noted an additional one-page memo for Item 13 that was supplemental to the materials provided in the mailout packet. She summarized previous briefings the TPB received on the Transportation Alternatives (TA) Program. She said the TA Program provides an opportunity for the TPB to look at identifying and implementing regional priorities that complement existing TPB activities, such as the TLC Program, the COG Regional Activity Centers, and the Regional Transportation Priorities Plan.

Ms. Crawford described the regional solicitation for TA projects for FY 2013 and FY 2014 in the District of Columbia and Maryland and FY 2014 in Virginia. She said that per federal guidance, the TPB conducted a competitive process. She said the solicitation ran from March 1 through May 15, and that TPB staff hosted a mandatory application workshop on March 22. She noted that the state departments of transportation reviewed the applications for eligibility and readiness. She explained that the TPB's selection criteria were developed from the TPB Vision, the TLC Strategies, and Region Forward goals, as well as input from the Access for All Advisory Committee and the Citizens Advisory Committee. She said staff reviewed the applications with the selection panel chair, and recommended that all projects move forward since each met the selection criteria. She said the program was under-subscribed in some states and that the TPB received as many applications as it could fund in others. She briefly reviewed the recommended projects.

Ms. Crawford described the successful collaboration and consultation with the state departments of transportation in planning the project solicitation, developing the application materials, and reviewing the applications. She reviewed some reasons why TPB staff and the departments of transportation believed the TA Program was under-subscribed for this cycle, including existing SAFETEA-LU funding for Safe Routes to School eligible projects, recent Transportation Enhancements funding awards, and changes in project and sponsor eligibility. She said roughly $1 million of the FY 2013 funds in Maryland will be used in a subsequent solicitation for FY 2014 projects that the TPB will conduct with MDOT. She said about $400,000 in FY 2014 Virginia TA funds will carry over to the FY 2015 VDOT TA solicitation this fall, in which the

TPB will participate. She said the deadline for this solicitation is November 1, 2013. She closed by expressing appreciation to staff of the state departments of transportation for their patience and collaboration throughout the process to build a regional TA Program. She said the partnerships forged through this process will be instrumental to ensuring successful future rounds of the TA Program.

Mr. Zimmerman made a motion to adopt Resolution R4-2014. The motion was seconded and passed unanimously.

14. Approval of an Amendment to the FY 2013-2018 TIP that is Exempt from the Air Quality Conformity Requirement to Include Project and Funding Updates for the Suburban Maryland Section

Ms. Erickson said the information under this item was presented at the June TPB meeting. She said the intent of the request is to update the TIP to make it consistent with Maryland's Consolidated Transportation Program, which was approved in April. She said MDOT was able to secure additional funding through the Maryland Transportation Infrastructure Investment Act of 2013. She highlighted some of the major projects in the package.

Ms. Erickson made a motion to adopt Resolution R5-2014 to update the TIP with the enclosed project information. Ms. Krimm seconded the motion, which was approved unanimously.

15. Approval of an Amendment to the FY 2013-2018 TIP that is Exempt from the Air Quality Conformity Requirement to Include Project and Funding Updates for the Northern Virginia Section

Ms. Cuervo made a motion to adopt Resolution R6-2014 to amend the FY 2013-2018 TIP to update projects and funding in the Northern Virginia section of the TIP. Mr. Lebegern seconded the motion, which passed unanimously.

INFORMATION ITEM

16. Briefing on the Draft TPB Regional Transportation Priorities Plan (RTPP)

Mr. Turner said that a work session on the draft RTPP occurred immediately prior to the TPB meeting, and included approximately 25 participants – including members of the CAC – who heard a presentation on the draft report, including regional challenges, strategies, and potential priorities. He said that participants offered feedback on the draft report during this work session. He added that there was a feeling among the working group that the TPB should be flexible in scheduling milestones related to the RTPP – including potential adoption of the RTPP – based on public comments that are received during the public comment period that will occur over the summer.

Mr. Kirby, referring to a PowerPoint presentation, reviewed key highlights of the RTPP. He summarized the historical context of the plan as well as the plan's structure. He said that there were six goals for the RTPP that were rooted in the TPB vision, and that the RTPP identifies specific challenges associated with each goal. The six goals in the RTPP are:

- Options: provide a comprehensive range of transportation options for everyone
- Activity Centers: Promote a strong and healthy regional economy including a healthy regional core and dynamic activity centers
- Maintenance: Ensure adequate system maintenance, preservation, and safety
- Effectiveness: Maximize operational effectiveness and safety of the transportation system
- Environment: Enhance environmental quality, and protect natural and cultural resources
- Inter-Regional: Support inter-regional and international travel and commerce

Mr. Kirby then reviewed the plan's proposed strategies, including near-term strategies such as improving access around bus stops and rail stations, alleviating bottlenecks, alternative fuel vehicle infrastructure, commute alternatives, pedestrian and bicycle infrastructure; on-going strategies, including Metro and highway maintenance, bus priority, roadway efficiency, accessible transportation, updating traffic laws; and long-term strategies, which include express toll lanes with bus rapid transit, concentrated growth with more transit capacity, and a combination of these two strategies.

Mr. Kirby provided an overview of the RTPP public opinion survey. He said the survey was conducted from April through July and had 660 responses, which he said represents 8 percent of the households that received invitations to take the survey. He summarized the survey methodology, including the weighting of the survey based on factors such as geography, income, and housing type, and mentioned that there was generally very good representation of the region except for a disproportionately high percentage of public transportation users. He provided an overview of the questions that were asked throughout the survey, and summarized the main results.

Mr. Kirby said that, according to the survey, the highest ranked challenges were transit crowding, followed by Metro repair needs, roadway congestion, and roadway repair needs. With regard to the RTPP's strategies, he said the survey found that the top identified priority was Metro maintenance, followed by highway maintenance, alleviating road bottlenecks, improving transit access, roadway management, commute alternatives, and pedestrian infrastructure. He summarized information about the percentage of respondents who support additional dedicated funding, and said that Metro maintenance was the top priority identified to receive dedicated funding. He said that all of the strategies received over 60 percent support, indicating that, overall, survey respondents were supportive of all of the identified strategies proposed to address the challenges outlined in the RTPP. He summarized the results of three additional polling questions that addressed confidence in transportation agencies, public information campaigns, and potential opposition to infill development.

Mr. Kirby provided an overview of the RTPP's recommendations, noting again that the four

challenges that were identified as the most regionally significant were: transit crowding, Metro repair needs, roadway congestion, and roadway repair needs. He said that Metro and highway maintenance were in the top tier of identified strategies, and pointed out that these are also the focus of the new federal MAP-21 legislation. He said that implementing strategies to address Metro and highway repair challenges is the responsibility of the transportation agencies that own and operate the region's transit and highway facilities, and can be accomplished through adequate funding of and management by those agencies. He added that Metro and highway maintenance should be given the highest priority in the program development and allocation of funding in the update of the 2014 CLRP, which is scheduled to occur over the next year.

Mr. Kirby continued by outlining a second tier of strategies that included alleviating bottlenecks, transit access, roadway management, commute alternatives, pedestrian infrastructure, and the combined long-term scenario that includes express toll lanes with bus rapid transit and concentrated growth with more transit capacity. He said together these strategies suggest that an integrated approach incorporating both supply and demand side strategies is needed. He highlighted a third tier of strategies which includes accessible transportation, bus priority, traffic regulations, alternative fuel vehicles, and bicycle infrastructure. He said that the survey suggested that these strategies should also be given continued attention throughout the regional transportation planning process. He added that the answers to the polling questions at the end of the survey suggest some process strategies, such as agencies providing sufficient transparency, making maximum use of public information campaigns, and providing opportunities for involvement of all affected parties when high density development is being considered near transit stations in the region.

Mr. Kirby summarized the next steps for the RTPP, which include releasing the draft RTPP and the survey tool for a 30-day public comment period on July 24, and presenting proposed revisions to the draft RTPP to the TPB at its September 18 meeting. He mentioned that the draft RTPP would also be part of a Region Forward event scheduled for September 27.

Mr. Snyder expressed his concern about the survey methodology, particularly the lack of scientific weighting of the population. He mentioned that the TPB has very little scope of direct action, and added that the TPB is called upon to review and approve matters that are already vetted at the State level. He emphasized that while it is useful to discuss large-scale regional priorities such as new transit and roadways, the TPB's real value would be to ascertain gaps in connectivity, and to identify inexpensive improvements that can improve the existing overall transportation network. He said that the TPB could provide value by identifying relatively inexpensive improvements to the existing system that yield a high rate of return. He added that there ought to be a "meeting of the minds," and said that both transit and roadway advocates can benefit from a more effective and efficient transportation network. He referenced the Metropolitan Area Transportation Operations Coordination (MATOC) Program as a successful example of the TPB providing a valuable low-cost service to the region that helps close a previous system-wide gap.

Mr. Grimes agreed with Mr. Snyder's observation about the lack of scientific characteristics in the survey. He also observed that the long-term strategies outlined in the draft Plan failed to take

into account certain technological advances that he said may be present in the future and could affect congestion, such as autonomous vehicles, "smart roadways" that use sensors to provide information to traffic-managing agencies, and dynamic tolling.

Mr. Kirby addressed the concerns expressed about the scientific validity of the survey, stating that TPB staff worked hard to assure that a representative sample of the region's population was surveyed and that rigorous statistical methods and controls were used to weight and tabulate the 660 survey responses. He also addressed Mr. Grime's point about vehicle technology. He said that he serves on the US DOT Intelligent Transportation Systems Program Advisory Committee, and emphasized that while there are many new developments underway in vehicle technology, some advances like self-driving vehicles are at best a distant reality.

Mr. Elrich expressed his discomfort about the recommendation for BRT on toll lanes of major highways, stating that many congestion problems exist on local roads, not on highways. He added that in Montgomery County, the greatest congestion challenges are internal and not on I-270. He said that adding transit options – such as repurposing local lanes for BRT – within the built network could improve traffic.

Mr. Kirby said that congestion on the freeway system is regionally significant, and is important to many travelers. He added that while local traffic is an important consideration, congestion on major freeways also requires attention.

Mr. Smith commented that regional arteries are critical for Frederick. He added that the projected growth in Frederick over the next 20 years necessitates addressing sensible road expansions.

Mr. Zimmerman, in response to Mr. Elrich, said that said that making major arteries and interstates work more efficiently is one of the charges of the TPB, and affirmed that finding ways to utilize these roads for transit is part of the solution. He also supported Mr. Elrich's point, recognizing that part of the reason for congestion on roads is because people depend on roads for "everything," including interstate travel, regional travel, and local travel. He added that congestion could be relieved if the region had a more effective local road network that included interconnections that allow people to get where they need to go, rather than using hundreds of millions of dollars to expand road facilities, which he said would repeat past mistakes. He also expressed hesitation about using toll revenue to pay for new roads, stating that people do not like to pay tolls. He said relying on a toll-based funding strategy for expansion does not move the region in the right direction, and reiterated that a balanced approach is fundamentally important.

Mr. Turner said that the TPB has an important role in getting information out to the public. He urged members of the TPB to review the draft RTPP, and added that it would be good for the TPB to have a conversation about how to implement elements in the draft plan.

Ms. Tregoning commented that the slow pace of transportation planning and investment is juxtaposed with the fast rate of change in how people are using transportation. She stated that people are changing modes much more quickly than in the past, and added continued rapid change will occur as telecommuting and shared vehicle use continue to rise. Consequently, she

said that there might be projects that have been in the CLRP for 15 years or more that may no longer be a good idea.

Ms. Hudgins said that she hopes the draft RTPP provides an opportunity to bring the three state DOTs together. She advocated that the draft RTPP should also address overall connectivity challenges, which she said involves better coordinating projects.

Chair York thanked the members of the TPB for their discussion, and said he looks forward to the continued conversation in September.

NOTICE ITEM

17. Notice of a Proposed Amendment to the FY 2013-2018 TIP that is Exempt from the Air Quality Conformity Requirement to Include Funding for the Construction of a Replacement Interchange on MD 4 at Suitland Parkway and for the Reconstruction of US 1 in College Park, as Requested by the Maryland Department of Transportation (MDOT)

Ms. Erickson summarized that MDOT, through the Maryland Transportation Infrastructure Investment Act, is requesting an amendment to the FY2013-2018 TIP to include funding for the construction of a replacement interchange on MD 4 at Suitland Parkway ($154 million) and for the restoration of US 1 in College Park $19.6 million). She said that this amendment would be released for public comment in August and would come before the TPB again in September.

18. Other Business

There was no other business brought before the TPB.

19. Adjourn

The meeting was adjourned at 2:00 pm.

Item 3

TPB Technical Committee Meeting Highlights

September 6, 2013

The Technical Committee met on September 6th at COG. Five items were reviewed for inclusion on the TPB agenda for September 18th.

- TPB agenda Item 7

  The Committee was briefed on highlights from the 2013 State of the Commute Survey, which has been conducted every three years since 2001.

- TPB agenda Item 8

  In March 2011, the Regional Freight Planning Subcommittee presented a list of highlighted freight transportation projects to the TPB which included one long-term and one short-term project for each freight railroad and one each for the District of Columbia, Maryland and Virginia. The Committee was briefed on an update of the list of regional highlighted freight projects.

- TPB agenda Item 9

  District Department of Transportation (DDOT) staff briefed the Committee on the Long Bridge Study, which is assessing potential inter-modal connectivity and operations improvements to the bridge, and analyzing long-term multimodal capacity investments that include future operating requirements of high-speed and intercity passenger rail, commuter rail, and freight services over the Potomac River.

- TPB agenda Item 10

  In January, the TPB was briefed on the draft report on a study of the public acceptability of congestion pricing in the region which was sponsored by the Federal Highway Administration (FHWA) Value Pricing Program. The Committee was updated on this report, which has been finalized to respond to comments from the FHWA. The Committee was also briefed on the implications of MAP-21 requirements and restrictions regarding the establishment of tolls on existing lanes.

- TPB agenda Item 11

  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 draft RTPP was released for public comment on July 24. The Committee was briefed on comments received and on potential revisions to the priorities plan

Four items were presented for information and discussion:

- At the February 20 meeting, the TPB requested an update on traffic signal timing 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 briefed on the results of a survey on traffic signal timing in the region.

- 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 a draft regional Green Streets policy.

- In response to a request from WMATA staff regarding the past performance of regional transit forecasts, a technical analysis was completed to investigate how well TPB transit forecasts prepared almost 20 years ago compared to actual 2010 regional transit ridership. The Committee was briefed on the analysis.

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

TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE - September 6, 2013

DISTRICT OF COLUMBIA

DDOT	Mark Rawlings
DCOP	Dan Emerine

MARYLAND

Charles County	-------
Frederick Co.	Ron Burns
City of Frederick	-------
Gaithersburg	-------
Montgomery Co.	Gary Erenrich
Prince George's Co.	Kevin Thornton
Rockville	-------
M-NCPPC	
Montgomery Co.	-------
Prince George's Co.	-------
MDOT	Lyn Erickson
	Vaughn Lewis
	Matt Baker
MTA	-------
Takoma Park	-------

VIRGINIA

Alexandria	Pierre Holloman
Arlington Co.	Dan Malouff
City of Fairfax	-------
Fairfax Co.	Mike Lake
Falls Church	-------
Loudoun Co.	Robert Brown
Manassas	-------
Prince William Co.	Monica Backmon
NVTC	Clair Gron
PRTC	Nick Alexandrow
VRE	Christine Hoeffner
VDOT	Kanathur Srikanth
	Norman Whiteker
VDRPT	Tim Roseboon
NVPDC	-------
VDOA	-------

WMATA

WMATA	Michael Eichler

FEDERAL/OTHER

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

COG Staff

Ron Kirby, DTP
Gerald Miller, DTP
Nick Ramfos, DTP
John Swanson, DTP
Michael Farrell, DTP
Mark Pfoutz, DTP
Ron Milone, DTP
Andrew Meese, DTP
Karin Foster, DTP
Eric Randall, DTP
Rich Roisman, DTP
Marco Trigueros, DTP

Other Attendees

Michael Wewitt, WMATA
Rick Rybeck, Just Economics LCC
Cindy Petkac, USRC
Jeff Dehan, Prince George's Co.
Vic Siaurusaitis, Bakor Engineering
Lezlie Rupert, DDOT
Eulois Cleckley, DDOT
Bill Orleans

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

September 12, 2013

To: Transportation Planning Board

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

Re: Steering Committee Actions

At its meeting on September 6, 2013, the TPB Steering Committee approved the following resolutions:

- SR1-2014: Resolution on an amendment to the FY 2013- 2018 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to update funding for an interchange reconstruction and transit category listings, as requested by the Maryland Department of Transportation

- SR2-2014: Resolution on an amendment to the FY 2013- 2018 TIP that is exempt from the air quality conformity requirement to add funding for the I-495 Express Lanes Shoulder Use project, as requested by the Virginia Department of Transportation

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

TPB SR1- 2014
September 6, 2013

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

RESOLUTION ON AN AMENDMENT TO THE FY 2013-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO UPDATE FUNDING FOR AN INTERCHANGE RECONSTRUCTION AND TRANSIT CATEGORY LISTINGS, 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 letters MDOT has requested amendments to the FY 2013-2018 TIP to change funding as follows:

- Reduce the Right-of-Way phase cost from $20.753 million to $7.605 million and change funding source to National Highway Performance Program (NHPP) for the MD210 at Kerby Hill Road/Livingston Road project (TIP ID 3044), and create a new listing for this project with $3.646 million in High Priority Project (HPP) and NHPP funding to reflect advanced Right-of-Way acquisition (TIP ID 6148)
- Include two new listings under the Large Urban Operating category for Preventative Maintenance with $27.775 million in Section 5307 funding (TIP ID 6147) and for Operating Assistance with $25 million in Section 5307 funding (TIP ID 6146)
- Add $5.908 million in Section 5311 funding to FY 2014 for the Rural Transit Operating Assistance listing (TIP ID 2853)
- Add $1.241 million in Section 5307 funding to FY 2014 for the Small Urban Systems Capital listing (TIP ID 3012)
- Move $6.018 million to FY 2012/Previous Funding and add $9.509 million in Section 5307 funding to FY 2013 (TIP ID 2594)

as described in the attached materials; and

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

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

- Reduce the Right-of-Way phase cost from $20.753 million to $7.605 million and change funding source to National Highway Performance Program (NHPP) for the MD210 at Kerby Hill Road/Livingston Road project (TIP ID 3044), and create a new listing for this project with $3.646 million in High Priority Project (HPP) and NHPP funding to reflect advanced Right-of-Way acquisition (TIP ID 6148)
- Include two new listings under the Large Urban Operating category for Preventative Maintenance with $27.775 million in Section 5307 funding (TIP ID 6147) and for Operating Assistance with $25 million in Section 5307 funding (TIP ID 6146)
- Add $5.908 million in Section 5311 funding to FY 2014 for the Rural Transit Operating Assistance listing (TIP ID 2853)
- Add $1.241 million in Section 5307 funding to FY 2014 for the Small Urban Systems Capital listing (TIP ID 3012)
- Move $6.018 million to FY 2012/Previous Funding and add $9.509 million in Section 5307 funding to FY 2013 (TIP ID 2594)

as described in the attached materials

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on September 6, 2013.

Maryland Department of Transportation
The Secretary's Office

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

James T. Smith, Jr.
Secretary

August 29, 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 two amendments to the State Highway Administration (SHA) portion of the FY 2013-2018 Transportation Improvement Program (TIP) as described in the attached memo. The amendments are needed to reflect the breakout of Advanced Right-of-Way Acquisition funds from an existing TIP project, (#4879) MD 210 at Kerby Hill Road/Livingston Road interchange, as well as to reflect the reduced cost of the right-of-way phase. This project is included in the currently approved air quality conformity analysis.

In order to conform to MAP-21 requirements, right-of-way funding that is to be used for advanced right-of-way acquisition must be shown separately from the rest of the project in Statewide TIPs. Therefore, a new TIP project needs to be created to show the portion of already programmed funding that will be used for advanced right-of-way acquisition on the MD 210 at Kerby Hill Road/Livingston Road interchange project. Additionally, the estimated cost of the right-of-way phase for the MD 210 project has been reduced from $21.1 million to $11.3 million. The total $11.3 million right-of-way phase cost will be split between the existing TIP project #4879 ($7.6 million) and the new TIP project #6148 ($3.7 million). The amendment details are summarized below and in the attached memo.

TIP ID #	Project	Phase	Previously Programmed Funding	Amount of New Funding	Comment
6148 (New)	MD 210/Kerby Hill Road Interchange – Advanced RW Acquisition	RW	N/A (New)	$3,646,000	Move $3.646 M to the RW phase of this new TIP line item from already programmed R/W phase of TIP ID 4879.
4879	MD 210/Kerby Hill Road Interchange – Advanced RW Acquisition	PE RW CO	$98,378,000	$84,851,000	Reduce RW phase amount by $13.527 million as a result of the RW cost estimate being reduced by $9.881 million and $3.646 million in advanced RW funds being moved to a new TIP project (6148).

MDOT requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee at the September 6, 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.

Sincerely

Michael W. Nixon

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

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

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

SHA State Highway Administration
Maryland Department of Transportation

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

MEMORANDUM

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

ATTN: Mr. Mike Nixon
Ms. Lyn Erikson

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

DATE: August 29, 2013

SUBJECT: Amendment Request to the Fiscal Year (FY) 2013 Transportation Improvement Program (TIP) for the National Capital Region
MD 210 at Kerby Hill Road/Livingston Road Interchange

The State Highway Administration (SHA) hereby requests to amend the FY 2013 National Capital Region Transportation Improvement Program (TIP). The amendment is needed to reflect the breakout of Advanced Right-of-Way Acquisition funds from an existing TIP project (4879), the MD 210 at Kerby Hill Road/Livingston Road interchange, as well as to reflect the reduced cost of the right-of-way phase.

In order to conform to MAP-21 requirements, right-of-way funding that is to be used for advanced right-of-way acquisition must be shown separately from the rest of the project in Statewide TIPs. Therefore, a new TIP project has been created to show the portion of already programmed funding that is needed for advanced right-of-way acquisition on the MD 210 at Kerby Hill Road/Livingston Road interchange project.

Additionally, the estimated cost of the right-of-way phase for the MD 210 project has been reduced from $21.1 million to $11.3 million. The total $11.3 million right-of-way phase cost is split between the existing TIP project 4879 ($7.6 million) and the new TIP project described above ($3.7 million).

The following table presents the proposed amendment described on the previous page:

TIP ID #	Project	Phase	Previously Programmed Funding	Amount of New Funding	Comment
6148 (New)	MD 210/Kerby Hill Road Interchange – Advanced RW Acquisition	RW	N/A (New)	$3,646,000	Move $3.646 M to the RW phase of this new TIP line item from already programmed R/W phase of TIP ID 4879.
4879	MD 210/Kerby Hill Road Interchange – Advanced RW Acquisition	PE RW CO	$98,378,000	$84,851,000	Reduce RW phase amount by $13.527 million as a result of the RW cost estimate being reduced by $9.881 million and $3.646 million in advanced RW funds being moved to a new TIP project (6148).

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

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

Attachment
cc: 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 Rodgers, Assistant Regional Planner, SHA
Mr. John Thomas, Regional Planner, SHA
Mr. Brian Young, District Engineer, SHA

	Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total

MDOT/State Highway Administration

Primary

MD 210, Indian Head Highway

TIP ID: **6148** Agency ID: **PG7001** Title: **MD 210 at Kerby Hill Road/Livingston Road** Complete: **2020**

Facility: MD 210 at Kerby Hill Road/Livingston Road
From:
To:

HPP	80/20/0			250 b	129 b				379
NHPP	80/20/0				3,267 b				3,267
								Total Funds:	***3,646***

Description: Advanced Right-of-Way acquisition for the MD 210 at Kerby Hill Road / Livingston Road interchange project (TIP ID# 4879).

Amendment: Add New Project **Requested on:** 9/6/2013

Add project to the FY 2013-2018 TIP to reflect advanced Right-of-Way acquisition only.

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

Facility: MD 210 at Kerby Hill Road/Livingston Road
From:
To:

STATE	0/100/0				25,600 c	24,600 c	22,203 c		72,403
HPP	80/20/0	2,761 a	1,000 a	1,000 a	2,843 a				4,843
NHPP	80/20/0				1,604 b	5,622 b	379 b		7,605
								Total Funds:	***84,851***

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

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

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

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

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

Maryland Department of Transportation
The Secretary's Office

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

James T. Smith, Jr.
Secretary

September 5, 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 several amendments to the Maryland Transit Administration (MTA) portion of the FY 2013-2018 Transportation Improvement Program (TIP) as described below and in the attached memo. This action does not require an air quality conformity analysis.

TIP ID#	Project	Amount of New Funding
6147	Large Urban Preventive Maintenance	$27,775,000
6146	Large Urban Operating Assistance	$25,000,000
2853	Rural Transit - Operating Assistance	$5,908,000
3012	Small Urban Systems - Capital	$1,241,000
2594	Small Urban Transit Systems – Operating Assistance	$3,491,000

MDOT requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee at its September 6, 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.

Sincerely,

Michael W. Nixon

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

Attachment
cc: 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
Ms. Diane Ratcliff, Director, Office of Planning, Maryland Transit Administration

MARYLAND TRANSIT ADMINISTRATION
MARYLAND DEPARTMENT OF TRANSPORTATION
Martin O'Malley, Governor • Anthony G. Brown, Lt. Governor
James T. Smith, Jr., Secretary • Robert L. Smith, Administrator

MEMORANDUM

TO: Mr. Don Halligan, Director
Office of Planning and Capital Programming, MDOT

ATTN: Mr. Mike Nixon

FROM: Ms. Diane Ratcliff, Director
Office of Planning, MTA

DATE: September 04, 2013

SUBJECT: Amendment to the Washington Region FY 2013 TIP to add two new projects and add funding to three existing projects.

We are requesting an amendment to the Washington Region FY 2013 Transportation Improvement Program (TIP) to add two new projects:

- Large Urban Preventive Maintenance
- Large Urban Operating Assistance

In addition we are requesting additional funding to three existing projects:

- Rural Transit - Operation Assistance
- Small Urban Systems - Capital
- Small Urban Systems – Operating Assistance

After your review, please process the requested amendment with the Transportation Planning Board for inclusion in the FY 2013-2018 TIP. If you have any questions please feel free to contact Mr. John Gasparine, STV Consultant, MTA Office of Planning at (410)767-3760 or via email at jgasparine@mta.maryland.gov or Terri Lippa, Capital Programming Analyst, MTA Office of Planning at (410)767-3759 or via email at tlippa@mta.maryland.gov.

cc: Ms. Holly Arnold, Manager, Capital Programming, Office of Planning, MTA
Ms. Lyn Erickson, Regional Planner, Office of Planning, MDOT
Mr. John Gasparine, Program Administrator, Office of Planning, MTA
Ms. Kellie Gaver, Deputy Director, Office of Planning, MTA
Ms. Terri Lippa, Capital Programming Analyst, Office of Planning, MTA

	Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total

MDOT/Maryland Transit Administration

Transit

Large Urban Operating

TIP ID: **6147** Agency ID: Title: **Large Urban Preventive Maintenance** Complete:

Facility:
From:
To:

Section 5307	80/0/20	5,555 e	5,555 e	5,555 e	5,555 e	5,555 e	27,775
						Total Funds:	***27,775***

Description: Preventive Maintenance Funds for Montgomery County.

Amendment: **Add New Project** **Requested on:** 9/6/2013

Amend project into the FY 2013-2018 TIP with $27.775 million in Section 5307 funds programmed between fiscal years 2014 and 2018.

TIP ID: **6146** Agency ID: Title: **Large Urban Operating Assistance** Complete:

Facility:
From:
To:

Section 5307	50/0/50	5,000 e	5,000 e	5,000 e	5,000 e	5,000 e	25,000
						Total Funds:	***25,000***

Description: Operating Assistance for Prince Georges County.

Amendment: **Add New Project** **Requested on:** 9/6/2013

Amend project into the FY 2013-2018 TIP with $25 million in Section 5307 funds programmed between fiscal years 2014 and 2018.

Rural Transit - Operating Assistance

TIP ID: **2853** Agency ID: **Part of 0218** Title: **Rural Transit - Operating Assistance** Complete:

Facility:
From:
To:

Section 5311	50/25/25	1,434 e					1,434
Section 5311	48/20/32		5,908 e				5,908
						Total Funds:	***7,342***

Description: Operating assistance for rural service in Charles, Frederick, Montgomery, and Prince George's Counties

Amendment: **Add Funding** **Requested on:** 9/6/2013

Add $5.908 million of Section5311 funding to FY 2014.

	Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
Small Urban Systems - Capital										
TIP ID: **3012** Agency ID: **Part of 0217** Title: **Small Urban Systems - Capital**										Complete:
Facility:	Section 5307	80/10/10		1,740 e	1,241 e					2,981
From:									***Total Funds:***	***2,981***
To:										

Description: Provision of vehicles, equipment and other projects in support of public transportation in Charles and Frederick Counties. Federal assistance from 49 U.S.C. Section 5307. Project selection based on applications from local providers.

Amendment: Add Funding **Requested on:** 9/6/2013

Add $1.241 million in Section 5307 funding to FY 2014.

	Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
Small Urban Systems - Operating Assistance										
TIP ID: **2594** Agency ID: **Part of 0217** Title: **Small Urban Transit Systems - Operating Assistance**										Complete:
Facility:	Section 5307	42/12/43	6,018 e	9,509 e						9,509
From:									***Total Funds:***	***9,509***
To:										

Description: Operating assistance to small urban transit systems in Charles and Frederick Counties

Amendment: Add Funding **Requested on:** 9/6/2013

Move $6.018 million in Section 5307 funding to FY 12 (Previous Funding) and add $9.509 million to FY 2013.

TPB SR2- 2014
September 6, 2013

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

RESOLUTION ON AN AMENDMENT TO THE FY 2013-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO ADD FUNDING FOR THE I-495 EXPRESS LANES SHOULDER USE PROJECT AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)

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

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

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

WHEREAS, in the attached letter of August 30, 2013 VDOT has requested an amendment to the FY 2013-2018 TIP to include $17 million in Advanced Construction (AC) and matching funds in FY 2014 for construction to upgrade the inside shoulder of I-495 between the Old Dominion Drive overpass and south of the George Washington Parkway, as described in the attached materials; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2013-2018 TIP to include $17 million in AC and matching funds in FY 2014 for construction to upgrade the inside shoulder of I-495 between the Old Dominion Drive overpass and south of the George Washington Parkway, as described in the attached materials;

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on September 6, 2013.

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
4975 Alliance Drive
Fairfax, VA 22030

GREGORY A. WHIRLEY
COMMISSIONER

August 30, 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) to add funding for the construction phase of the I 495 Express Lanes Shoulder Use project (UPC 105130). This shoulder use project is part of a larger project, I 495 Express lanes Extension project that proposes to extend the two existing Express lanes, in each direction, between Old Dominion Drive overpass and just south of the George Washington Parkway by the end of 2015. This interim phase of the project will provide one additional lane in the northbound direction between the same limits. The additional lane, during the interim period, will be provided by using the inner shoulders of I 495 and traffic permitted to use it only during the morning and afternoon peak periods.

The I 495 Express lane Shoulder use project is currently in the FY 2013-2018 TIP (with funding for the PE phase) and the amendment proposes to add $17M in FY 2014 in AC funding for the construction phase. As noted above this shoulder use project is part of a larger project (Express lanes Extension) which is included in both the 2012 and 2013 CLRP updates. The regional air quality conformity analysis for the 2012 CLRP has been approved by the FHWA and FTA and the conformity analysis for the 2013 CLRP has been adopted by the TPB. As such this proposed amendment to add construction funding for the project will not require revisions to the regional air quality conformity analysis.

The proposed funds are new to the TIP and based on the recent allocations of funds by the Commonwealth Transportation Board as part of VDOT's FY 2014-2019 Six Year Improvement Program. While the proposed funds are new to the TIP they are part of the total federal and state funding estimates included in VDOT's financial plan for the 2010 CLRP update.

Detailed funding table for the FY 2013-2018 TIP update is attached. VDOT requests that this TIP Amendment be considered and acted upon by the Transportation Planning Board's Steering Committee at its meeting on September 6, 2013. VDOT's representative will attend the meeting and be available to answer any questions about the amendment.

Thank you for your consideration of this request.

Sincerely,

Helen Cuervo

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

cc: Ms. Dianne Mitchell, VDOT
Ms. Renée Hamilton, VDOT-NoVA
Mr. Paul Nishimoto, VDOT-NoVA
Mr. Kanathur Srikanth, VDOT-NoVA

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

FY 2013 - 2018

TIP Amendment - 9/6/2013

New Funding in **BOLD**

		Phase	Previous Funding	Funding Source	Funding Shares			FY13	FY14	FY15	FY16	FY17	FY18	Source Total
					Fed	State	Local							
VDOT-Interstate														
TIP ID:	Agency ID: UPC# 105130				I 495 Express Lanes Shoulder Use									Complete 2014
Facility:	I-495	PE		AC (Other)	100%	0%	0%	$0	$3,000	$0	$0	$0	$0	$3,000
From:	Old Dominion Dr. Overpass	CN							**$17,000**					**$17,000**
To:	South of G. W. Parkway													
											Total Funds:			**$20,000.00**
Description:	The project involves upgrading the inside shoulders along northbound I 495 to assist in the merging of Express lane traffic with GP lanes. This project is part of (early phase) the planned Express lanes extension project.													
Jurisdiction:	Fairfax County													
Amendment:	TIP Amendment is to add $17,000,000 in FFY14 for the CN phase in AC funding.													
Air Quality	This project is part of a larger, Express lanes Extension, project which was included in the 2012 and 2013 CLRPs and the regional air quality conformity analyses for both of the CLRPs. The air quality conformity analysis for the 2012 CRLP ahs been approved by the FHWA & FTA while the conformity analysis for the 2013 CLRP has been approved by the TPB. As such this amendment does not affect the currently approved / adopted air quality conformity analyses.													

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

September 12, 2013

TO: Transportation Planning Board

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

RE: Letters Sent/Received Since the July 17th TPB Meeting

The attached letters were sent/received since the July 17th TPB meeting. The letters will be reviewed under Agenda #5 of the September 18th TPB agenda.

Attachments

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SEPT 20-22 2013

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friday through sunday
(the whole weekend!)

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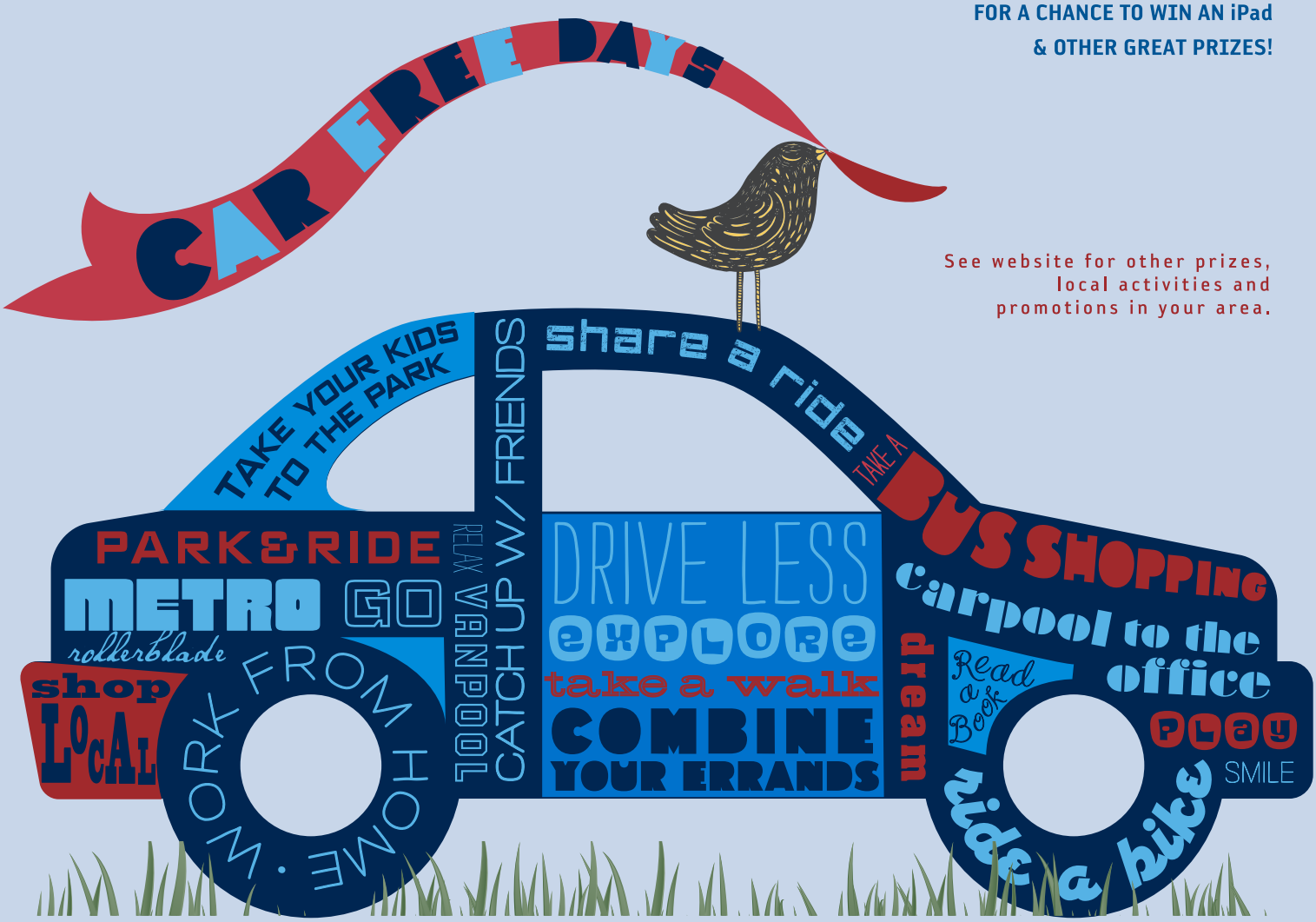

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THE PRINCE GEORGE'S COUNTY GOVERNMENT

Office of the Clerk of the Council
(301) 952-3600

August 19, 2013

MEMORANDUM

TO: Rushern L. Baker, III
County Executive

Elizabeth M. Hewlett, Chair
Maryland Park and Planning Commission

M. Andree Green, County Attorney
Office of Law

Mark A. Magaw
Police Chief

Adam Ortiz, Director
Department of Public Works and Transportation

Marc S. Bashoor
Fire/EMS Chief

Segun C. Eubanks, CEO
Board of Education

James T. Smith, Jr., Secetary
Maryland Department of Transportation

Scott York, Chair
National Capital Region Transportation Planning Board

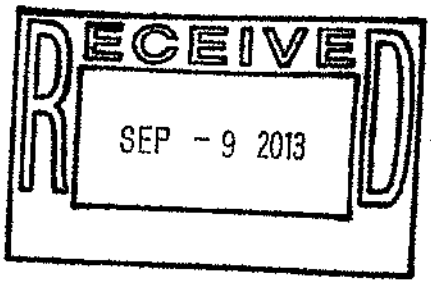
FROM: Redis C. Floyd
Clerk of the Council

RE: Transmittal of Adopted Council Resolution

Enclosed for your information is a copy of CR-37-2013 (DR-3) as adopted by the County Council.

If you have any questions, please feel free to contact my office at 301-952-3600.

Enclosure



COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND

2013 Legislative Session

Resolution No. CR-37-2013

Proposed by Council Member Toles

Introduced by Council Members Toles, Franklin, Harrison, Lehman and Olson

Co-Sponsors

Date of Introduction May 14, 2013

RESOLUTION

A RESOLUTION concerning

Prince George's County Pedestrian and Bicycle Safety Work Group

For the purpose of establishing the Prince George's County Pedestrian and Bicycle Safety Work Group to review and evaluate ways and to recommend appropriate policies and/or legislation to address pedestrian and bicycle safety in the County.

WHEREAS, the Prince George's County, according information from the Maryland Highway Safety Office, has led the Washington metropolitan region in pedestrian and bicyclist fatalities, averaging twenty-seven (27) incidents per year from 2006 to 2011, primarily occurring on State maintained highways; and

WHEREAS, the Prince George's County participates in the Metropolitan Washington Council of Government's Regional ***"Street Smart"*** Pedestrian and Bicycle Safety Education Campaign, a bi-annual regional awareness program to reduce pedestrian and bicycle related fatalities and injuries through focus on the three "E's" - education, engineering and enforcement; and

WHEREAS, the Prince George's County for the first time hosted the 2012 Spring ***"Street Smart"*** campaign in District Heights, Maryland; and

WHEREAS, the Prince George's County Council in 2012 enacted CB-83-2012, a bill establishing a Complete and Green Street policy for Prince George's County, which adopted a principle that streets in the County safely and adequately accommodates motorized and non-motorized users, including pedestrians and bicycles; and

WHEREAS, the County Council desires to further examine the opportunities for addressing issues related to improving pedestrian and bicycle safety education, reducing pedestrian and

bicyclist fatalities and injuries, the implementation of the County's Complete Street policy, and to consider appropriate recommendations for implementation related thereto; and

WHEREAS, the Department of Public Work and Transportation has initiated an Interagency Work Group of governmental representatives to address pedestrian safety issues in the County and the County Council supports the continuation of the mission of the Interagency Work Group; and

WHEREAS, Section 506 of the Charter provides that the County Council or County Executive may appoint, for designated periods, one or more temporary advisory boards of citizens of the County who shall assist in the consideration of County policies and programs;

NOW, THEREFORE, BE IT RESOLVED by the County Council of Prince George's County, Maryland, that the Interagency Work Group be renamed the Prince George's County Pedestrian and Bicycle Safety Work Group and that its membership be expanded to review and evaluate the County's response and to recommend appropriate policies and/or legislation to address the impact of pedestrian and bicycle safety in the County.

BE IT FURTHER RESOLVED that the Pedestrian and Bicycle Safety Work Group shall be composed of thirteen (13) members as follows:

1. Two members of the County Council or their designees, as appointed by the Chair;
2. The County Executive or the County Executive's representative;
3. The Director of the County Department of Public Works and Transportation (DPWT) or their designee;
4. The Prince George's County Police Chief (PGPD) or their designee;
5. The Prince George's County Fire/EMS Chief (PGFD) or their designee;
6. The Chair of the Prince George's Planning Board or their designee;
7. The Chief Executive Officer of the Prince George's County Board of Education or their designee;
8. The Secretary of the Maryland Department of Transportation (MDOT) or their designee;
9. A representative of the Metropolitan Washington Council of Government's Transportation Planning Board (TPB) representing Prince George's County;
10. A representative of a public utility company providing services within Prince George's County; and

11. Two citizens of Prince George's County.

BE IT FURTHER RESOLVED that the Co-Chairs of the Work Group shall be the Department of Public Works and Transportation and the Prince George's County Police Chief or their designees.

BE IT FURTHER RESOLVED that the Pedestrian and Bicycle Safety Work Group, in its work, shall identify and prioritize pedestrian and bicycle safety issues related to: (1) older and existing communities within the Developed Tier of the County, including but not limited to sidewalk improvements, street lighting, complete streets and other pedestrian and bicycle safety issues; (2) urban centers and corridor nodes under Article 27A of the County Code; and (3) Transit Oriented Development areas of the County.

BE IT FURTHER RESOLVED that the Pedestrian and Bicycle Safety Work Group shall present its interim findings to the County Executive and County Council on or before December 31, 2013 and shall regularly report, at least bi-annually, to the County Executive and the County Council on its work.

BE IT FURTHER RESOLVED that copies of this Resolution be sent by the Clerk of the Council to the County Executive, the Prince George's County Police Chief, the Director of Public Works and Transportation (DPWT), the Prince George's County Fire/EMS Chief, the Chair of the Prince George's Planning Board, the Chief Executive Officer of the Prince George's County Board of Education, the Secretary of the Maryland Department of Transportation and the Chair of the Metropolitan Washington Council of Government's Transportation Planning Board (TPB).

Adopted this 9th day of July, 2013.

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND

BY: Andrea C. Harrison
Andrea C. Harrison
Chair

APPROVED:

DATE: 7-24-2013

BY:
Rushern L. Baker, III
County Executive

ATTEST:

Redis C. Floyd
Clerk of the Council

Prince George's County Council
Agenda Item Summary

Meeting Date:	7/9/2013
Reference No.:	CR-037-2013
Draft No.:	3
Proposer(s):	Toles
Sponsor(s):	Toles, Franklin, Harrison, Lehman, Olson
Item Title:	A Resolution concerning the Prince George's County Pedestrian and Bicycle Work Group for the purpose of establishing the Prince George's County Pedestrian and Bicycle Safety Work Group to review and evaluate ways and to recommend appropriate policies and/or legislation to address pedestrian and bicycle safety in the County.

Drafter:	Todd M. Turner, Legislative Officer
Resource Personnel:	Dwayne Mingo, Legislative Aide District 7

LEGISLATIVE HISTORY:

Date Presented:		**Executive Action:**	7/24/2013 S
Committee Referral:	5/14/2013 - THE	**Effective Date:**	
Committee Action:	7/2/2013 - FAV(A)		
Date Introduced:	5/14/2013		
Public Hearing:			
Council Action (1)	7/9/2013 - ADOPTED		
Council Votes:	WC:A, DLD:A, MRF:A, AH:A, ML:A, EO:A, OP:A, IT:A, KT:A		
Pass/Fail:	P		
Remarks:			

AFFECTED CODE SECTIONS:

COMMITTEE REPORTS:

Transportation, Housing and Environment Committee **Date 7/2/2013**

July 2, 2013

Committee Vote: Favorable with Amendments, 5-0 (In favor: Council Members Campos, Davis, Olson, Toles and Turner)

Council staff provided a brief summary of the resolution and referral comments that were received.

Victor Weissberg, Department of Public Works and Transportation (DPWT), provided additional information to the Committee on the first meeting of the interagency work group and the desire to incorporate the current work group into CR-37-2013. Fred Schaffer, Maryland National Capital Park & Planning Commission (MNCPPC) Transportation Division, indicated that MNCPPC was willing to participate and assist in the work of the group.

After committee discussion, the resolution sponsor agreed to incorporate the current membership of interagency work group, add County Council membership, make DPWT and the Police Department as co-chairs, with a focus on older

communities in the County and adding certain reporting criteria into a Draft 2 of CR-37-2013. Council staff was directed to work with DPWT staff on the Draft 2.

The Office of Law determined that CR-37-2013 was in proper legislative form with no legal impediment to its enactment.

The Office of Audits and Investigation indicated there will be no adverse fiscal impact on the County as a result of adopting CR-37-2013.

June 20, 2013 -- Held in Committee

Council staff provided a summary of the resolution. CR-37-2013 seeks the establishment of a nine (9) member Prince Georges County Pedestrian and Bicycle Task Force for the purpose to review and evaluate ways and to recommend appropriate policies and/or legislation to address pedestrian and bicycle safety in the County.

Victor Weissberg, Department of Public Works and Transportation (DPWT), and Fred Schaffer, MNCPPC Transportation Division, provided additional information to the Committee, indicating that there is an additional effort in the form of an interagency work group that will be addressing pedestrian and bicycle safety within the County. Mr. Weissberg indicated that the first meeting of the group will be on June 24th.

After some discussion on the makeup and purpose of the Task Force, the Committee held the resolution at the request of the sponsor to work with DPWT staff.

BACKGROUND INFORMATION/FISCAL IMPACT:
(Includes reason for proposal, as well as any unique statutory requirements)
7/9/2013 - CR-37-2013 (DR-2) was amended on the floor; CR-37-2013 (DR-3) was adopted.

CODE INDEX TOPICS:

INCLUSION FILES:

MARYLAND TRANSIT ADMINISTRATION
MARYLAND DEPARTMENT OF TRANSPORTATION
Martin O'Malley, Governor • Anthony G. Brown, Lt. Governor
James T. Smith, Jr., Secretary • Robert L. Smith, Administrator

Thursday, September 05, 2013

Mr. Ronald Kirby
Transportation Director, National Capital Region
Metropolitan Washington Council of Governments
777 North Capital St, NE
Suite 300
Washington, DC 20002

Re: Purple Line Final Environmental Impact Statement

Dear Mr. Ronald Kirby:

The Maryland Transit Administration (MTA) is pleased to provide for your review the Final Environmental Impact Statement (FEIS) for the Purple Line project. The FEIS is a product of 10-years of collaboration between the MTA, the Federal Transit Administration (FTA) as the lead Federal agency, elected officials, state and local agencies, and local jurisdictions and communities. It summarizes the transportation and environmental impacts related to the implementation of a new east-west light rail transit line in Montgomery and Prince George's counties. Included with the printed FEIS (Volumes One and Two) is a DVD which holds the complete FEIS document and the technical reports, which are detailed supporting documents to the FEIS.

The FEIS includes the purpose and need for the project, alternatives considered, identification of the Preferred Alternative, response to comments on the Draft EIS, transportation and environmental impacts, and plans for implementing and constructing the Purple Line. Once finalized, the FEIS is the basis for federal environmental approval -a Record of Decision (ROD) under the National Environmental Policy Act (NEPA) - which allows the Purple Line to continue toward construction. Information in the FEIS has been presented to the public over the past four years as part of the ongoing public outreach efforts for the project. The FEIS includes a Draft Section 4(f) Evaluation, prepared in accordance with Section 4(f) of the USDOT Act of 1966. In addition to the FEIS, the Section 106 Assessment of Effects on Historic Properties, which fulfills obligations described in the National Historic Preservation Act of 1966, is also available.

As part of the MTA's commitment to public involvement and in accordance with federal requirements, including NEPA, the MTA will make the document available for public review for a 30-day period beginning **September 6, 2013 and ending October 7, 2013**. The document is being distributed to federal, state and local government agencies and other interested stakeholder organizations in the corridor. The FEIS will also be available for public review at area libraries, the MTA Purple Line project office and online at www.purplelinemd.com. We encourage you

and your constituents to participate and share your comments on the findings of the FEIS. The list of review locations for the FEIS is enclosed.

The public should provide comments on the FEIS by October 7, 2013 through the following means:

1. Completing an online comment form at www.purplelinemd.com
2. Sending an email to FEIS@purplelinemd.com with "FEIS COMMENT" as the subject heading.
3. Sending written comments to:

   Purple Line
   Maryland Transit Administration
   Transit Development & Delivery
   100 S. Charles Street, Tower Two, Suite 700
   Baltimore, MD 21201
   Attn: FEIS COMMENT

All comments, whether paper or electronic, will be given equal consideration in the FEIS and will become part of the official project record.

Thank you for your support for public transit in the greater Washington D.C. region. If you have any questions, please contact Mr. Henry Kay, Executive Director for Transit Development and Delivery at 443-451-3721 or by email at hkay@mta.maryland.gov.

Sincerely,

Robert L. Smith

Robert L. Smith
Administrator

Enclosures

Printed copies of the FEIS will be available for review at the following locations:

Bethesda Library
7400 Arlington Rd, Bethesda, MD 20814

Bladensburg Library
4820 Annapolis Rd, Bladensburg, MD 20710

Chevy Chase Library
8005 Connecticut Ave, Chevy Chase, MD 20815

Greenbelt Library
11 Crescent Road, Greenbelt, MD 20770

Hyattsville Library
6530 Adelphi Road, Hyattsville, MD 20782

Long Branch Library
8800 Garland Avenue, Silver Spring, MD 20901

Maryland Department of Legislative Services Library
90 State Cir, Annapolis, MD 21401

Maryland State Archives
350 Rowe Boulevard, Annapolis, MD 21401

Maryland State Law Library
361 Rowe Boulevard, Annapolis, MD 21401

M-NCPPC - Montgomery County
8787 Georgia Avenue, Silver Spring, MD 20910

M-NCPPC - Prince George's County
6600 Kenilworth Avenue, Riverdale, MD 20737

New Carrollton Library
7414 Riverdale Road, New Carrollton, MD 20784

Silver Spring Library
8901 Colesville Road, Silver Spring, MD 20910

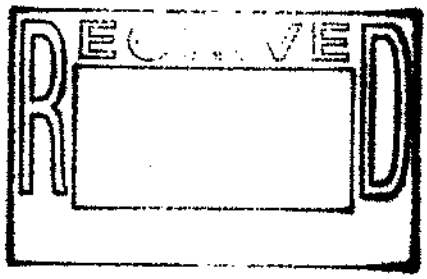
Silver Spring Regional Services Center
1 Veterans Place, Silver Spring, MD 20910

State Library Resource Center
400 Cathedral St, Baltimore, MD 21201

Takoma Park Maryland Library
101 Philadelphia Avenue, Takoma Park, MD 20912

University of Maryland- Hornbake Library North
College Park, MD 20740

The Technical Reports are available for public review (upon request) at the MTA-TDD offices located at 100 S. Charles St, Tower 2, Suite 700, Baltimore, MD 21202 or via the project website at www.purplelinemd.com. Any person with special needs, such as English language assistance or Braille should contact the MTA for assistance.



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

TO: Transportation Planning Board

FROM: Ling Li
Virginia Department of Transportation
and Chair, Traffic Signals Subcommittee

Andrew J. Meese
COG/TPB Staff

DATE: September 12, 2013

SUBJECT: Status Report on Traffic Signal Timing/Optimization in the Washington Region

Executive Summary

At the February 20, 2013 meeting, the Transportation Planning Board requested a status report on traffic signal timing/optimization in the region, as well as a review of the TPB's discussions of the topic in conjunction with a 2002-2005 Transportation Emissions Reduction Measure (TERM). This memorandum contains the results of an April/May 2013 TPB staff survey on the topic of signal timing, as well as associated information on background and on related traffic signals management activities by the region's transportation agencies. Key points are as follows:

- Survey results showed a rate of retimed/optimized signals in the region (within defined criteria) of 76%; 22% not retimed/optimized; and no report received for 2%. This is a similar but slightly reduced level of optimization compared to the last such survey in 2009.

- In 2002, credit was taken as a TERM in the regional air quality conformity determination process for an increased level of signal optimization. Such credits are now part of the "base" conditions for conformity determinations and cannot be counted anew in future emissions reduction measures/TERMs. Note that the region today still meets (in fact exceeds) the target set in the 2002 TERM for retiming signals.

- The world of traffic signal operations has evolved significantly since the 2002 TERM, including advancing technologies and increased real-time active management of signals, going above and beyond what is achievable in pre-set optimization. This memorandum describes a number of those activities.

- A total of 21 different agencies have ownership and/or maintenance responsibilities for the approximately 5,500 traffic signals on public roads in the National Capital Region.

- The costs of equipment installation and ongoing maintenance remain a constraint for signals agencies around the region.

- A presentation on one or more of these topics can be made at a future TPB meeting at the convenience of the Board.

What Are Signal Timing and Signal Optimization?

Signal timing (definition adapted from Wikipedia) is the traffic engineering technique to allot right-of-way at an intersection, involving the determination of how much green time the traffic lights shall provide at an intersection approach, how long the pedestrian "walk" signal should be, and numerous other factors. Signal timing strives for the dual goals of safety and efficiency. Signal timing may be achieved in advance studies and the uploading of "pre-planned" timings, and/or in "real-time" adjustments of signals (if so equipped – see below for more information on adaptive and active management of signals).

The concept of signal optimization generally falls into the "pre-planned" category. Signal optimization is a traffic engineering concept whereby traffic signals (often groups of signals in corridors and/or isolated systems) are (re-)timed to reduce delay for vehicles on the roadway system while ensuring safety. In optimization studies, engineers use a combination of traffic volume counts, in-car and in-field travel time observations, control center observations, and computer analysis to determine signal timings given the complex interactions of traffic flows. The results for any one driver on any one trip may not appear to be “optimal”, due to high traffic loads, cross-traffic, pedestrian movements, and other factors, but overall system delay should be minimized. An engineering “rule-of-thumb” recommends checking signal timing at least every three years because traffic patterns evolve.

Traffic signals allot time at intersections for safety, traffic flow, pedestrians, and other factors; an individual signal’s timing needs to be balanced for these factors. Multiple nearby signals can be analyzed as a system to coordinate timings. Under certain conditions, a corridor with a predominating flow and direction can be timed for “progression”, reducing delays for traffic in that flow. Signals generally have three or more timing plans, usually including morning peak period, midday, and evening peak period, and frequently additional plans such as weekend or overnight plans.

“Optimized”, however, does not mean “without delay”. The motorist may still experience delays even after signal or corridor optimization, if, for example:

- There are high traffic volumes / left and right turns / high cross-traffic volumes
- The motorist is traveling in the opposite direction of predominant flow
- The safety of and sufficient crossing time for pedestrians necessitate extra time
- Signals are optimized for multi-modal travel

It is overall system delay, not necessarily the delay experienced by a given individual motorist, which is minimized in optimization.

Changes since 2002 in the Air Quality Analysis Context of the Signal Optimization TERM

In 2002, the region committed to an increased level of signal optimization at a level of 2,946 signals over a three year period for air quality credits as a "TERM". At that time, this commitment helped

the region achieve a finding of conformity with air quality standards. However, a number of changes have occurred in the years since that alter the air quality context of such a program. The former TERM level of optimization achieved is now assumed in the "base case" for regional air quality, and cannot be repeated. Also, the new Environmental Protection Agency-sanctioned "MOVES" model, in contrast to the old "Mobile" model, no longer readily accommodates analysis of TERMs of this type. Today's cleaner vehicle fleets also mean less impact for any optimization effort compared to 2002. Nevertheless, though the air quality conformity motivation for optimization may have been reduced, there are still congestion management and other reasons to continue optimization efforts.

Results of the Latest Signal Timing/Optimization Survey

According to regional records, a total of 21 different agencies have ownership and/or maintenance responsibility for traffic signals in the Washington region (this number excludes military bases/facilities which may have signals on their non-public roads). Thirteen of those agencies, covering an estimated 98% of the signals in the region, completed the recent TPB staff survey. The overall results of the survey show a slight decline in the percentage of traffic signals regionally which had been retimed within the 3-year "rule of thumb" window for the period ending December 31, 2012. An estimated 76% of the region's eligible traffic signals had been retimed or checked within the three-year window, in contrast to an estimated 80% as of the last report in 2009. This result, however, should be interpreted within the context of the comments below.

Summary Table of Regional Signal Timing/Optimization Results of 2009 and 2013 Surveys (Original TERM commitment = 2946 signals)

Survey Year	Total Signalized Intersections	Total Retimed		Retiming Method			Not Checked		No Report	
				Computer Optimized	Engineering Judgment	Active Management				
2013	**5500**	**4200**	**76%**	**47%**	**7%**	**22%**	**1200**	**22%**	**100**	**2%**
2009	5400	4300	80%	56%	24%	*	1000	18%	100	2%

* Combined with engineering judgement in the 2009 survey

Additional information/comments provided by respondents of the survey:

- Regional results overall held to a similar albeit lower level to that of three years ago, in the context of widespread budgetary belt-tightening by involved transportation agencies; it is hoped that some upcoming anticipated investments will improve the regional picture.
- DDOT currently has a five-year signal re-timing project. This includes a phased approach, with the intent to touch all signals based on areas of concern. DDOT has also identified three corridors for possible deployment of an adaptive system.
- Signal optimization can help get an arterial closer to its design capacity but cannot increase capacity.
- Techniques are often combined; signals can be optimized using computer software followed by active field management for validation purposes.
- Active management is particularly useful to address non-recurring congestion caused by incidents and special events.
- Signal equipment must be properly maintained for signal timing to be effective.

Beyond Optimization: Other Traffic Signals Management Activities

Computer-based, pre-timed traffic signal optimization is just one of numerous activities undertaken by traffic signals agencies to ensure proper or improved operations of traffic signals. The systems described help signals (and support staff) do their jobs better, and have been the focus of a number of resource investments in the region in recent years. The following sections describe some of these activities (descriptions adapted from the Maryland State Highway administration and other sources).

Traffic Signals in Real Time

Since the adoption of the TERM in 2002, there have been technology changes (improved signals timing analysis programs, traffic detection equipment, video surveillance, traffic management centers) which make it easier for traffic engineering staff to monitor traffic flow and provide adjustments to signal timings from remote locations to address congestion caused by incidents, special events, and diverted traffic from other roads. Real-time traffic management, which is adjusting signal timing based on current demand, provides congestion relief above and beyond those obtained from the timing plans created by computer programs such as Synchro™. As can be seen from the results of the survey a number of jurisdictions have adopted such a practice either on a daily basis or during special events. Agencies such as the Virginia Department of Transportation and Montgomery County Department of Transportation actively manage their signals using the traffic operations center in real time.

Adaptive Signal Control Technology (ASCT)

There are a number of situations when a computer-generated traffic signal timing plan may not produce the desired result as discussed above. To handle such a situation, implementation of ASCT which is performed by a computer program may offer an improvement over the existing operation. ASCT employs specialized detection equipment to adjust traffic signal timing based on real-time transportation demands – within an established set of parameters. The implementation of these systems requires the installation of specialized field equipment at the selected locations – representing additional costs to the implementing agency. The traffic signals subcommittee has discussed this subject and a number of jurisdictions in the region are considering the use of ASCT for selected corridors.

Management through Engineering Judgment/Troubleshooting

The third technique used by a number of jurisdictions is managing good efficient operation of signals through engineering judgment and troubleshooting. Whenever complaints are received traffic engineers visit the signalized intersection and using their experience and judgment adjust the signal timing to reduce delay and improve operations.

The techniques continue to provide improvements over a stand-alone optimized timing plan operation which otherwise may deteriorate over time.

Sustainment of Benefits

Benefits from retiming/optimization are, of course, limited if the corridor in question was already reasonably well-timed. Once a corridor is well-timed, benefits can only be maintained, not improved upon.

Multi-Modal Considerations Including Transit Signal Priority

Urban streets and roadways are multi-modal in nature (e.g., including buses, pedestrians, bicycles, trucks, others). Best practices in traffic engineering recognize this in the operation of traffic signals, including the levels of bus, bicycle, and pedestrian activities, and ensuring that they are accommodated in traffic signal timing.

Transit Signal Priority (TSP) Systems

Transit Signal Priority is the modification of traffic signal timing to benefit transit vehicles operating along a roadway. TSP gives additional time to the green phase for buses or streetcars, by extending the green light, providing an early or advanced green light, or adding an extra green

phase just for transit. The $58.8 million Transportation Investments Generating Economic Recovery (TIGER) grant awarded to the TPB in February 2010 for Priority Bus Transit in the National Capital Region includes a project to install TSP at up to 77 intersections along seven major bus corridors across the region and at another 82 signals in downtown DC. The TIGER funded TSP system will initially be installed and tested on VA-7 (Leesburg Pike) in 2014, by WMATA in close coordination with Virginia DOT and the partner jurisdictions. The system will subsequently be tested in the District and in Maryland, for their respective, different wayside traffic signal technologies, with completion planned for 2016.

Pedestrians

Traffic signal timing is an essential factor in accommodating pedestrians at intersections, and safety is paramount. Agencies must consider pedestrian crossing time and wait time within their overall timing/optimization processes. Pedestrian countdown signals have come into widespread use in the region, also aiding safety.

Equipment Upgrades

Detection Systems

Until recently, the most commonly used vehicle detectors were inductive loops, typically installed in saw cuts in the pavement, with detected vehicles passing over them. Inductive loops are now being supplanted by other technologies that provide engineering advantages. Wireless detectors that are smaller, nicknamed "hockey pucks", are easier to install than the old, large inductive loops, and provide maintenance advantages as well. Video detectors are another predominant form of vehicle detection for traffic signals. A video-based detector consists of a video image acquisition system (e.g., visual spectrum or infrared camera), digitizer, appropriate cabling, and a video image processing unit, with appropriate vision processing software. Signal detection cameras generally are separate from traffic management or law enforcement cameras because of the need for signals cameras to remain fixed on their assigned detection points, and cannot be panned or zoomed.

Signals Operations Centers

Some agencies have installed sophisticated communications networks that link traffic signals, traffic cameras, and detectors into a central traffic operations center. These centers have two-way communications with field equipment that allows traffic technicians to monitor traffic signal data and video, and make changes to signals right from the office. The ability to monitor traffic signals from a central location also may enable instant notification of equipment malfunction (loss of power, detector malfunction, etc.), allowing staff to respond quickly to malfunctions and mitigate problems in real time.

LED Signal Heads

Light-Emitting Diodes (LEDs) are now the predominant form of illumination for signal heads, having largely superseded incandescent signal lamps. The higher efficiency of LEDs means that their electrical power consumption is vastly reduced, so running costs for power supply are correspondingly low. LED signal heads with their low energy consumption thus represent a valuable contribution to environmental protection: saving up to 90% of the energy consumed by signal lamps and lasting up to 15 years. Typical power consumption for a LED head is 30 watts compared to 160 watts for a regular signal head. It is also more feasible to provide battery-based power back-up systems for LED signals.

Power Back-Up Systems for Signals

Traffic signal power back-up systems provide emergency power to traffic signals when the input power source, typically public utility electric power, fails. Power back-up systems have become more practical and common in recent years as traffic signal lights have been converted from incandescent to efficient LED lights. Regional events such as the disruptive January 26, 2011 snow and ice storm and the June 29, 2012 derecho illustrate the need for such systems. There are two types of power back-up system widely used in the National Capital Region: battery-based and generator-based.

Battery-based power back-up systems provide instantaneous or near-instantaneous protection from input power interruptions by means of one or more attached batteries and associated electronic circuitry. As with any battery-powered systems, batteries will run down with use, or even at rest, and have to be maintained and replaced. The main advantage of battery-based systems is that they can start working immediately and seamlessly if main power fails, without the need for a technician to be deployed to the site. The main disadvantage is that the operational time enabled under battery power is limited, usually between two and eight hours depending on the size of the signal and its operational mode (full color versus flashing yellow/red). For battery back-ups, the signal must be composed of LED lights, and the traffic signal cabinet(s) at the intersection must be properly equipped to accommodate the battery arrays.

Generator-based power back-up systems require diesel generators to be deployed to traffic signals when power outages occur. Signal cabinets must be outfitted to handle the deployment of the generator, and, of course, generators must be obtained by the agency or jurisdiction, and be available for deployment. The main advantage of a generator system is that once equipment is deployed, the system can operate for essentially an unlimited amount of time if the generator is refueled periodically. The main disadvantage is that if back-up is needed, personnel must travel to the site of the intersection and deploy the equipment, which has inherent delay and may be difficult or impossible in given emergencies or situations.

TPB staff has surveyed the region's traffic signals agencies regarding the numbers and types of traffic signal power back-up systems in the region, most recently as of December 31, 2012; a survey as of June 30, 2013 will be completed soon. As of the end of 2012, about 50% of the region's signals benefited from either a battery-based or generator-based back-up system, up from about 26% in 2011.

Ongoing Maintenance

Given the reliance of modern signal timing technology on functioning detection devices, ongoing maintenance of loops, cameras, and other signal equipment is essential. The implementation of real-time traffic management requires adequate detection of traffic patterns, and the performance of these systems will deteriorate if equipment begins to fail. This task can be challenging given that funding is required not only to install equipment for advanced signal systems, but to also ensure that it is properly maintained.

Emergency Preparedness

Major traffic signals agencies have developed and coordinated plans for signals operations in the event of a major emergency, in coordination with state and D.C. emergency management agencies. Also, the locations of power back-up systems for traffic signals have been coordinated with emergency transportation plans. The real-time management capabilities of signals systems in the region also aid preparedness.

Outlook

There is ongoing awareness and commitment to safe and effective signals operations among the transportation agencies of the region. There is continuing interagency coordination through the Traffic Signals Subcommittee and other forums. There are benefits of providing sufficient resources to ensure good signals operations, and it is hoped that these resources can continue to be devoted. As of now, the majority (76%) of the region's traffic signals are being re-timed/optimized or checked on a frequent basis.

A presentation on one or more of these topics can be made at a future TPB meeting at the convenience of the Board.

ITEM 7 – Action
September 18, 2013

Approval of Amendment to the FY 2013-2018 Transportation Improvement Program (TIP) that is Exempt from the Air Quality Conformity Requirement to Include Funding for the Construction of a Replacement Interchange on MD 4 at Suitland Parkway and for the Reconstruction of US 1 in College Park, as Requested by the Maryland Department of Transportation (MDOT)

Staff Recommendation: Adopt Resolution R7-2014 to approve an amendment to the FY 2013-2018 TIP to include funding for the MD 4/Suitland Parkway interchange and US 1 reconstruction project.

Issues: None

Background: At the July 17th meeting, notice was provided that MDOT had requested an amendment to include funding in the FY 2013-2018 TIP for the replacement of an at-grade intersection at MD 4 and Suitland Parkway with a grade-separated interchange and for the reconstruction of US 1 between College Avenue and Sunnyside Avenue in College Park.

TPB R7- 2014
September 18, 2013

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

RESOLUTION ON AN AMENDMENT TO
THE FY 2013- 2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT
TO INCLUDE FUNDING FOR THE MD 4/SUITLAND PARKWAY INTERCHANGE
AND A US 1 RECONSTRUCTION PROJECT, AS REQUESTED BY THE
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of 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 July 10, 2013, MDOT has requested an amendment to the FY 2013-2018 TIP to include $154.2 million in National Highway Performance Program (NHPP), High Priority Project (HPP), federal earmark and state funds for the replacement of the Suitland Parkway Interchange on MD 4, and to include $19.6 million in state funding for the reconstruction of US 1 between College Avenue and Sunnyside Avenue, as described in the attached materials; and

WHEREAS, at the July 17, 2013 TPB meeting, notice was provided that MDOT had requested these amendments to the FY 2013-2018 TIP; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Transportation Planning Board amends the FY 2013-2018 TIP to include $154.2 million in NHPP, HPP, federal earmark and state funds for the replacement of the Suitland Parkway Interchange on MD 4, and to include $19.6 million in state funding for the reconstruction of US 1 between College Avenue and Sunnyside Avenue, as described in the attached materials.

Maryland Department of Transportation
The Secretary's Office

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

James T. Smith, Jr.
Secretary

July 10, 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 two amendments to the State Highway Administration (SHA) portion of the National Capital Region Transportation Planning Board (TPB) FY 2013-2018 Transportation Improvement Program (TIP) as described in the attached memo. The amendments are needed to reflect additional funding that has been programmed for several projects in the National Capital Region. These projects are either exempt from the requirement to determine conformity or have been included in the currently approved air quality conformity analysis. These funds have been made available by the Maryland Transportation Infrastructure Improvement Act of 2013.

MDOT requests that this amendment be released for a 30 day public comment period, be placed on the July 17, 2013 TPB agenda as a Notice Item, and be placed on the September 18, 2013 TPB agenda for approval.

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.

Sincerely

Michael W. Nixon

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

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

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

SHA State Highway Administration
Maryland Department of Transportation

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

MEMORANDUM

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

ATTN: Mr. Mike Nixon
Ms. Lyn Erikson

FROM: Mary Deitz, Chief MD
Regional and Intermodal Planning Division

DATE: July 9, 2013

SUBJECT: September 2013 Amendment/July 2013 CAC 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. Specifically these two projects are requested to be added to the September, 2013 TPB agenda with Citizens Advisory Committee Review in July, 2013. The amendment is needed to reflect additional funding that has been programmed for projects in the National Capital Region, as summarized in the table on the following pages and attached.

The funds have been made available by the Maryland Transportation Infrastructure Investment Act of 2013. The MDOT is focusing on short-term and long-term strategies for building and restoring our transportation system, beginning with short-term priorities and key investments delayed by the recession. The MDOT's priorities for evaluating short-term investments include: safety and system preservation projects, public transportation, the quality of our environment, and the movement of cargo and freight.

The following represents the total amount of funding being added to FY 2013 with this amendment request:

TIP ID#	Project	Phase	Previously Programmed Funding	Amount of New Funding FY13-FY18	Comment
3547, MC #13-59, 4/24/2013	MD 4 at Suitland Parkway	RW, CO	$2,409,000	$154,155,000	9/2013 TPB & 7/2013 CAC - Add $34,055,000 to RW and $120,100,000 to CO. –Maryland Transportation Infrastructure Improvement Act of 2013. CO is 100% State.
3108	US 1, College Avenue to Sunnyside Avenue	RW	$8,300,000	$19,600,000	9/2013 TPB & 7/2013 CAC - Add $19,600,000 to RW. - Maryland Transportation Infrastructure Improvement Act of 2013. RW is 100% State.

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 at 410-545-5673 or via email at vlewis@sha.state.md.us and/or Mr. John Thomas, Regional Planner, SHA at 410-545-5671 or via email at jthomas10@sha.state.md.us.

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. John Thomas, Regional Planner, SHA
Mr. Brian Young, District Engineer, SHA

MDOT/State Highway Administration

Primary

MD 4, Pennsylvania Avenue

TIP ID: **3547** Agency ID: **PG6181** Title: **Suitland Parkway Interchange** Complete: **2016**

Facility: MD 4 Pennsylvania Avenue Interchange
From: Suitland Parkway
To:

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
Earmark	100/0/0			7,040 b	1,179 b				8,219
HPP	80/20/0			2,000 b	10,821 b	7,929 b			20,750
NHPP	80/20/0					4,071 b	3,055 b		7,126
NHS	80/20/0	3,210 a 585 b	400 a	9 a					409
State/DC	0/100/0				12,700 c	35,700 c	40,900 c	30,800 c	120,100
								Total Funds:	***156,604***

Description: This project will replace the at-grade intersection at Suitland Parkway with a grade-separated interchange, and widen MD 4 to a 6 lane freeway.

Amendment: Additional Right-of-Way Funding for MD 4/Suitland Parkway Interchange **Approved on:** 4/5/2013

Amendment to add $2,000,000 in HPP funds for the purchase of the Fort Foote Road Property for mitigation for National Park Service Property and for right-of-way for the MD 4/Suitland Parkway Interchange project ($2,000,000 in FY14).

Amendment: Additional Right-of-Way and Construction Funding **Requested on:** 7/11/2013

Add an additional $154.2 million in NHPP, HPP, State, and Earmark funds for the right-of-way and construction phases. Funds for the right-of-way phase include $7.1 million in NHPP funds ($4.1 million in FY16 and $3 million in FY17), $18.8 million in HPP funds ($10.8 million in FY15 and $8 million in FY16), and $8.2 million in Earmark funds ($7 million in FY14 and $1.2 million in FY15). Funds for construction include $120.1 million in State funds ($12.7 million in FY15, $35.7 million in FY16, $40.9 million in FY 17, and $30.8 million in FY18).The $8.2 million in "Earmark" funding includes earmarks from various annual Federal appropriation bills: FY05 ($3.2M PLH); FY06 ($2.0M STP); FY08 ($2.3M PLH) and FY09 ($2.3M PLH).

US 1, Baltimore Avenue

TIP ID: **3108** Agency ID: **PG2531** Title: **Baltimore Avenue from College Avenue to Sunnyside Avenue** Complete: **2020**

Facility: US 1 Baltimore Avenue
From: College Avenue
To: Sunnyside Avenue

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
NHS	80/20/0		800 a	800 a	5,040 a				6,640
State/DC	0/100/0			5,880 b	9,800 b	3,920 b			19,600
STP	80/20/0	4,337 a	200 a	200 a	1,260 a				1,660
								Total Funds:	***27,900***

Description: Reconstruct US 1 from College Avenue to Sunnyside Avenue. Sidewalks and wide curb lanes will be included where appropriate. Engineering to begin for the segment from MD 193 to College Avenue.

Amendment: Additional Right-of-Way Funding **Requested on:** 7/11/2013

Add an additional $19.6 million in State funds for the right-of-way phase ($5.9 million in FY14, $9.8 million in FY15, $3.9 million FY16).

ITEM 8 – Information
September 18, 2013

Briefing on the Results of the 2013 State of the Commute Survey for the Metropolitan Washington Region

Staff Recommendation: Receive briefing on the attached Power Point presentation on the highlights from the 2013 State of the Commute Survey.

Issues: None

Background: Every three years since 2001, Commuter Connections has conducted a random sample survey of employed persons in the Metropolitan Washington Region to monitor trends in commuting behavior such as mode shares, telecommuting, and distance traveled, as well as attitudes about commuter assistance services.

ITEM #7

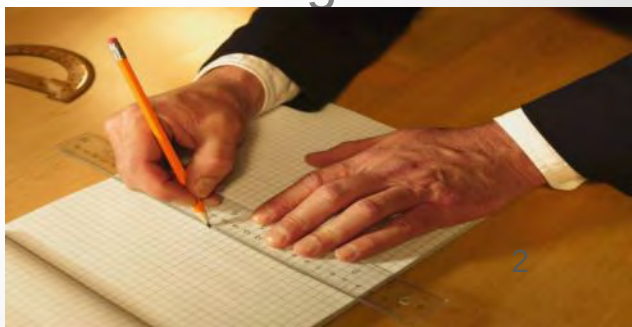
TERM Evaluation Project
2013 State of the Commute Survey

National Capital Region Transportation Planning Board

September 18, 2013

Methodology

- Fifth triennial survey (2001, 2004, 2007, 2010, 2013)
- Telephone survey of 6,335 randomly-selected employed residents of COG region (95% ± 1.2%)
- 575 in each of 11 jurisdictions (95% ± 4.1%)
- Included 1,034 cell phone interviews to ensure “cell phone only” households were surveyed
- Results expanded to regional population of workers
- Also weighted to adjust sample for ethnicity
- Data collection conducted by CIC Research, Inc.
- Preliminary data analysis conducted by LDA Consulting



COMMUTER CONNECTIONS
A SMARTER WAY TO WORK

Survey Topics

Continued Tracking Questions

- Current and past commute patterns
- Telecommuting experience
- Awareness/access to transit, HOV, P&R
- Transportation satisfaction, benefits of alternative mode use
- Mass marketing awareness and influence
- Awareness of CC, regional and local commute services
- Employer commute assistance

New Sections for 2013

- Roads used along commuting route
- Work activities performed during commute
- Interest in dynamic rideshare services

Preliminary Highlights

- Commute Patterns
- Telework
- Travel Facilities
- Commute Ease and Satisfaction
- Awareness of Commuter Connections
- Employer Services

COMMUTER CONNECTIONS
A SMARTER WAY TO WORK

Drive Alone Percentage Dropped from 2001 to 2010 – Then slight Increase in 2013 from 64% to 66%

Telework has gained mode share since 2001; slight decrease in transit from 2010 to 2013; other modes remained essentially unchanged

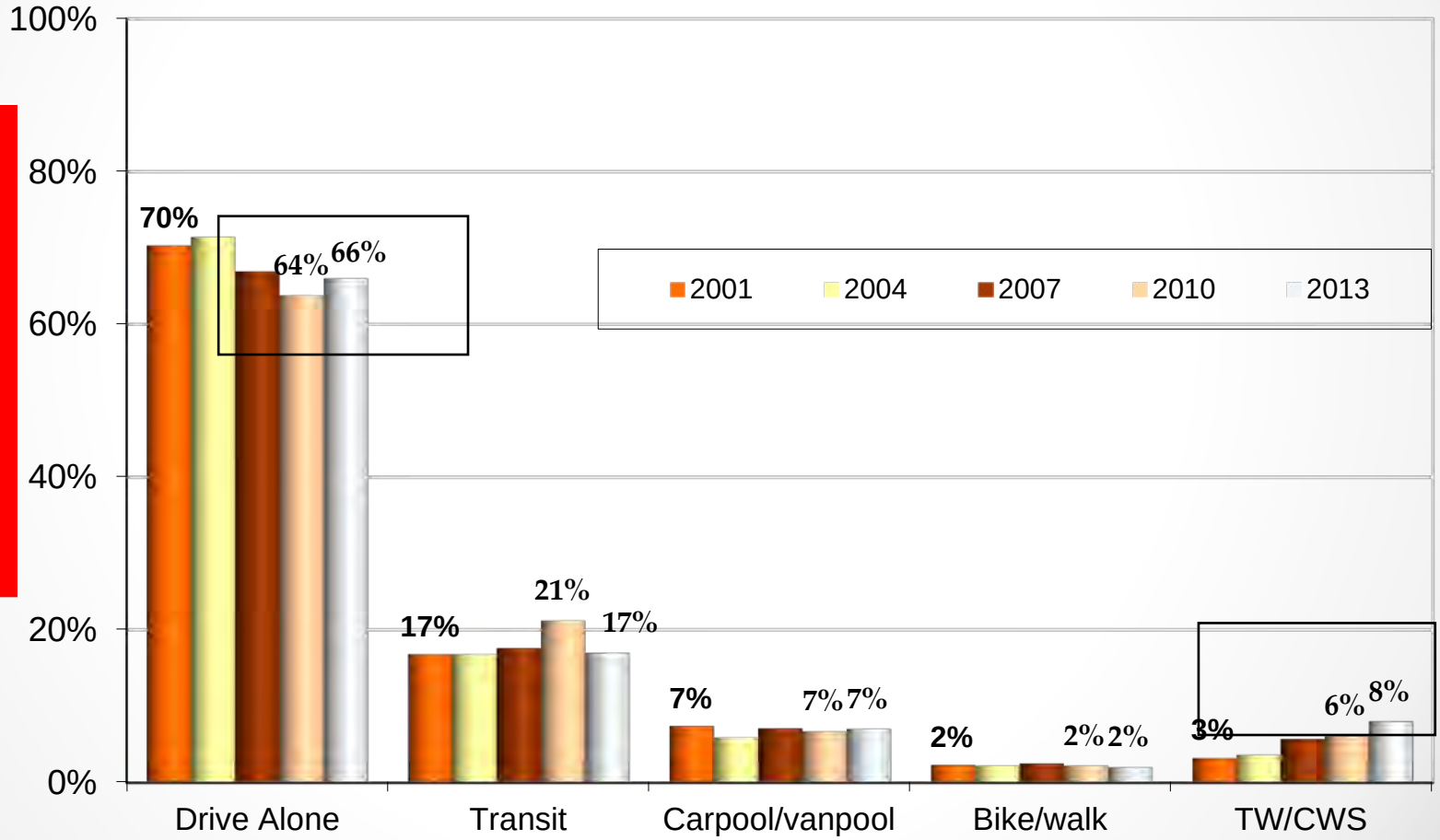
2001 SOC
n = 6,924

2004 SOC
n = 6,851

2007 SOC
n = 6,168

2010 SOC
n = 6,050

2013 SOC
N = 5,892



5. Now thinking about LAST week, how did you get to work each day. ..

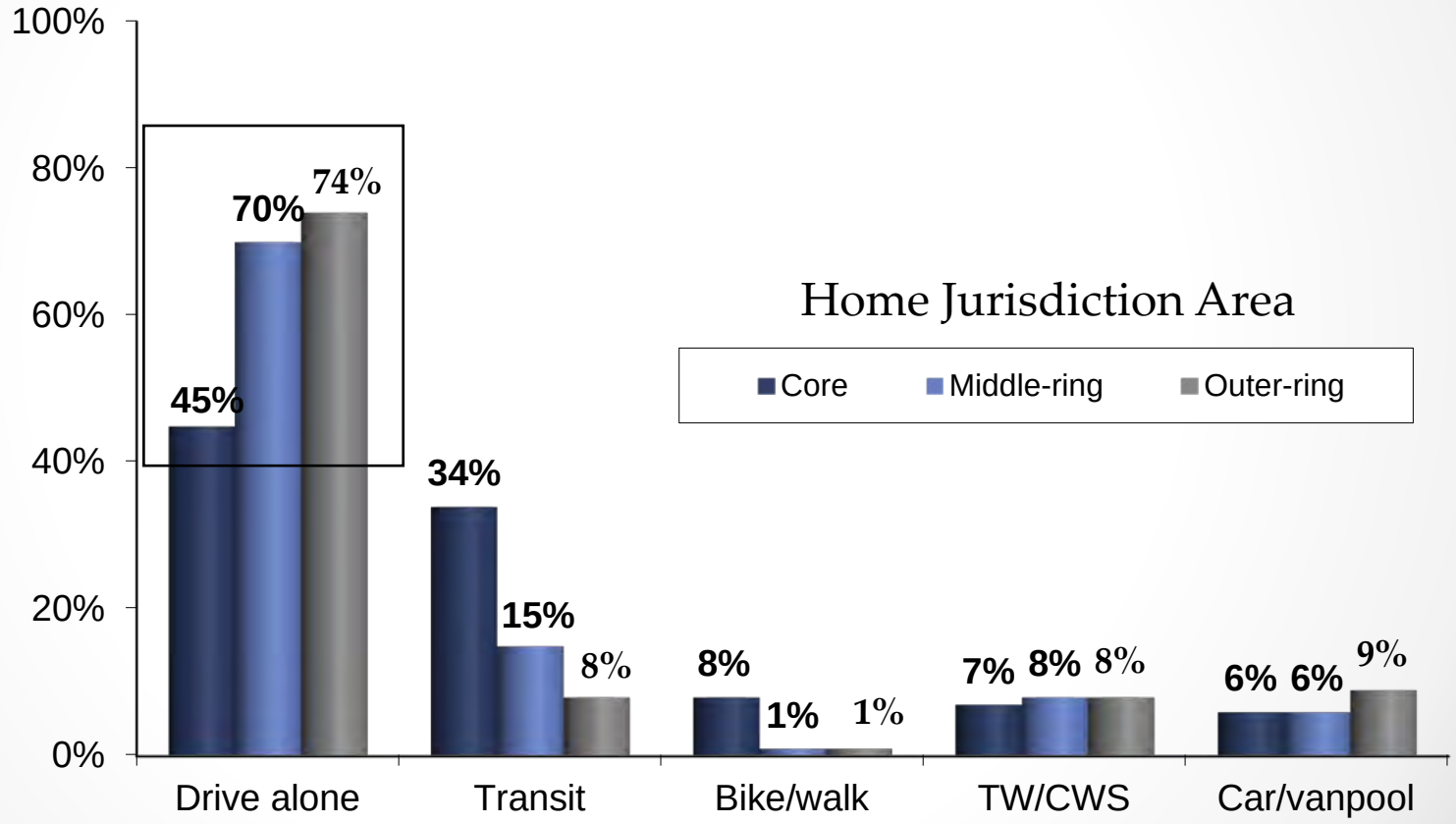
Fewer than Half of "Inner Core" Area Commuters Drive Alone, compared with 70% of Commuters in the "Middle Ring" and 74% of Commuters in the "Outer Ring" Area

Home Location

Inner Core (Alexandria, Arlington, DC) n = 1,592

Middle Ring (Fairfax, Montgomery, Prince George's) n = 1,617

Outer Ring (Calvert, Charles, Frederick, Loudoun, Prince William) n = 2,699



Q15. Now thinking about LAST week, how did you get to work each day. .
Q2 Home jurisdiction area..

Commuters who Work in the Core Area Use Transit at a Much Higher Rate than do Commuters who Work in the Middle-Ring or Outer Ring

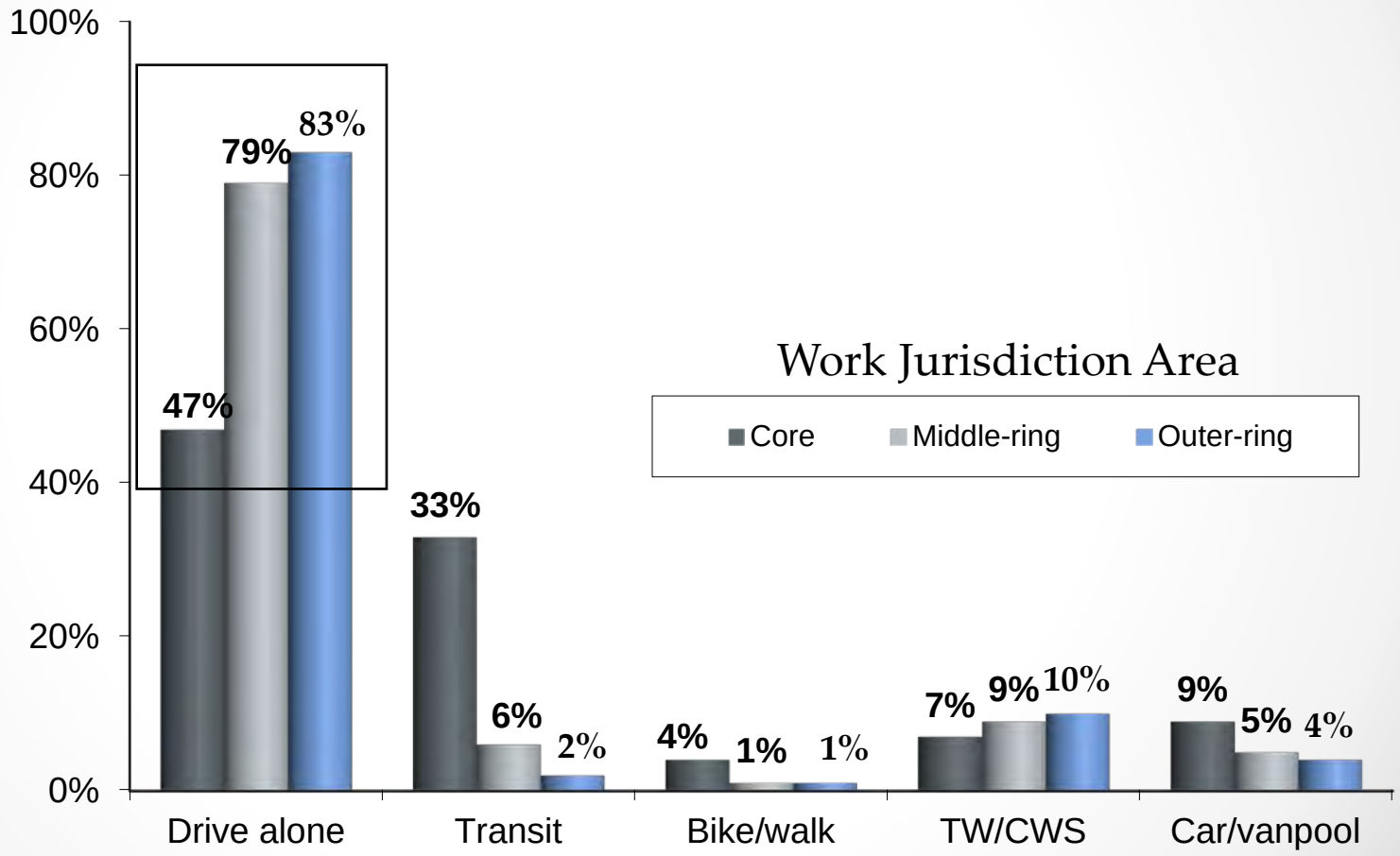
Core workers also bike/walk and carpool/vanpool at a higher rate

Work Location

Inner Core (Alexandria, Arlington, DC) n = 2,485

Middle Ring (Fairfax, Montgomery, Prince George's) n Work Location

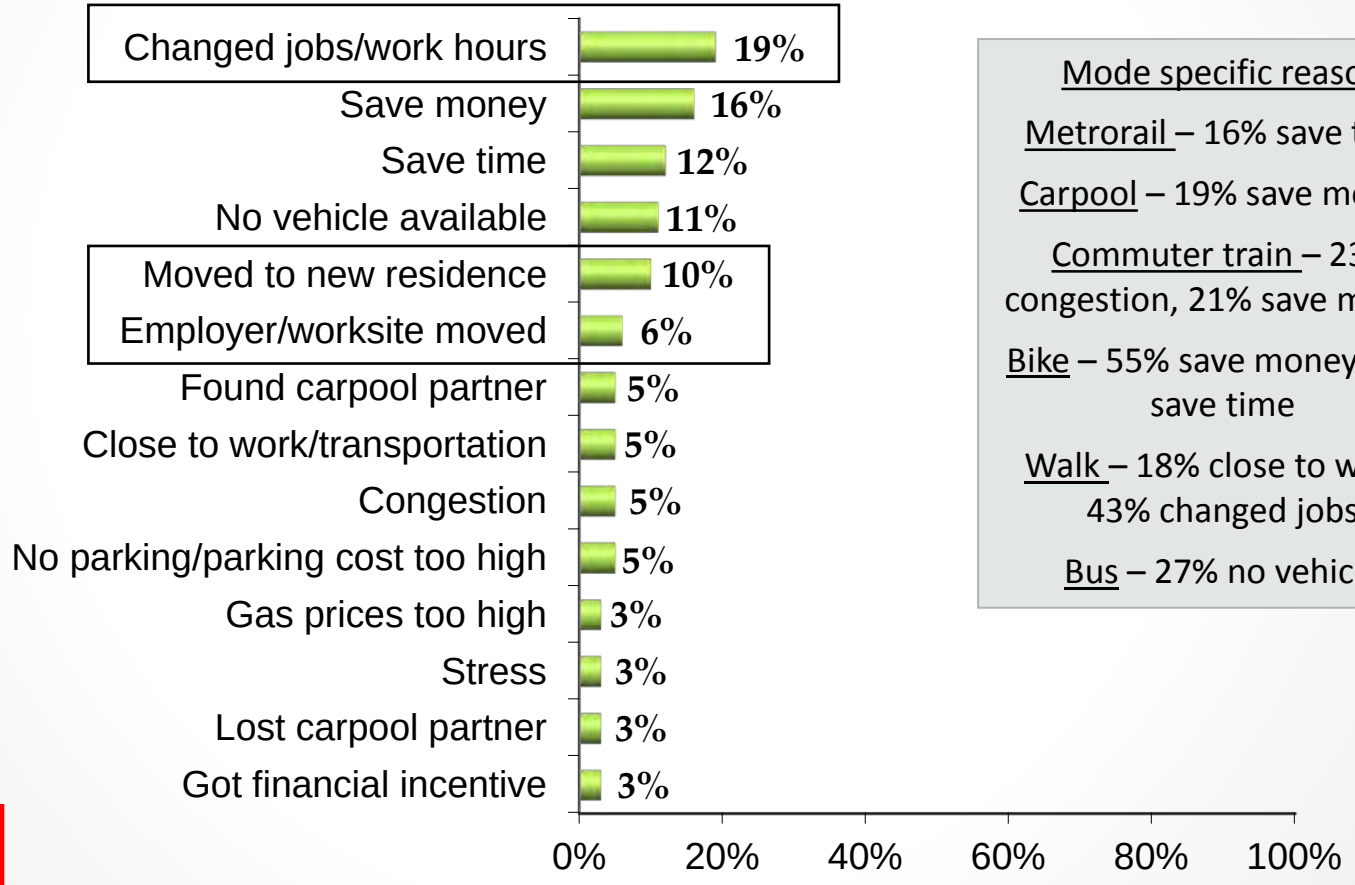
Outer Ring (Calvert, Charles, Frederick, Loudoun, Prince William) n = 1,470



Q15. Now thinking about LAST week, how did you get to work each day. .
Q3 Work jurisdiction area..

19% of Respondents Who Commute by an Alternative Mode Started Using the Modes because they Changed Jobs / Work Hours;

10% moved to a new residence and 6% said their worksite moved



Mode specific reason

Metrorail – 16% save time

Carpool – 19% save money

Commuter train – 23% congestion, 21% save money

Bike – 55% save money, 53% save time

Walk – 18% close to work, 43% changed jobs

Bus – 27% no vehicle

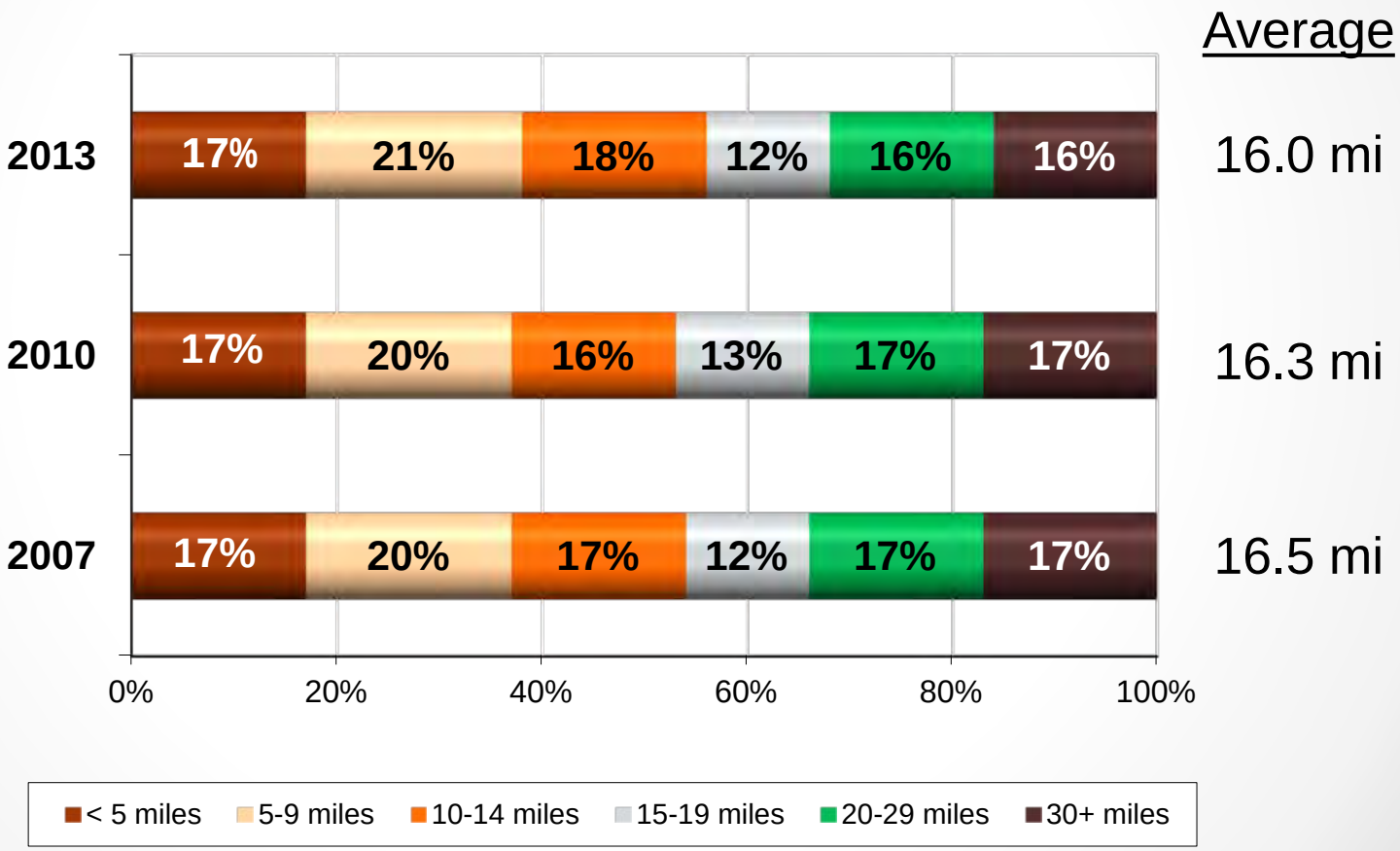
n = 576

Q20 – What were the reasons you began using this <MODE>?

COMMUTER CONNECTIONS
A SMARTER WAY TO WORK

The 2013 Average Commute Distance (16.0 mi) is Less than 2010 (16.3 mi) and than 2007 (16.3 mi)

More than a third of respondents traveled fewer than 10 miles, but 32% traveled 20 miles or more



2013 SOC
n = 5,122

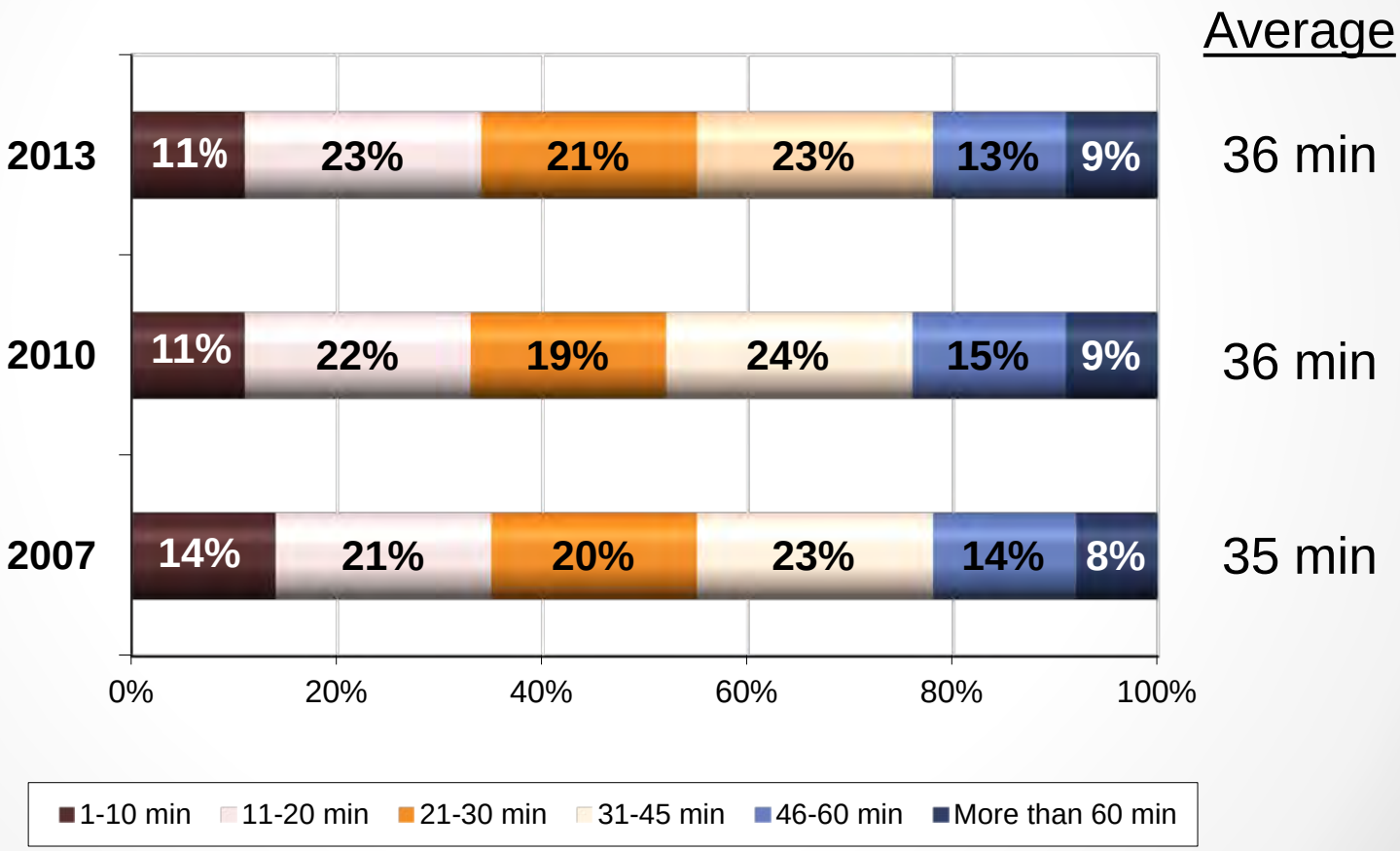
2010 SOC
n = 5,533

2007 SO 2007 C
n = 5,465

Q17 How long is your typical daily commute one way? How many miles?

The Average Commute Time is the Same in 2013 as in 2010 was about the same (36 min) as in 2007

About a third of respondents traveled 20 minutes or less to work. About one in ten traveled 60 minutes or more.



2013 SOC
n = 5,605

2010 SOC
n = 5,533

2007 SOC
n = 5,465

Q16 How long is your typical daily commute one way? How many minutes?

Telework Growth Continued Between 2010 - 2013, although at a Less Dramatic Rate

The region added 75,000 new teleworkers for a 2013 total of 675,000

2001 SOC
n = 6,924

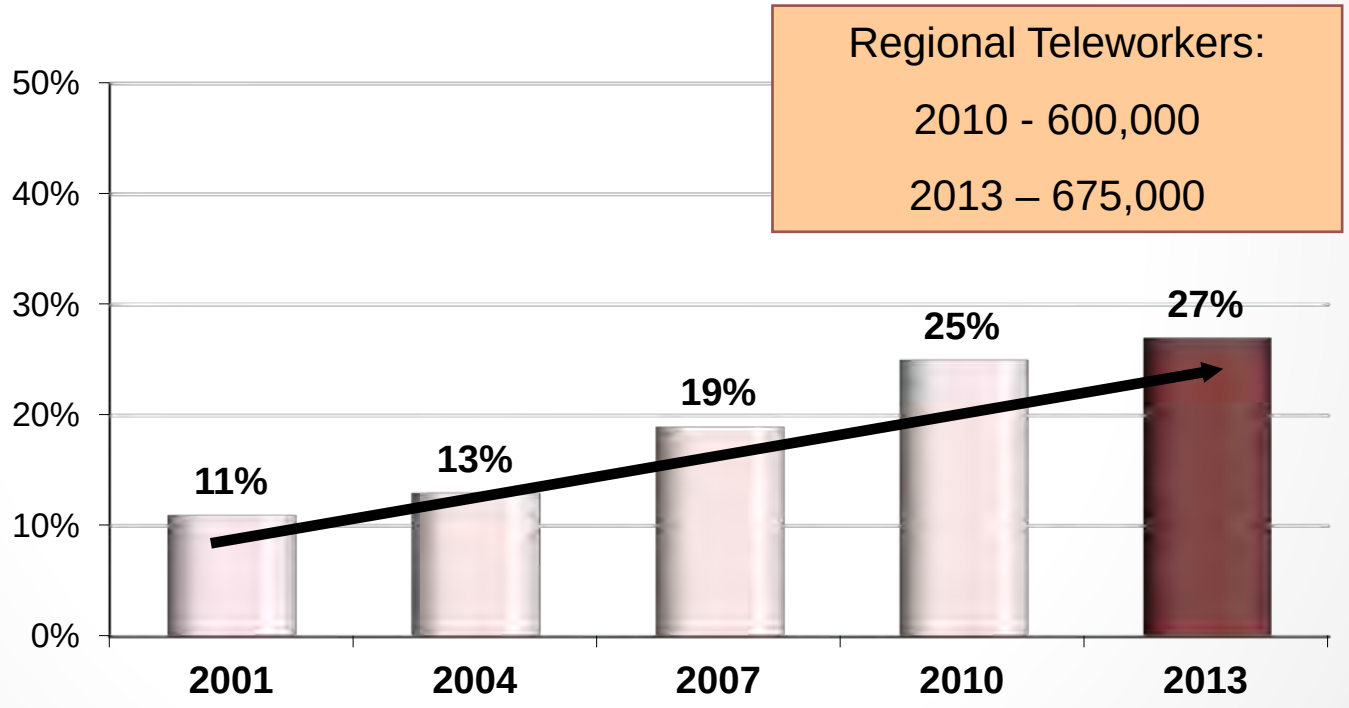
2004 SOC
n = 6,851

2007 SOC
n = 6,168

2010 SOC
n = 6,050

2013 SOC
n = 5,892

Excludes workers who are self-employed and work only at home



Q13 Now I want to ask you about telecommuting, also called teleworking. For purposes of this survey, "telecommuters" are defined as "wage and salary employees who at least occasionally work at home or at a telework or satellite center during an entire work day, instead of traveling to their regular work place." Based on this definition, are you a telecommuter?

Most of the Telework Growth in the Region has been Generated by Federal Agencies

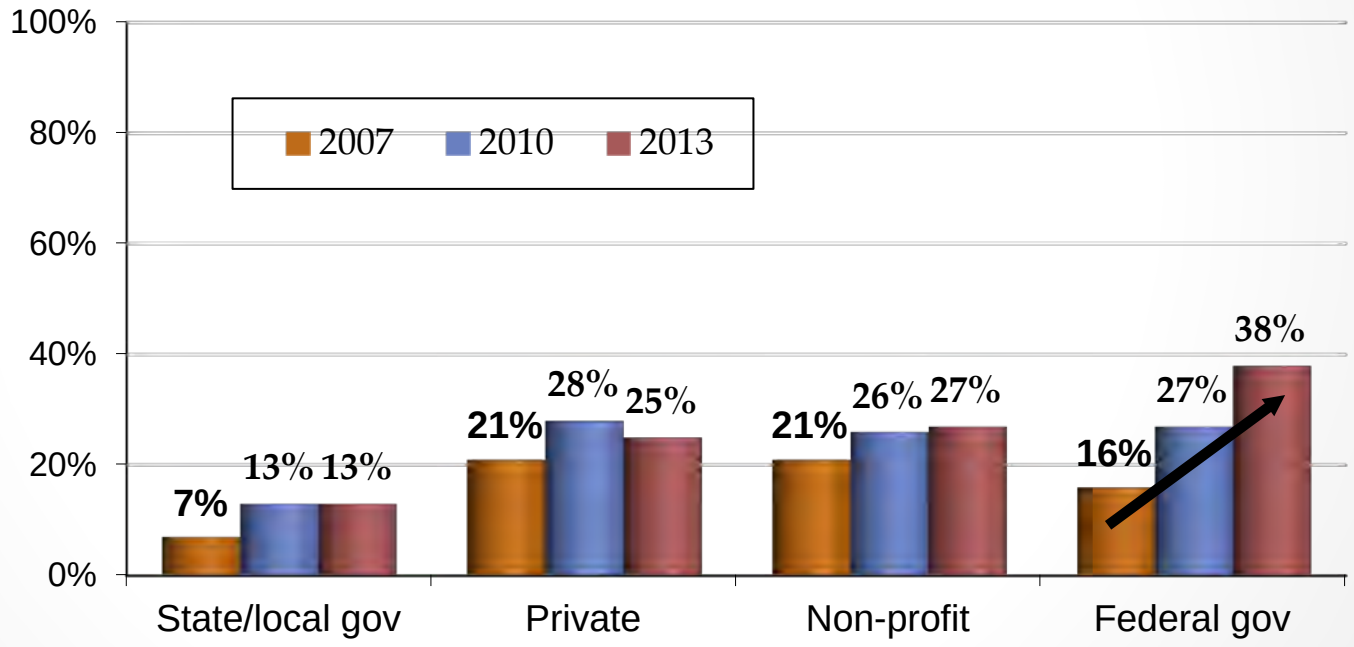
Federal agencies increased their telework from 16% of federal workers in 2007 to 38% in 2013

2007 SOC
State/local n = 756
Private n = 3,027
Non-profit n = 635
Federal n = 1,337

2010 SOC
State/local n = 858
Private n = 2,599
Non-profit n = 771
Federal n = 1,602

2013 SOC
State/local n =764
Private n = 2,519
Non-profit n = 625
Federal n = 1,417

Excludes workers who are self-employed and work only at home



Q13 Now I want to ask you about telecommuting, also called teleworking. For purposes of this survey, "telecommuters" are defined as "wage and salary employees who at least occasionally work at home or at a telework or satellite center during an entire work day, instead of traveling to their regular work place." Based on this definition, are you a telecommuter?

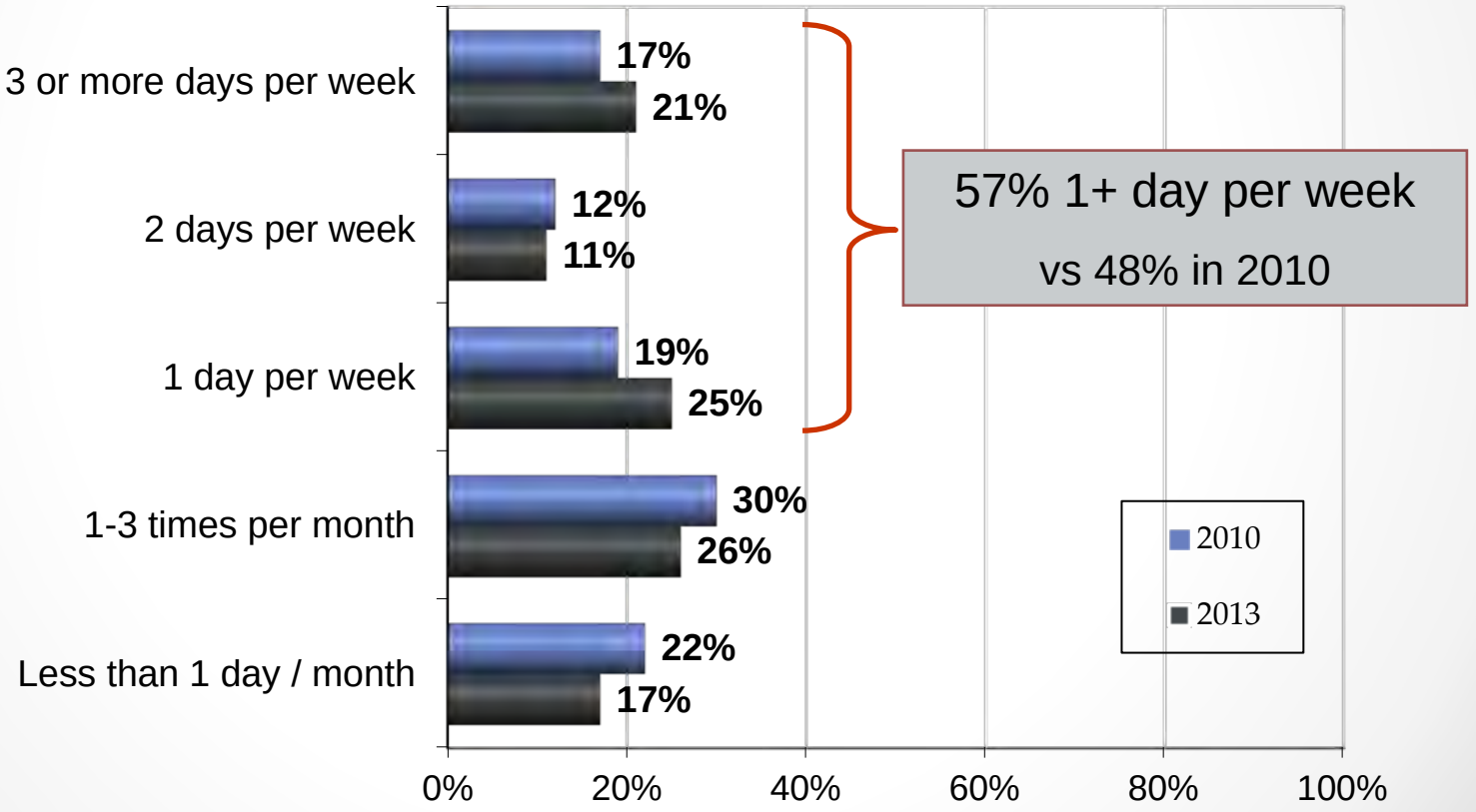
Work Schedule Arrangements in 2013 are Very Similar to 2010

	2013 SOC	2010 SOC
Work full-time	85%	87%
Self-employed	6%	6%
Average assigned days	4.9	4.9
Average travel days	4.5	4.3
Work compressed schedule	7%	6%
Telework	27%	25%
Full-time telework	3%	2%
Average TW frequency	1.4 d/wk	1.3 d/wk

COMMUTER CONNECTIONS
A SMARTER WAY TO WORK

57% of Teleworkers Telework at Least One Day per Week and 21% Telework 3+ Days per Week

The average telework frequency is 1.4 days per week, an increase over the 2010 frequency of 1.3 days per week



2013
n =1,559

2010
n = 1,529

How often do you usually telecommute?

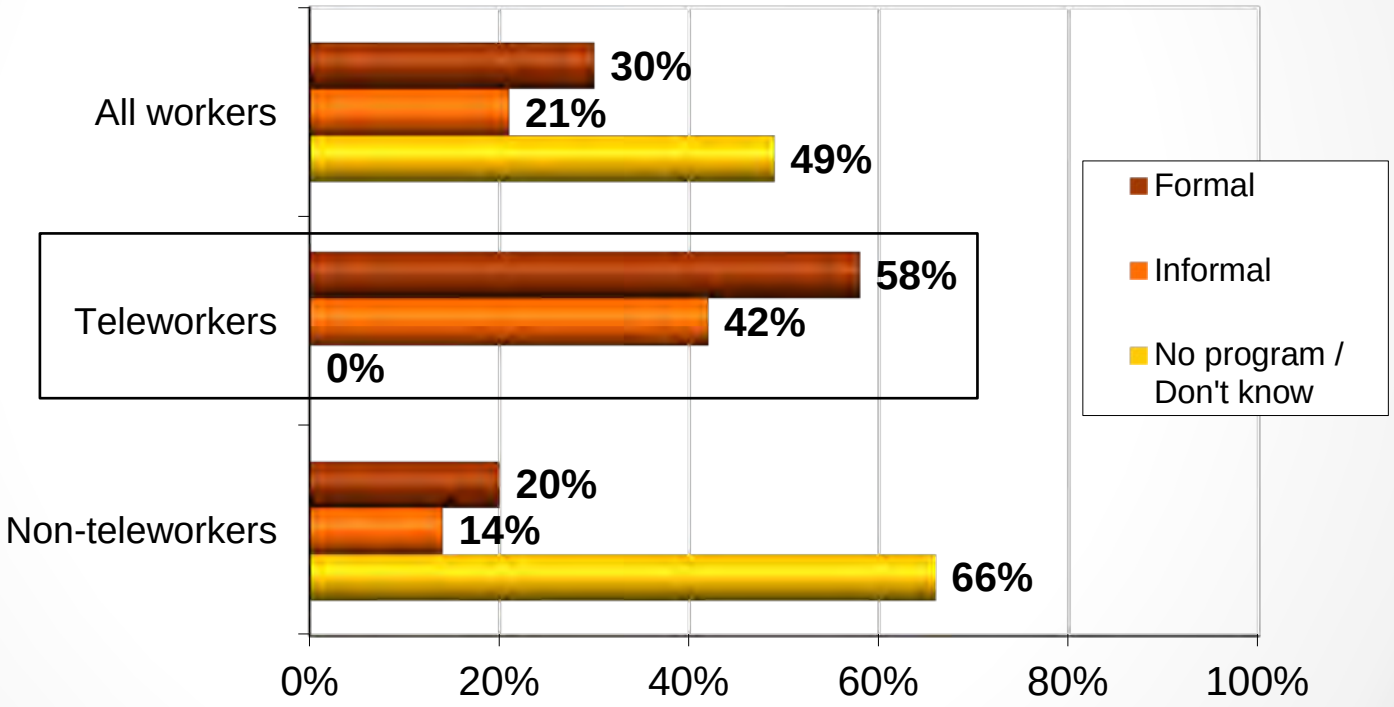
Three in Ten Workers Said Their Employer has a Formal Telework Program; About Half Said the Employer Does not Allow Telework

But nearly six in ten teleworkers telework under a formal program

All workers
n = 5,892

Teleworkers
n = 1,573

Non-teleworkers
n = 4,319

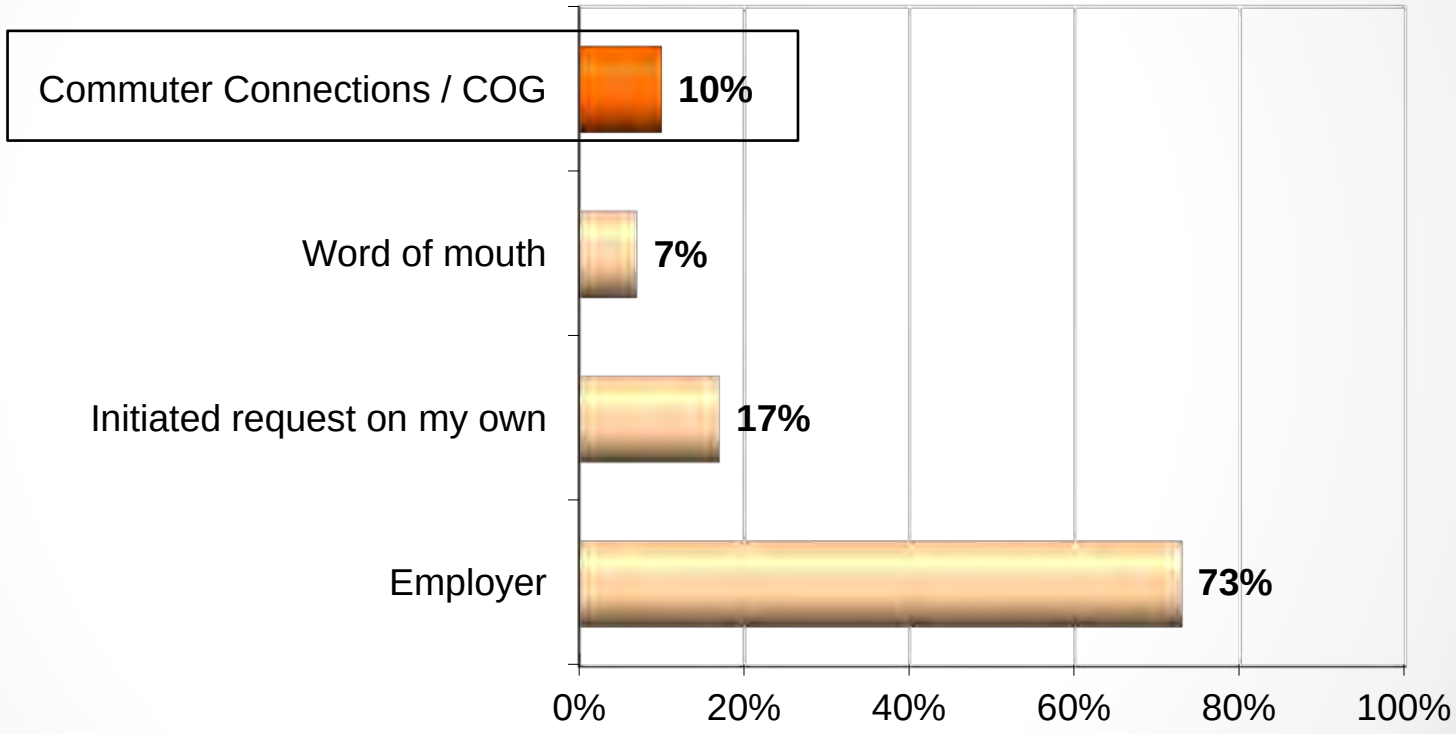


Q13a Does your employer have a formal telecommuting program at your workplace or do you telecommute under an informal arrangement between you and your supervisor?

Q14d Does your employer have a formal telecommuting program at your workplace or permit employees to telecommute under an informal arrangement with the supervisor?

One in Ten Teleworkers Received Telework Information from Commuter Connections / COG

Most learned about telework from their employer



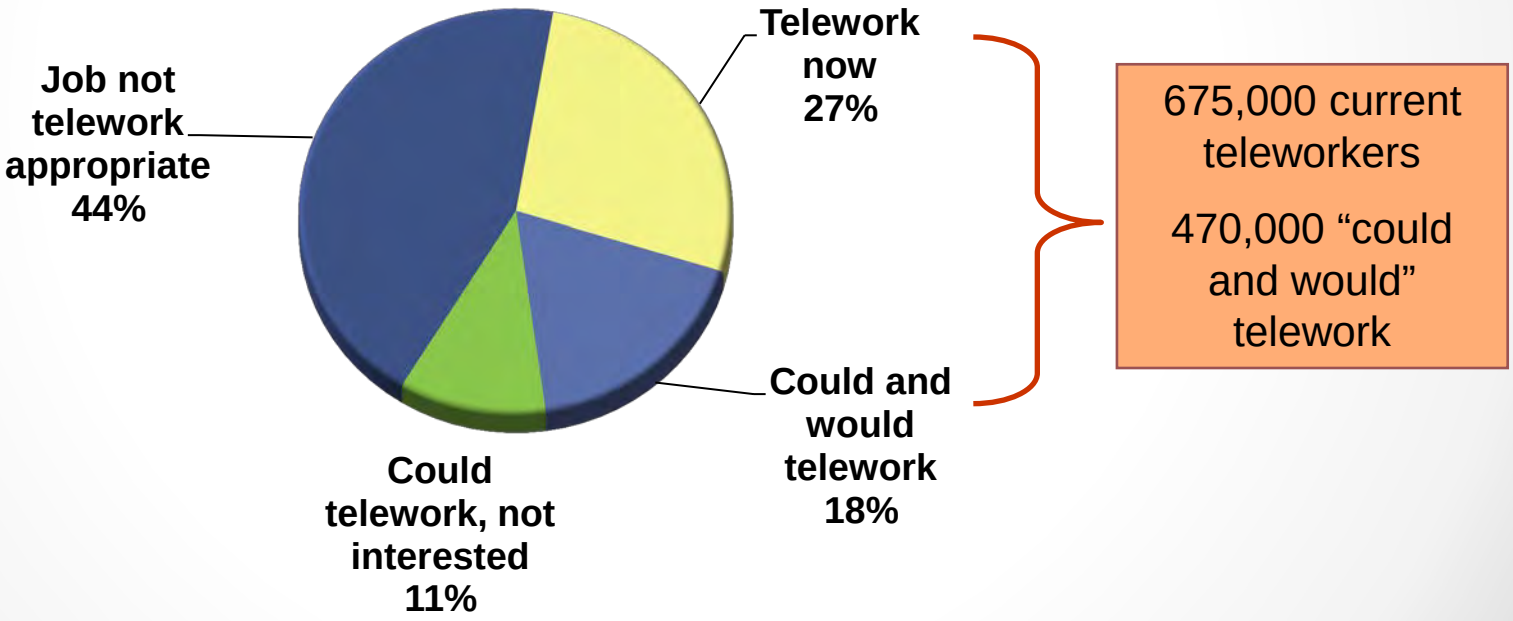
Teleworkers
n = 1,571

Q42 How did you find out about telecommuting?
Q43 Did you receive any information about telecommuting from Commuter Connections or from the Telework Resource Center at the Council of Governments?

COMMUTER CONNECTIONS
A SMARTER WAY TO WORK

470,000 Non-telework Commuters have Job Responsibilities that Could be Performed through Telework and Would Like to Telework

Six in ten interested workers would like to telework “regularly” and four in ten would like to telework “occasionally”



2013
n = 5,892

Excludes workers who are self-employed and work only at home

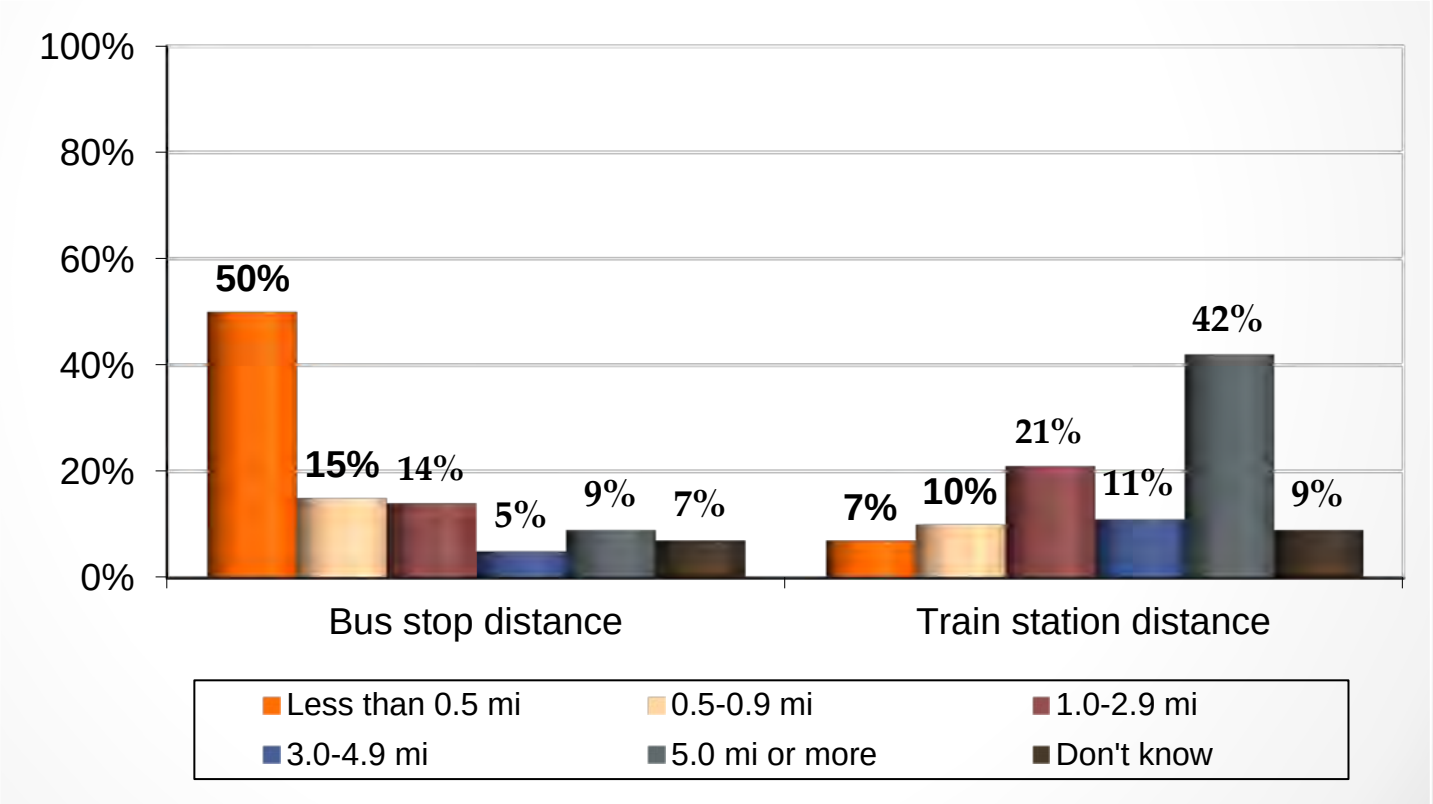
Q14e Would your job responsibilities allow you to work at a location other than your main work place at least occasionally?
Q14f Would you be interested in telecommuting on an occasional or regular basis?

50% of Respondents Live Less than ½ Mile from a Bus Stop and 65% Live Less than 1 Mile

Train station access is less convenient; only 17% live less than 1 mile from a train station

Bus distance
n = 5,718

Train distance
n = 5,718



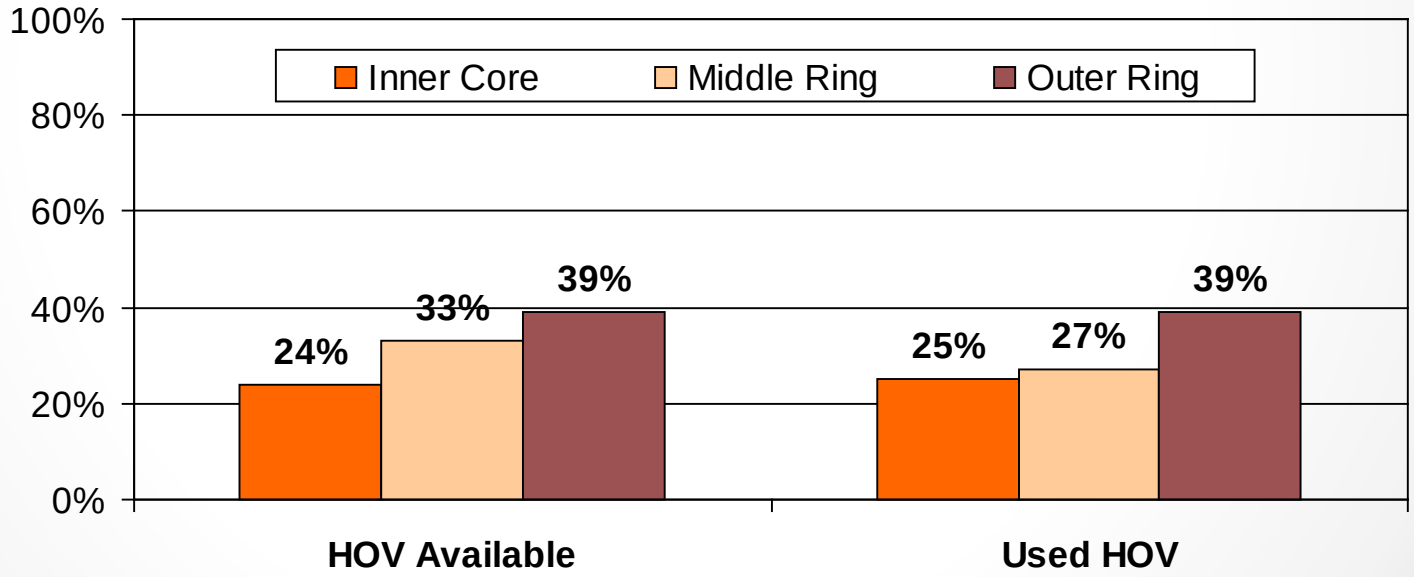
Q44a About how far from your home is the nearest bus stop?
Q44b How far from your home is the nearest train station?

Availability and Use of HOV by Area of Region

Commuters who lived in outer jurisdictions were more likely to have HOV lanes available on their route to work and were more likely to use them, when they were available. Commuters in the Inner Core and Middle Rings used HOV lanes at about the same rate.

HOV lane available
Core
n = 1,637
Middle Ring
n = 1,651
Outer Ring
n = 2,760

Use HOV lane
Core
n = 483
Middle Ring
n = 487
Outer Ring
n = 787



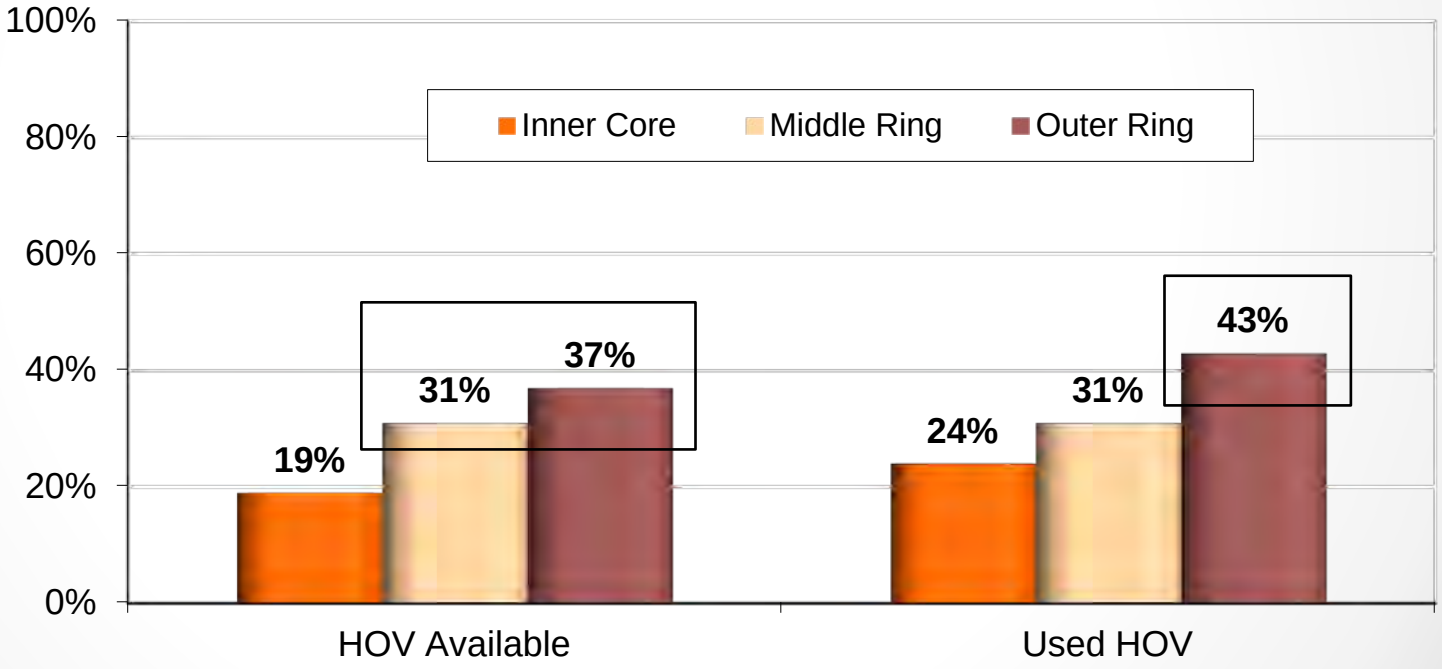
Q46 Is there a special HOV (High Occupancy Vehicle) lane that can be used only by carpools, vanpools and buses along your route to work?
Q47 Do you ever use the HOV lane to get to or from work?

Middle Ring and Outer Ring Commuters are More Likely than are Core Area Commuters to have HOV / Express Lanes Available

"Outer Ring" commuters use HOV / Express lanes at a very high rate when they are available

HOV lane <u>available</u>
Core
n = 1,551
Middle Ring
n = 1,560
Outer Ring
n = 2,607

<u>Use HOV lane</u>
Core
n = 421
Middle Ring
n = 453
Outer Ring
n = 704



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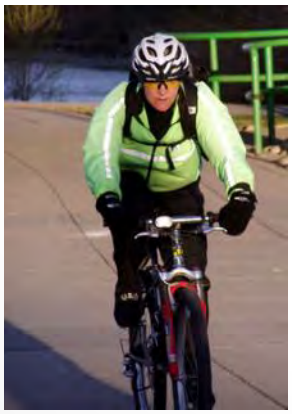
Q47 Do you ever use the HOV lane to get to or from work?

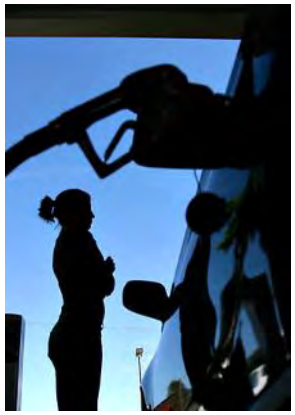
Societal / Personal Benefits of Rideshare

Three survey questions:

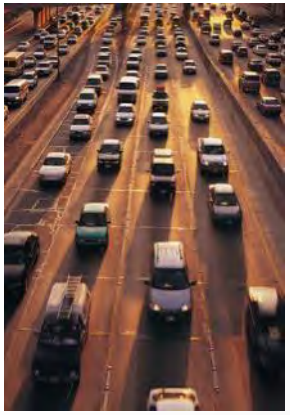
- What impact or benefit does a community or region receive when people use these types of transportation?
- You said you [bicycle, walk, carpool, vanpool, ride public transportation] to work some days. What benefits have you personally received from traveling to work this way?
- On days that you [carpool, vanpool, ride public transportation] to work, how often do you do you read or write work-related material or check work messages on the way to work?



Personal health



Economics



Congestion

Sustainability

81% of Respondents Cite Societal Benefits from Ridesharing

59% of respondents said use of alternative modes could reduce traffic or congestion and 47% said it could reduce pollution or reduce greenhouse gases

Other 2013 Benefits

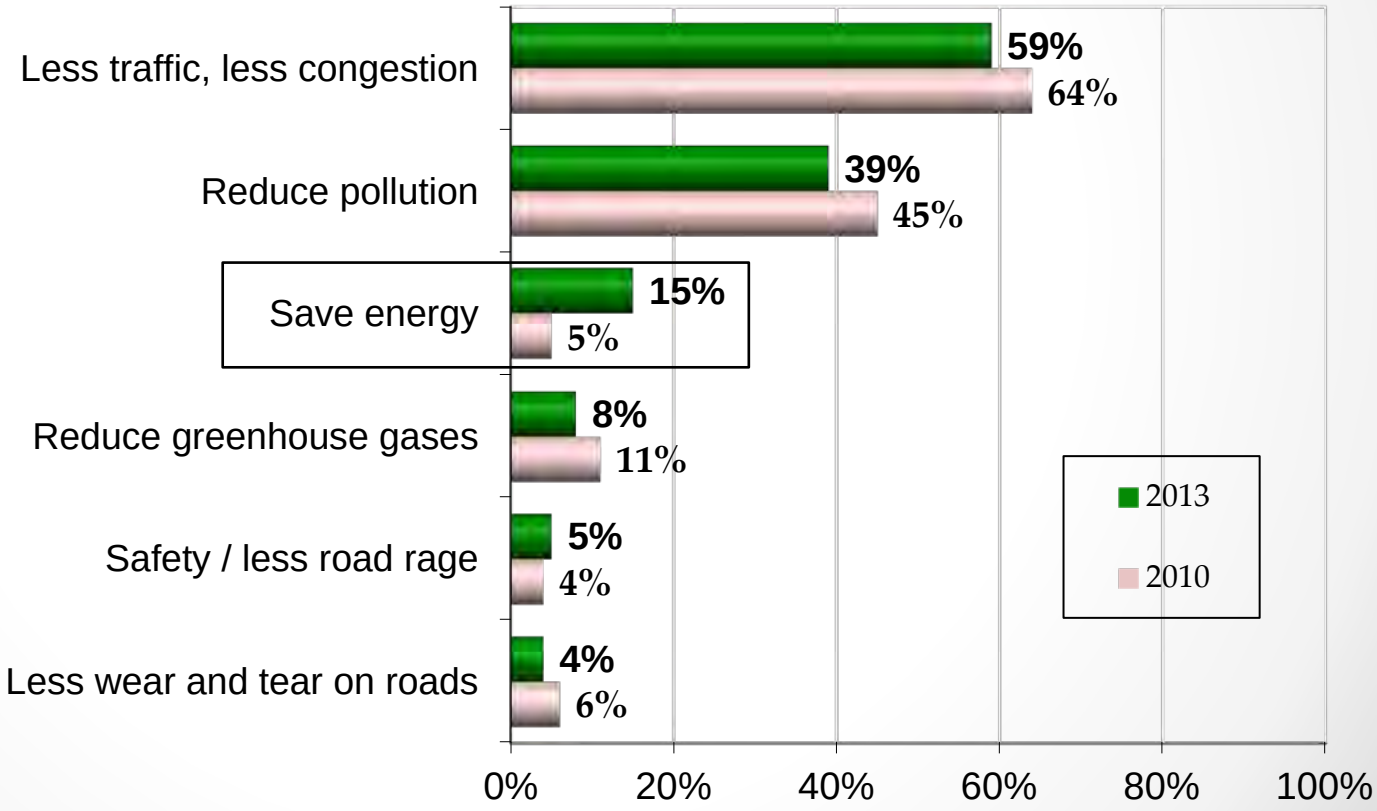
Companionship, socialization, sense of community 3%

Reduce accidents, improve traffic safety – 2%

Good for economy, creates jobs – 2%

Reduce government costs – 1%

No need to build more parking – 1%



2013
n = 5,718

2010
n = 6,050

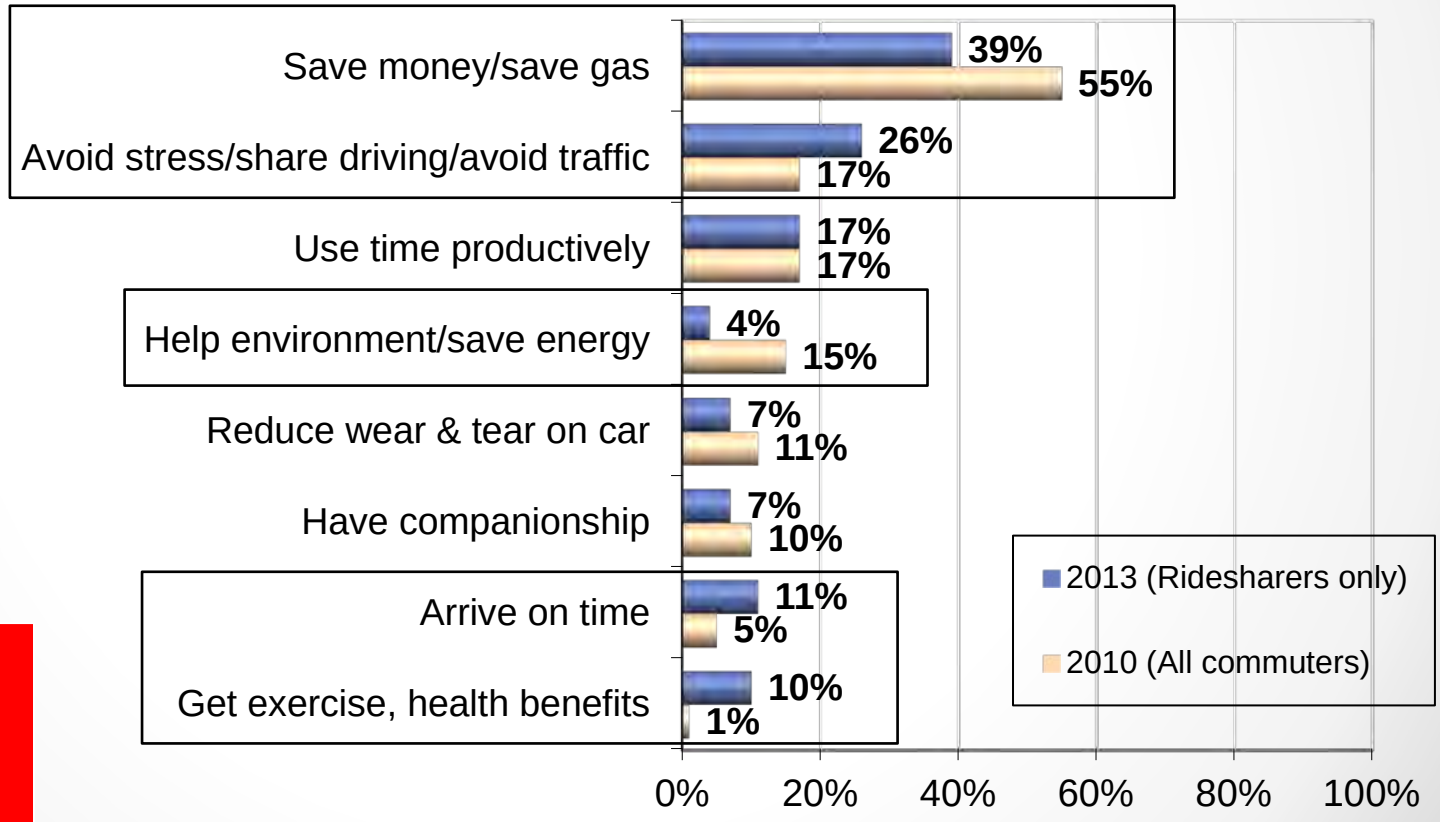
Q56a. What impact or benefit does a community or region receive when people use these types of transportation?

90% of Ridesharers Cite Personal Benefits of Ridesharing – same Share as in 2010

But in 2013, more respondents mentioned avoid stress, arrive on time, and exercise as benefits, while fewer respondents mentioned cost saving or environmental benefits

Other 2013 Benefits

- No need for car – 7%
- Save time – 5%
- Use HOV - 2%
- Reduce greenhouse gases – 2%
- Less traffic / avoid traffic – 2%
- Save gas/energy – 1%



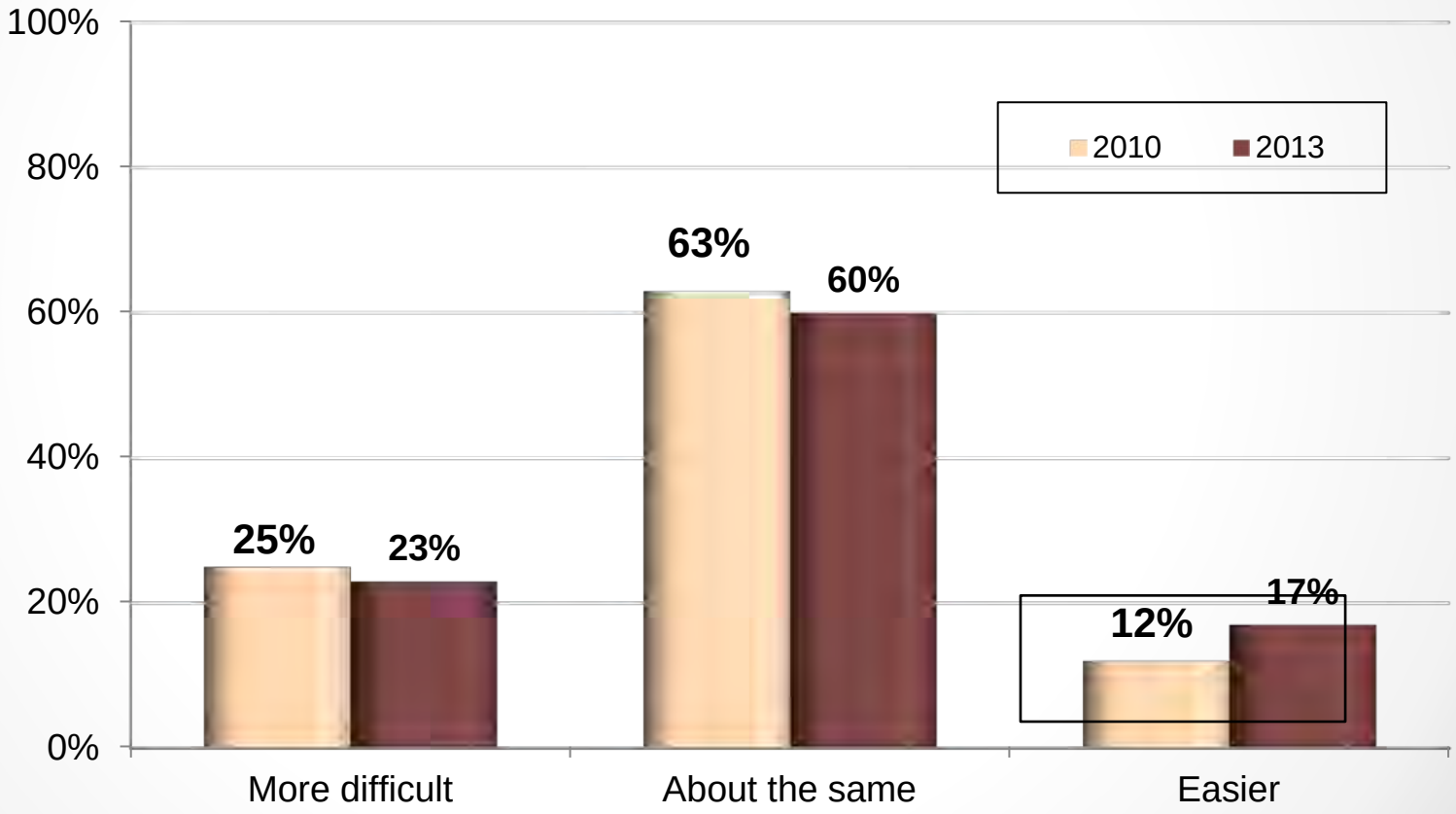
2013
n = 1,575

2010
n =6,050

In 2010, all respondents were asked about personal benefits

Q56b. You said you (bicycle, walk, carpool, vanpool, ride public transportation) to work some days. What benefits have you personally received from traveling to work this way?

In 2013, 17% of Commuters Reported an Easier Commute than a Year Ago, Compared with 12% of Commuters in 2010



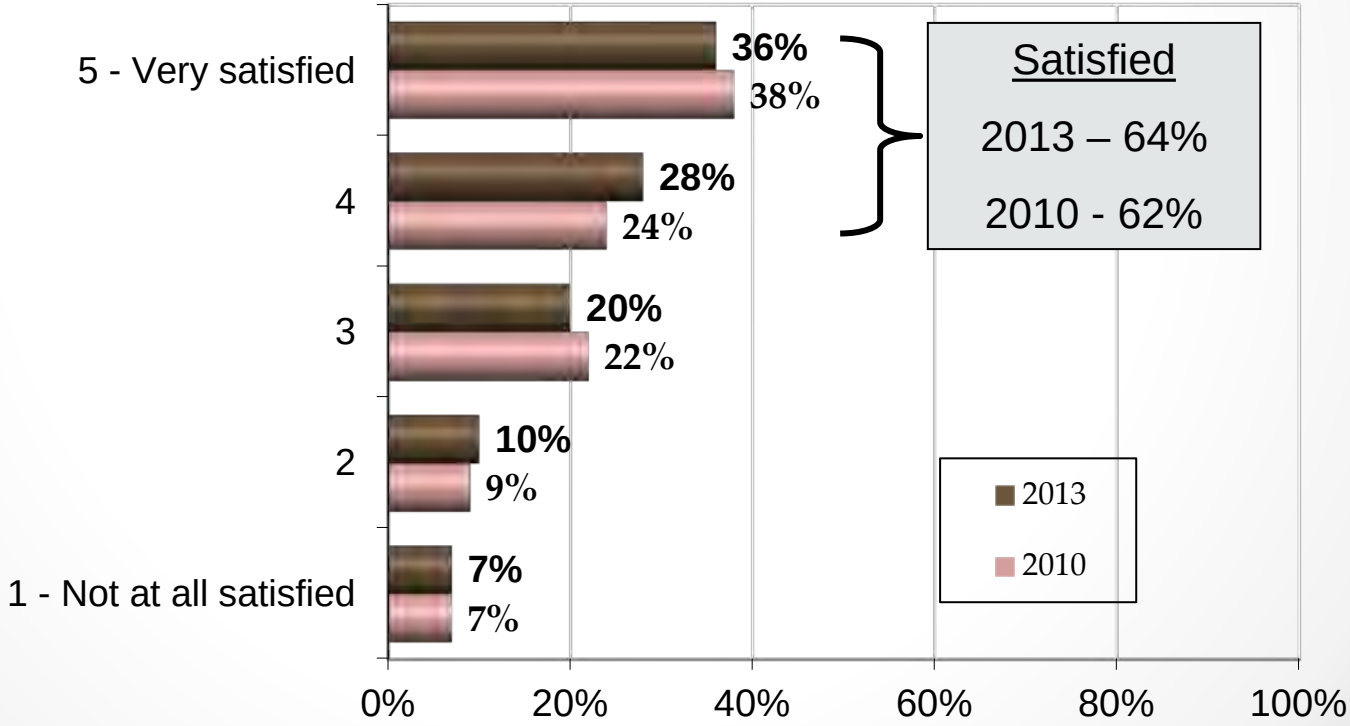
2013
n = 5,717

2010
n = 6,049

Q57 – Would you say your commute is easier, more difficult, or about the same now as it was one year ago?

64% of Commuters are Satisfied with their Commute – vs 62% in 2010

Commute satisfaction is related to ease of commuting - 74% of respondents whose commute is easier than last year and 71% whose commute is the same are satisfied with their commute, compared to 34% whose commute is more difficult



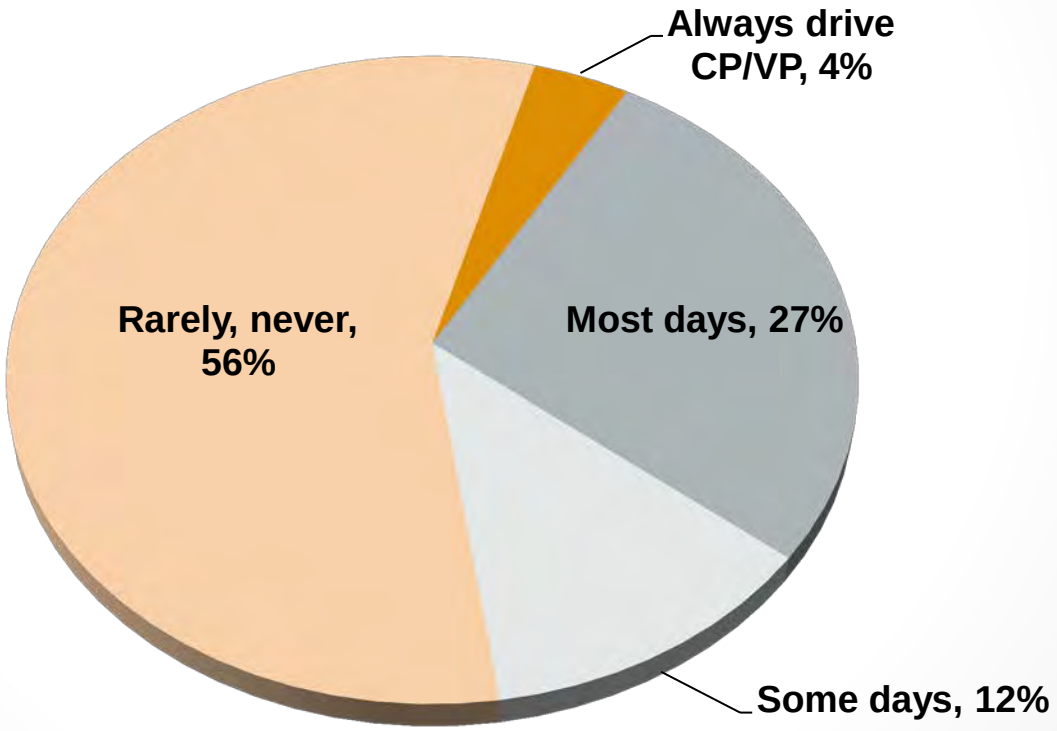
2013
n = 5,692

2010
n = 6,033

Q56f - Overall, how satisfied are you with your trip to work?

Four in Ten Commuters who Use Alternative Modes Perform Work-related Tasks During their Commute at Least Some Days

27% perform work-related tasks “most days”



56d. On days that you (carpool, vanpool, ride public transportation) to work, how often do you do you read or write work-related material or check work messages on the way to work?

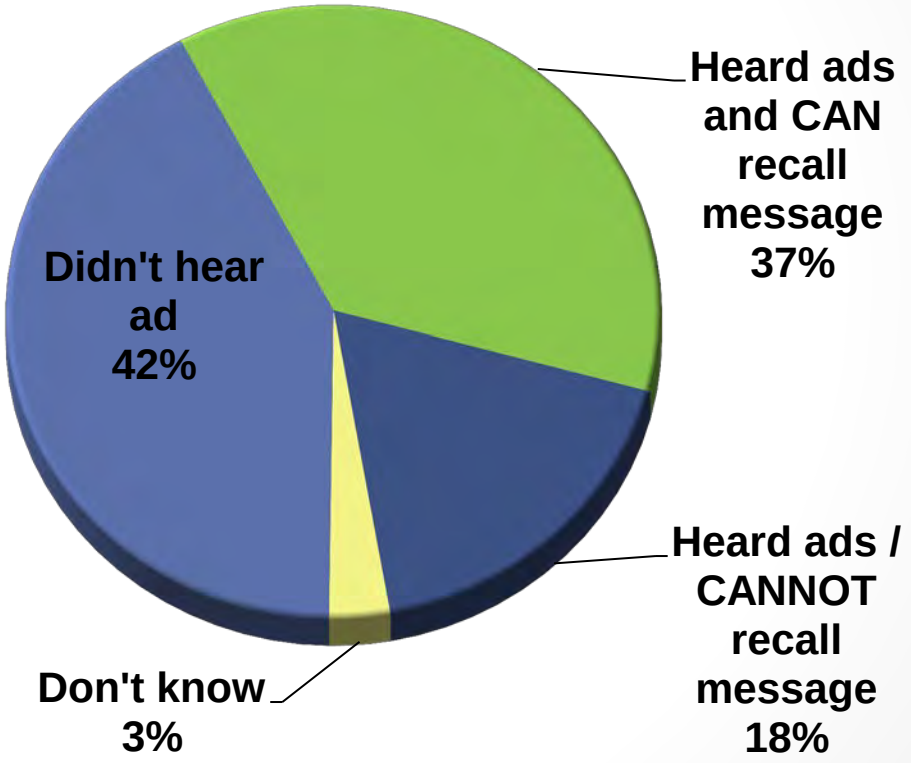
55% of Respondents Recalled Hearing/Seeing Commute Ads in the Past Year

About the Same Share as the 58% Noted in the 2010 Survey

Location / Source:

- Radio – 33%
- Newspaper – 20%
- On train/bus – 20%
- TV – 18%
- Billboard – 9%
- Mail postcard – 5%
- Train station – 5%

2013 SOC
n = 6,335



Q61 Have you heard, see, or read any advertising about commuting in the past year?
Q62 What messages do you recall from this advertising?
Q63 What organization or group sponsored the ad you recall?

62% of Regional Employees Know of Commuter Connections; a Slight Decline Since 2010

USE of Commuter Connections increased from 5% to 6% of the employed residents of the region

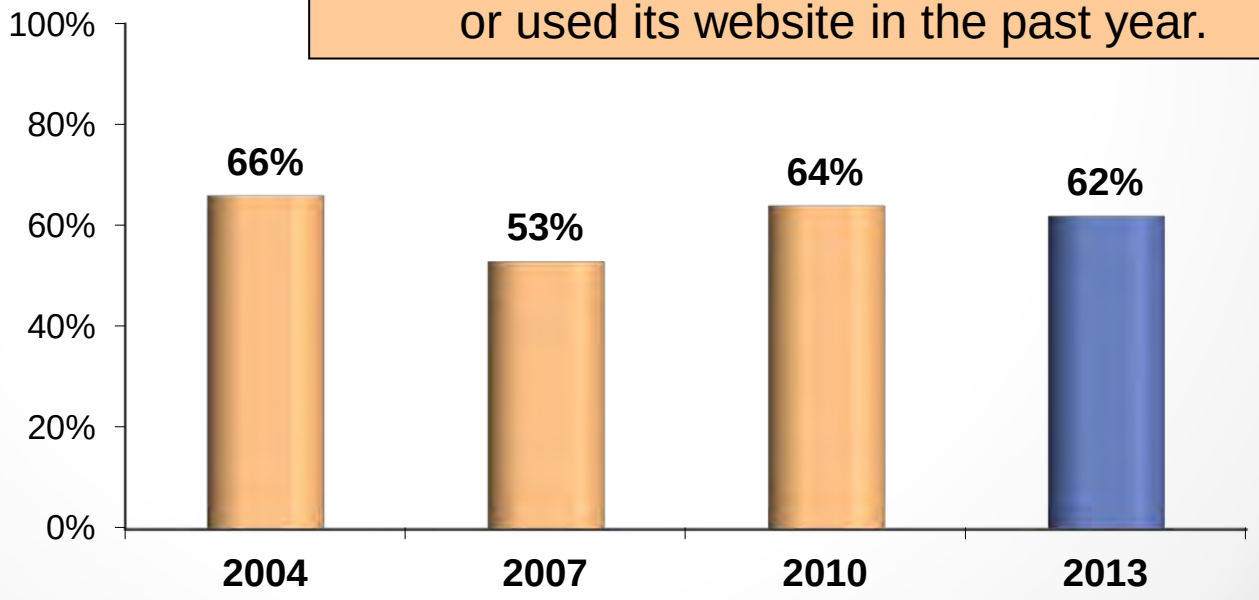
2004 SOC
n = 7,200

2007 SOC
n = 6,600

2010 SOC
n = 6,629

2013 SOC
n = 6,335

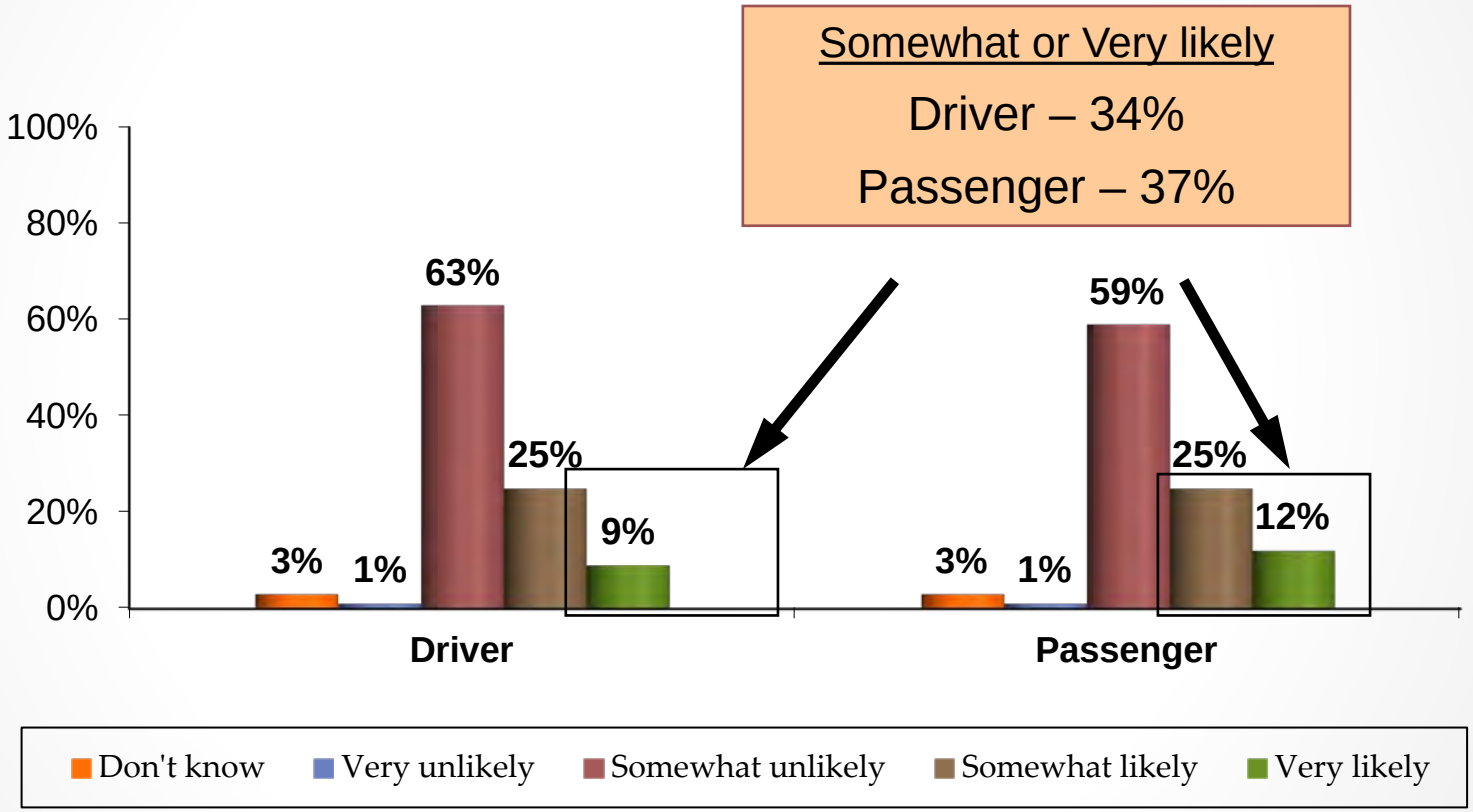
10% of respondents who knew about Commuter Connections contacted the program or used its website in the past year.



Q86 Have you heard of an organization in the Washington region called Commuter Connections?

More than a Third of Commuters Expressed Interest in "Instant Carpooling"

Commuters are slightly more interested in using the service as a passenger than driver, even with a $0.20 per mile charge



Drive alone commuters n = 5,368

88h Now, I'd like your opinion on a new service that might be offered in the Washington area – that is, an instant carpool service that would make it easy for you to arrange to share a ride for a single trip on short notice. Registered members who want to share a ride would post a request to a Smart phone-accessible application. Other members would be notified of requests through email or texts and could respond for rides they are willing to share. If a service like this was available in the region and drivers were paid $0.20 per mile when they provide a ride, how likely would you be to use it when you are the driver?
Q88k How likely would you be to use it when you are a rider or passenger, if you had to pay $0.20 per mile?

57% of Respondents who are Not Self-Employed said their Employers Offer Commute Incentives or Support Services

This is a slight drop from the 61% availability in 2010; possibly due to recession cost-cutting

Number of commute services

1-2 services: **33%**

3-4 services: 18%

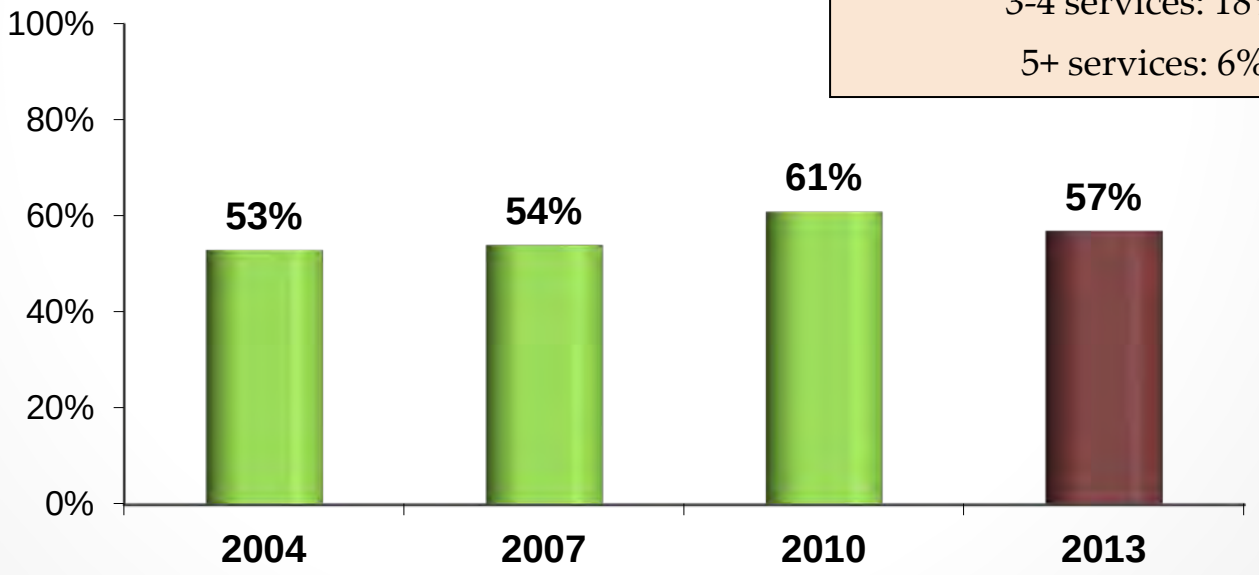
5+ services: 6%

2013 SOC
n = 5,524

2010 SOC
n = 5,899

2007 SOC
n = 6,071

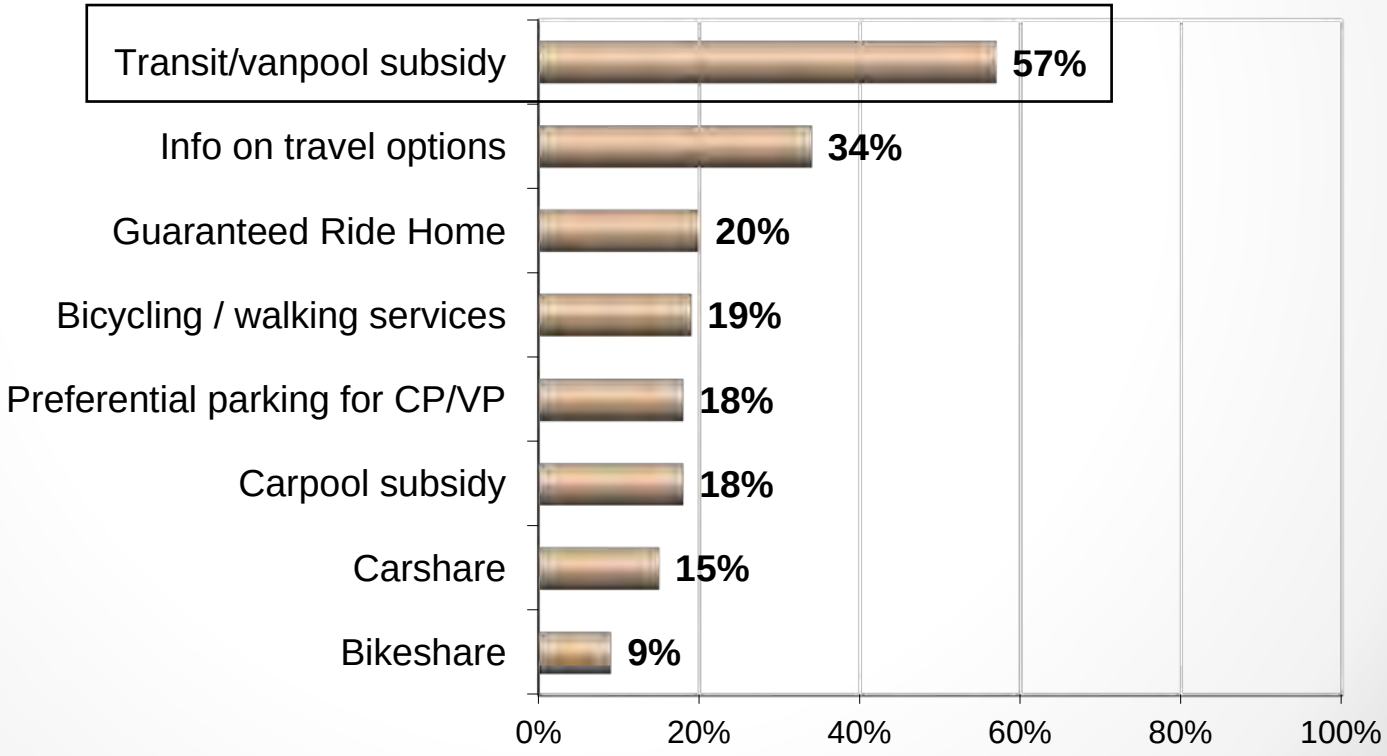
2004 SOC
n =



Q89 Next please tell me if your employer makes any of the following commute services or benefits available to you and, if they are available, have you used them. How about…. ,?

The Most Widely USED Employer Service Also is a Transit / Vanpool Subsidy – used by 57% of respondents with access to the service

34% of respondents with access had used travel option information; other services used by two in ten with access



2013 SOC
n = 5,524

Q89a Which of those services have you used?

Next Steps

• • •

- Review of Technical Report/Comment Period
- Finalize Technical Report in FY 2014
- Prepare and Publish General Public Report in 2014

Questions?

Nicholas Ramfos
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nramfos@mwcog.org

ITEM 9 – Information
September 18, 2013

Briefing on Regional Highlighted Freight Projects

Staff Recommendation: Receive briefing on the attached Power Point presentation on an update of the list of regional highlighted freight projects.

Issues: None

Background: In March 2011, the Regional Freight Planning Subcommittee presented a list of highlighted freight transportation projects to the TPB which included one long-term and one short-term project for each freight railroad and one each for the District of Columbia, Maryland and Virginia.

2013 Freight Transportation Highlighted Projects

"2013 TPB Freight Project List"

Transportation Planning Board
Item #9

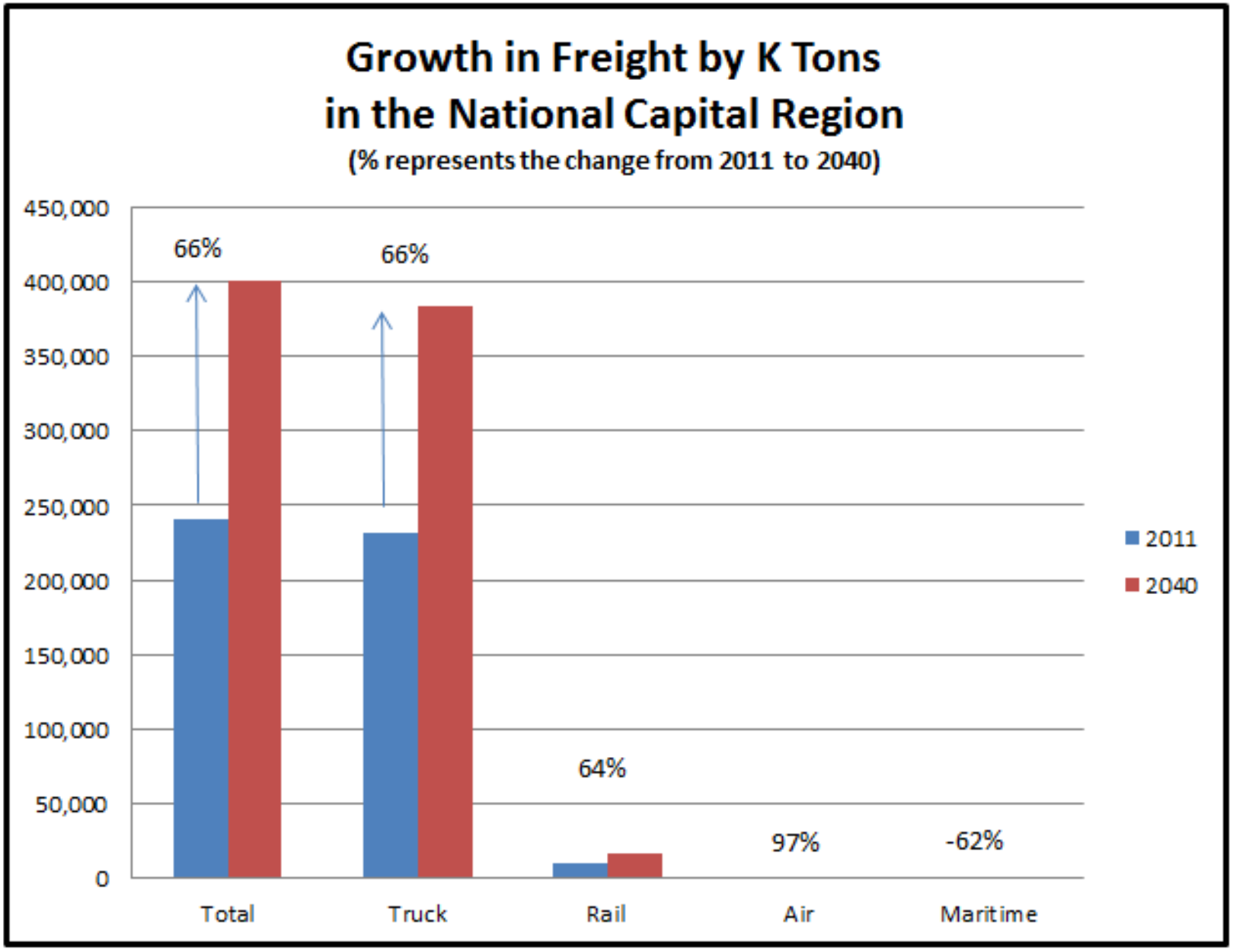
TPB Freight Subcommittee Chairman: Eulois Cleckley
Manager of Statewide and Regional Planning
District Department of Transportation
September 18, 2013

Background on Top 10

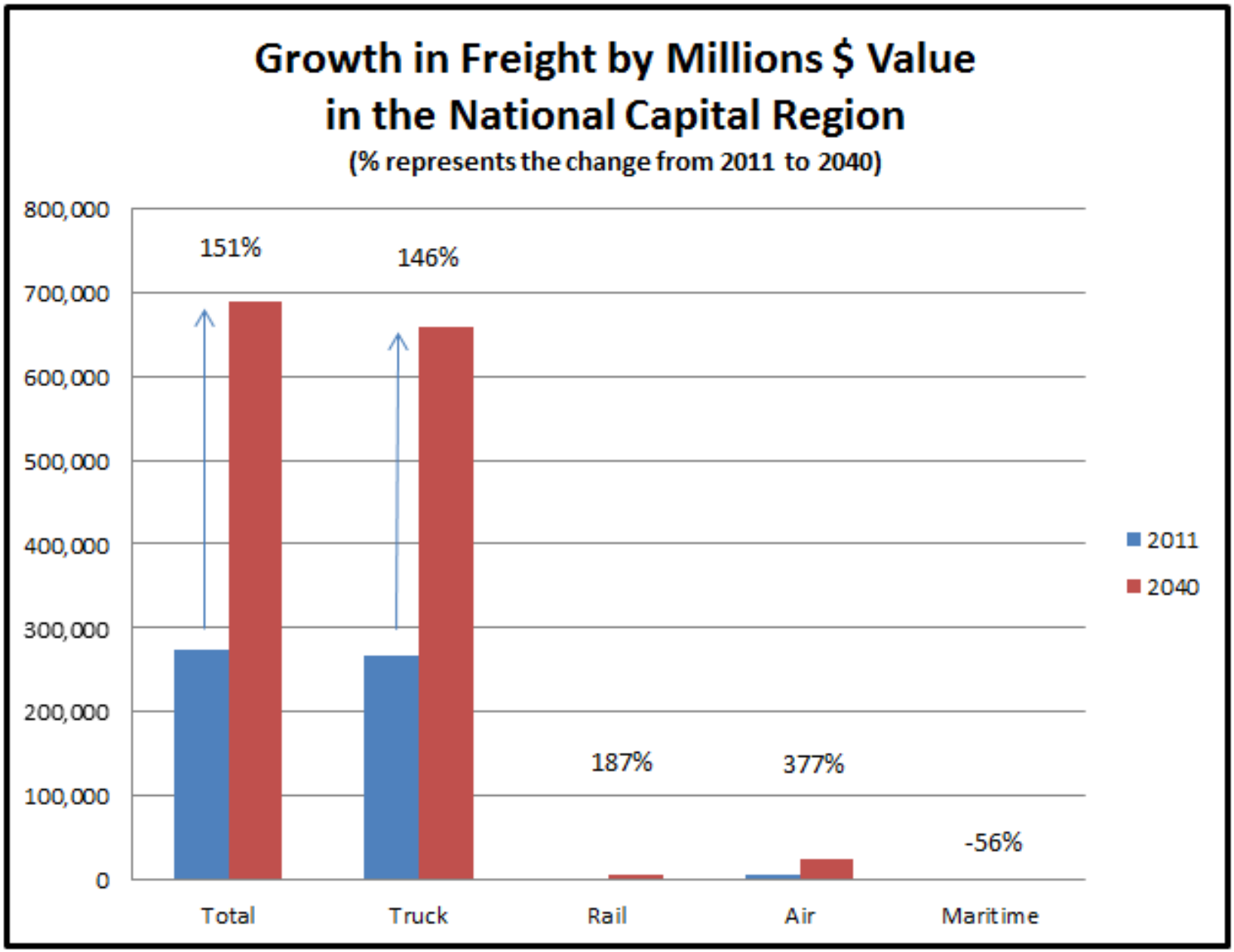
- Aim of the Top 10 is to highlight important freight transportation projects, some of which may not be in MPO plans
- First iteration of the TPB 2011 Freight Project List, accepted by the TPB, March 2011
- TPB 2011 Freight Project List subject of a panel at the TPB Regional Freight Forum, April 2011
- TPB Freight Subcommittee approves 2013 TPB Freight Project List, August 2013
- Presentation to TPB Technical Committee, September 6, 2013
- Presentation to TPB, September 18, 2013

Unique Nature of Freight Projects

- 2013 TPB Freight Project List
  - Mix of funded and unfunded projects (funded projects included to recognize important projects that support freight in the region)
  - Some projects included in the MPO planning process, and some not included
  - Includes projects in the MPO planning process that are not identified individually but are part of a group of projects
- States/District regularly contribute millions to freight projects that are not included in the MPO Constrained Long-Range Transportation planning process
  - Freight railroads (State $ to CSX and NS listed in Memo)
  - Port infrastructure
  - Developer freight accommodations



Source: FHWA Freight Analysis Framework, August 2013



Source: FHWA Freight Analysis Framework, August 2013

2013 Top 10 Freight Projects

2013 Freight Transportation Highlighted Project List			
#	Railroad/Jurisdiction	Short-Term	Long-Term
	Railroad Transportation Projects		
1	CSX	CSX National Gateway-Spotlight on the Virginia Avenue Tunnel	CSX Long Bridge Capacity Expansion
2	Norfolk Southern	Class 4 Maintenance Status from Alexandria to Manassas	NS Crescent Corridor
	Highway/Other Transportation Projects		
3	District of Columbia	District of Columbia Freight Plan	Integrated Intelligent Transportation System that Informs Motor Carriers with Real-Time Information
4	Maryland	MDOT Statewide Truck Parking Improvements-Spotlight Project in Prince George's County	Congestion relief along Critical Freight Corridors: I-95/I-495 and I-70
5	Virginia	Dulles Loop-Spotlight on Route 606 Old Ox Road	Congestion relief along Critical Freight Corridor I-95

Fully or Partially Funded

Under Development/Unfunded Elements

CSX Virginia Avenue Tunnel

Project Description/Objective:

- 100+ year old rail tunnel (0.72 miles long)
- Upgrade from 1 track single-stack to 2 track double-stack clearance
- Reduce freight and passenger train delays
- Construction time estimated to be 3-5 years depending on NEPA alternative

Total Project Cost:

- $168M-$215M depending on NEPA alternative

Funding Status:

- Funded by CSX
- VA $24M contribution

CSX Virginia Avenue Tunnel West Portal View

Norfolk Southern Crescent Corridor

Project Description/Objective:

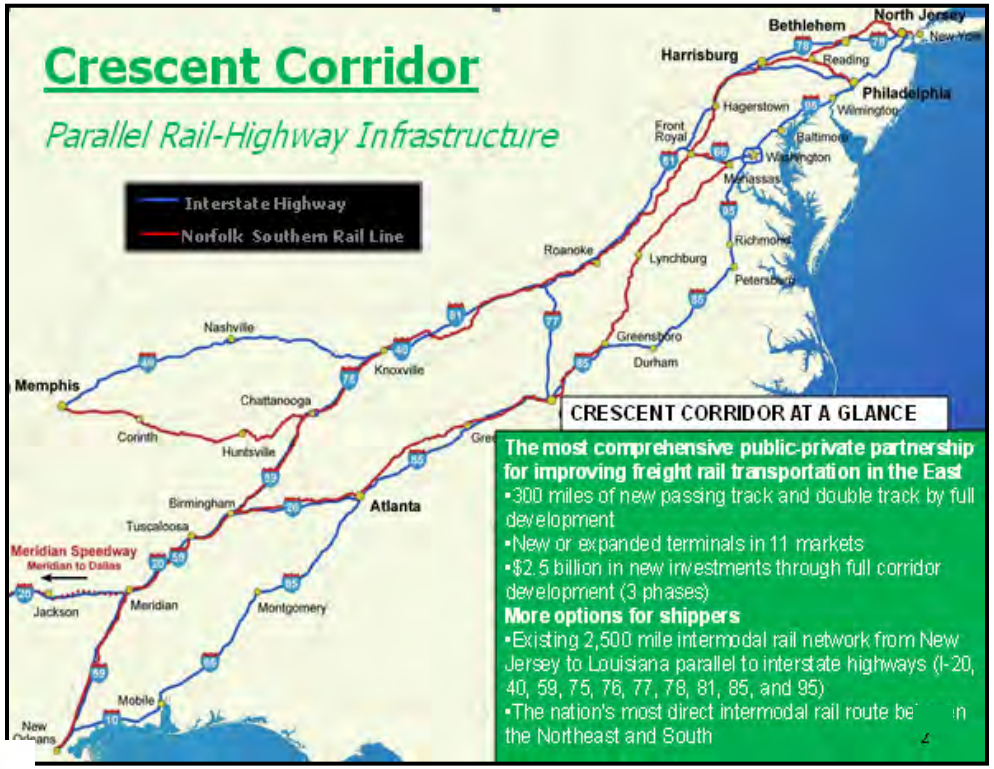
- 11 new or expanded intermodal terminals
- Update 2,500-mile network from New Jersey to New Orleans parallel to major interstates
- 300 miles of passing track
- Shift trucks to rail

Total Project Cost:

- $2.3B

Funding Status:

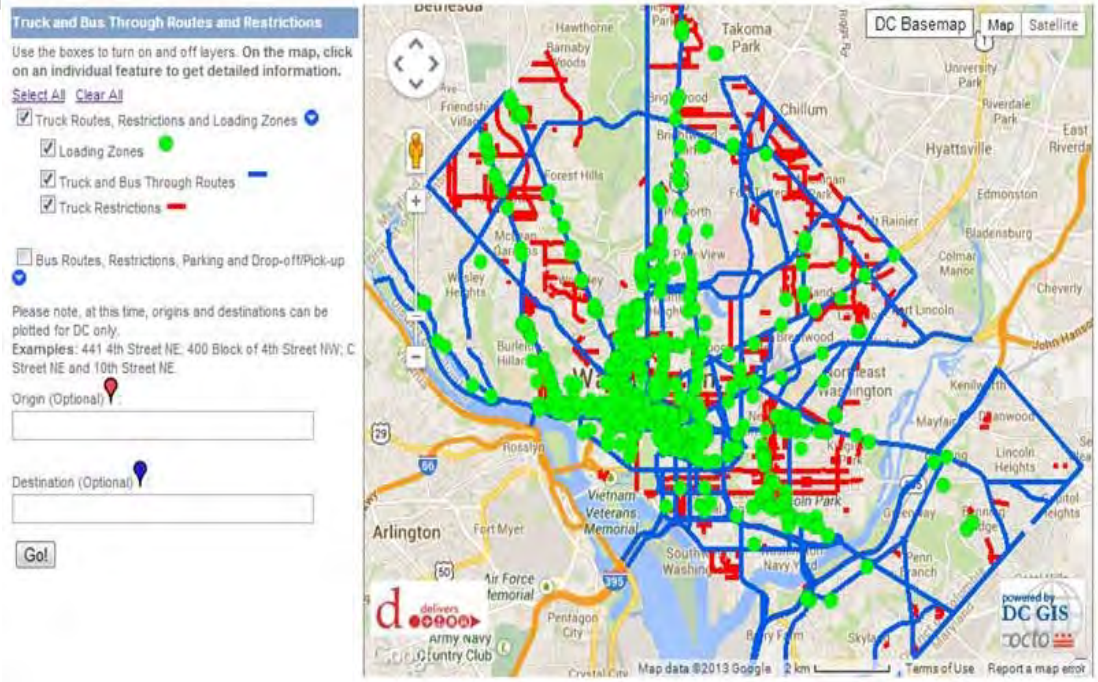
- Funded by Norfolk Southern
- TIGER award $105M
- VA $103M, PA $45M



DDOT
Real-Time Motor Carrier Info. System

Project Description/Objective:

- Real-time traffic information for motor carriers (trucks/buses), commercial loading zone availability information, and parking information for buses
- Mitigate truck/bus impacts on neighborhoods
- Enhanced data collection



Total Project Cost:

- $1M

Funding Status

- FHWA grant

MDOT
Truck Parking Improvements

Project Description/Objective:

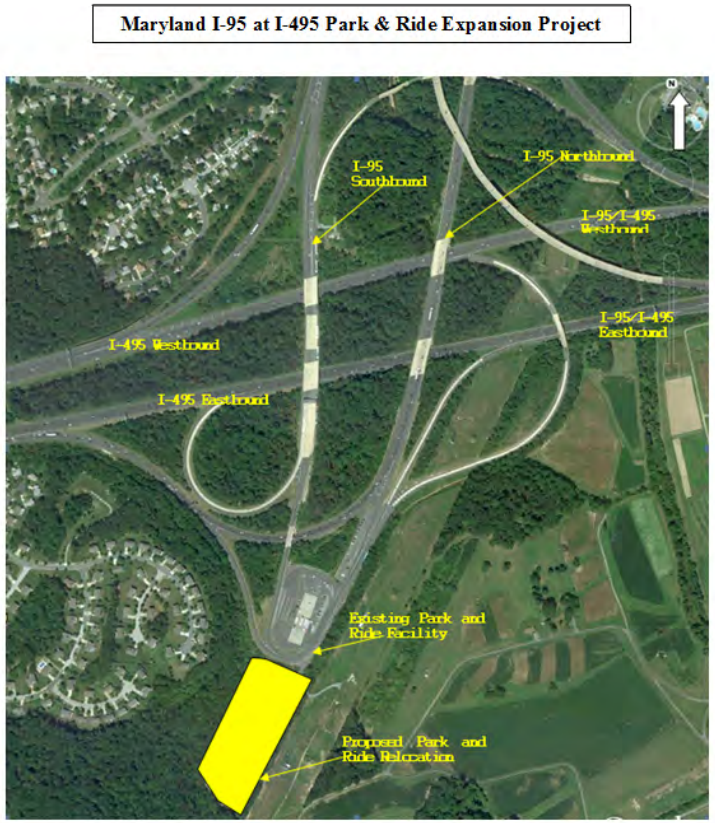
- MDOT statewide initiative to add parking capacity for trucks
- 10 new truck parking spaces
- Reduce illegal truck parking especially on shoulders

Total Project Cost:

- $1.9M

Funding Status

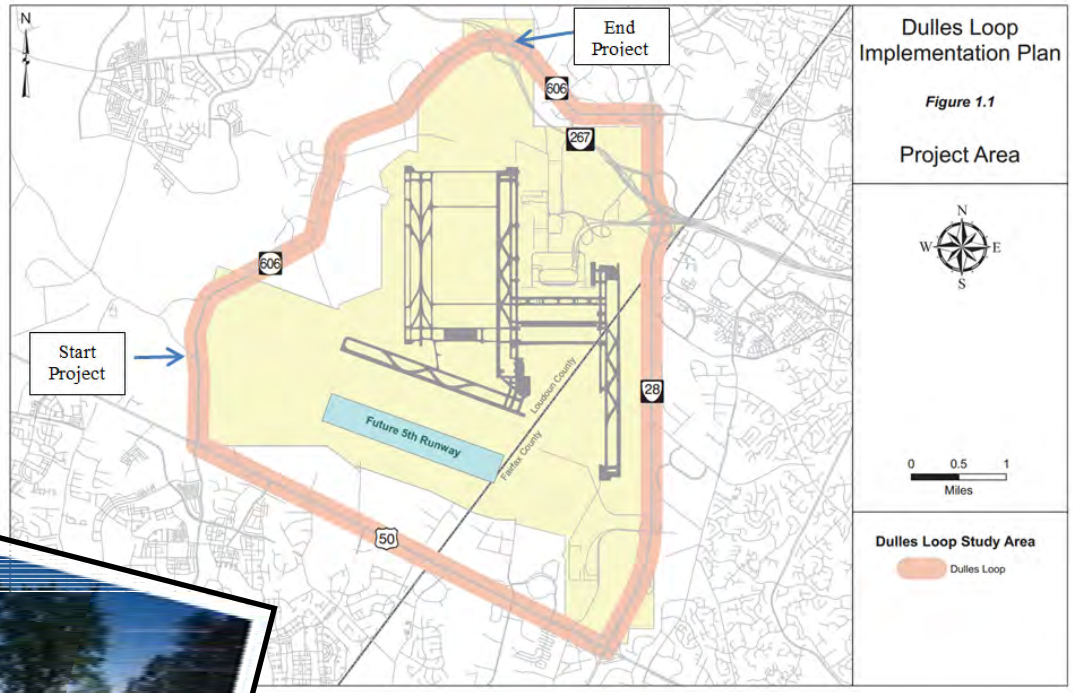
- FY 2013-2018 TIP with CMAQ funds



VDOT
Dulles Loop-Route 606 Old Ox Road

Project Description/Objective:

- Provide additional capacity to Route 606
- Improve access to Dulles
- Current project to widen from 2-4 lanes (ultimate goal 6 lanes)



Total Project Cost:

- $80M

Funding Status:

- FY 2012-2017 TIP

CSX Long Bridge Capacity Expansion

Project Description/Objective:

- Expand capacity of the CSX Long Bridge to accommodate projected growth in freight and passenger rail

Total Project Cost:

- Unknown

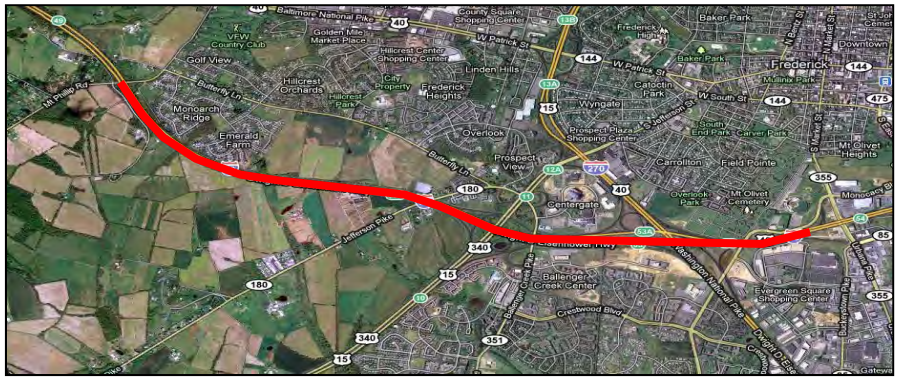
Funding Status:

- Unfunded

I-70 Corridor MD-Market St. to Mount Phillip Road

Project Description/Objective:

- Add capacity along a critical corridor with a high percentage of truck traffic and serving as a major link to the Midwest for the Port of Baltimore



Total Project Cost:

- $130M

Funding Status:

- Engineering, right-of-way, construction unfunded
- In the 2013 CLRP

I-95/I-395 Integrated Corridor Management Initiative

Project Description/Objective:

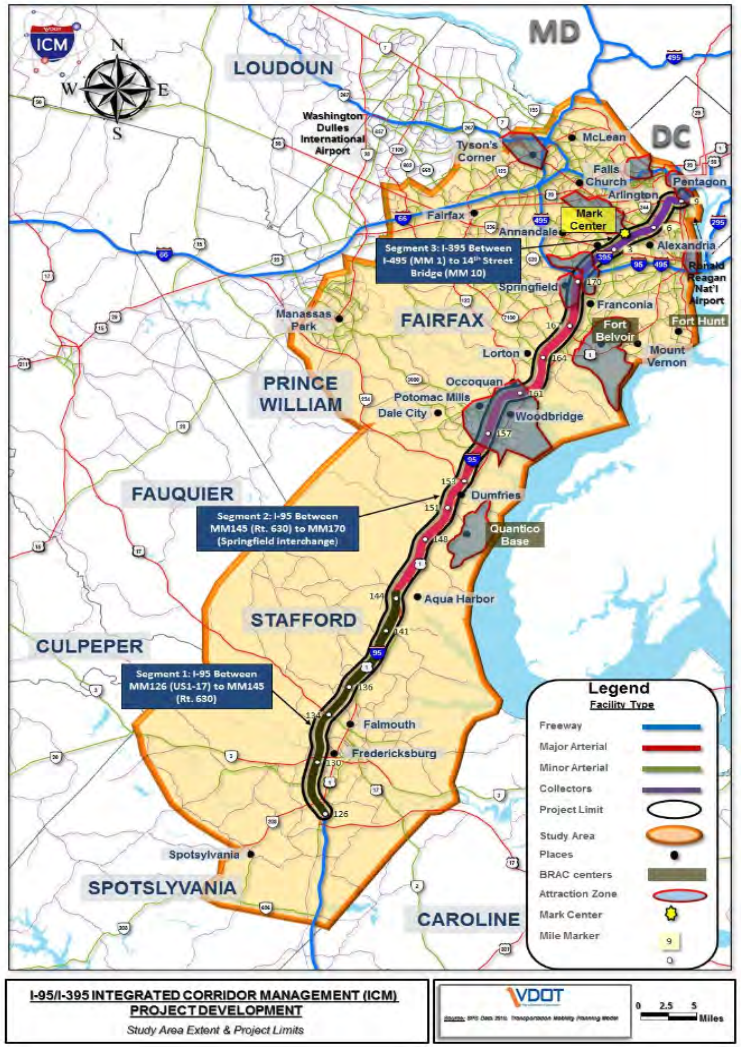
- Use technology and innovative tools to better manage capacity thru optimizing the use of infrastructure assets
- Improve the quality of service for travelers along the corridor

Total Project Cost:

- $60M estimate

Funding Status:

- Unfunded



Thank You

Questions?

TPB Freight Forum 2011

Eulois Cleckley
Chairman of the TPB Freight Subcommittee
Manager of Statewide and Regional Planning
District of Columbia Department of Transportation
September 18, 2013

www.mwcog.org/freight

National Capital Region Transportation Planning Board
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MEMORANDUM

Date: September 18, 2013

To: Transportation Planning Board

From: Karin Foster
Transportation Planner IV, Freight Programs

Subject: 2013 TPB Freight Transportation Highlighted Projects

As part of a process whereby the Transportation Planning Board (TPB) subcommittees identify regional priorities that bring public attention to specific transportation areas, the TPB Freight Subcommittee presents its list of the *2013 TPB Freight Transportation Highlighted Projects* (referred to as the "*2013 Freight Project List*" in this document).

Federal transportation legislation, *Moving Ahead for Progress in the 21st Century*, increasingly requires states and encourages Metropolitan Planning Organizations (MPO) to address freight transportation. The nature of "freight" projects is unique to other projects such as highway, transit, or bicycle projects, in that freight projects do not have a history of being consistently compiled in the MPO Constrained Long-Range Transportation Plans. Maryland and Virginia (and to a lesser extend the District of Columbia) regularly contribute millions of dollars to support freight transportation through port infrastructure and freight rail investments; however, these investments have not been recognized in MPO plans. The aim of this document is to make the TPB aware of important freight transportation projects in the National Capital Region, some of which may not be directly identified in MPO planning documents.

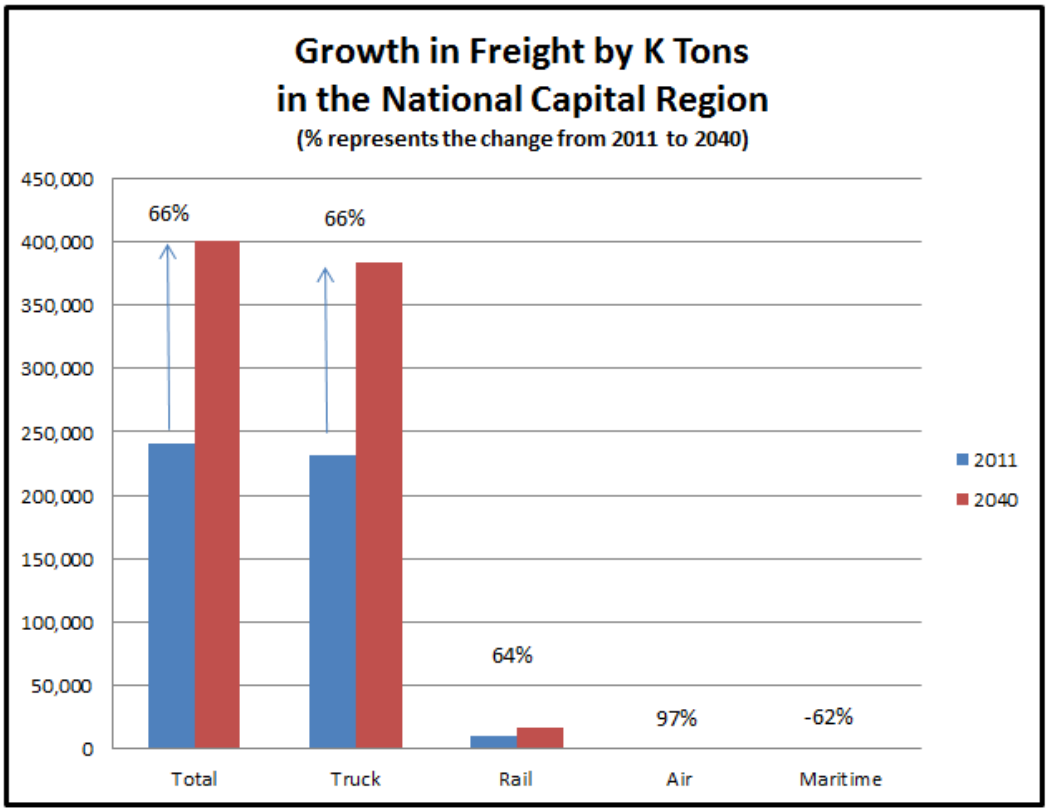
Background

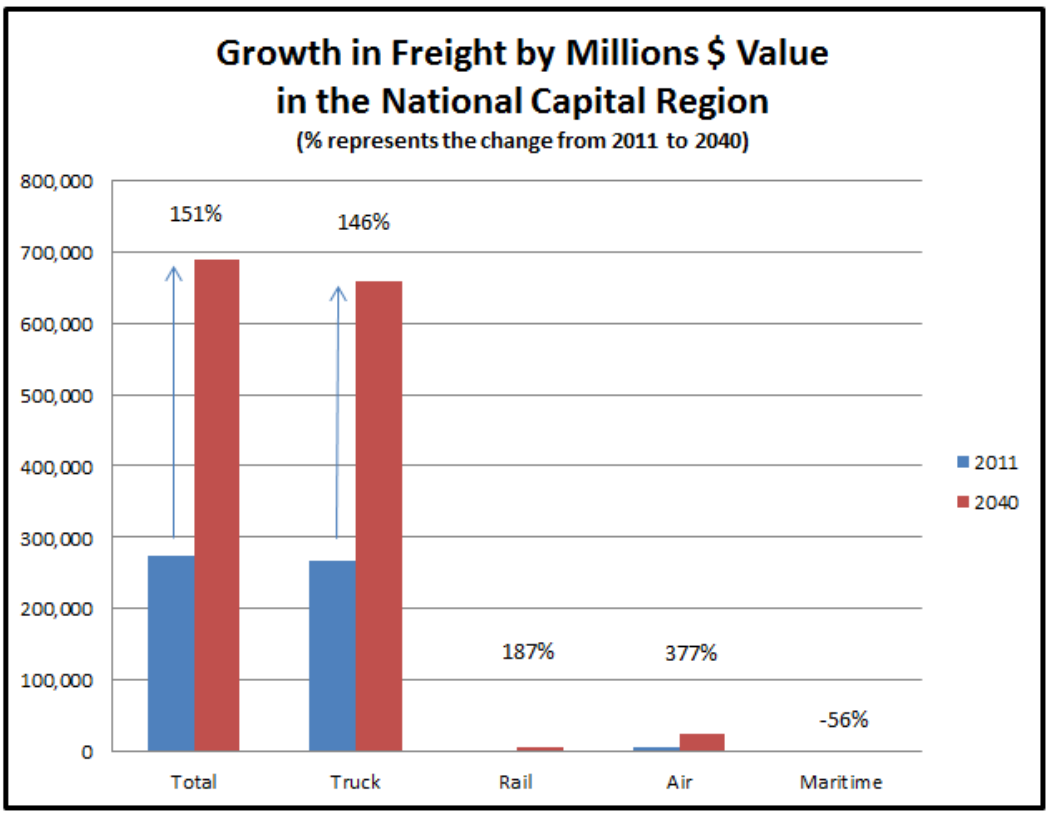
The Transportation Planning Board (TPB) accepted the first-ever *TPB List of Freight Transportation Highlighted Projects* on March 16, 2011. This *TPB List of Freight Transportation Highlighted Projects* was the subject of a panel discussion at the *TPB Regional Freight Forum* held on April 27, 2011. In the spring of 2013, the TPB Freight Subcommittee members considered an update to the 2011 list of projects. This discussion resulted in updates and changes to the 2011 list and the development of the *2013 Freight Project List*.

The National Capital Region's four million-plus population is a major consumer of goods and services. Given the region's service economy focus, many of the goods-movement trips are short and/or last-mile deliveries. To maintain the region's strong economy, it is necessary to have a reliable freight transportation network that can facilitate the consistent availability of goods. Suppliers, shippers, and consumers all rely on the efficient movement of goods. The following bullets and the bar charts emphasize the importance of drawing public attention to freight transportation topics in the National Capital Region.

• The National Capital Region ranks #1 in the nation for annual hours of **congestion** delay (TTI Urban Mobility Report 2012)
• The region's **population** is forecasted to grow by 25% to 6.5 million people between now and 2040 (TPB Constrained Long Range Transportation Plan 2012)
• Total regional **tonnage** (all modes/domestic, import, export) is expected to grow by 66% between 2011 and 2040*
• Total regional **value** (all modes/domestic, import, export) is expected to grow by 151% between 2011 and 2040
• Total regional **truck tonnage** is expected to grow by 66% between 2011 and 2040
• Total regional **rail tonnage** is expected to grow by 64% between 2011 and 2040
• Total regional **air tonnage** is expected to grow by 97% between 2011 and 2040
• Total regional **maritime tonnage** is expected to decline by 62% between 2011 and 2040
• Total regional **truck value** is expected to grow by 146% between 2011 and 2040
• Total regional **rail value** is expected to grow by 187% between 2011 and 2040
• Total regional **air value** is expected to grow by 378% between 2011 and 2040
• Total regional **maritime value** is expected to decline by 56% between 2011 and 2040

*The source of all regional total and modal tonnage and value numbers is the FHWA Freight Analysis Framework Data Tabulation Tool, August 2013.





Source: FHWA FAF August 19, 2013

Process

TPB Freight Subcommittee members were asked to submit nominations to the *2013 Freight Project List* by May 17, 2013. Nominations for new projects and updates to existing projects were submitted. A draft update of the *2013 Freight Project List* was discussed at the June 13, 2013 TPB Freight Subcommittee meeting. The *2013 Freight Project List* was finalized at the August 9, 2013 TPB Freight Subcommittee meeting. Ten freight transportation projects were selected to be highlighted, some of which are a collection of projects along an important freight corridor.

Project Criteria

The TPB Freight Subcommittee's first iteration of the Freight Project List derived the following criteria for projects. This criterion was maintained for the *2013 Freight Project List*, with minor adjustments. A description of each follows:

√ ***Beneficial to Freight Movement in the National Capital Region***-Projects that relieve freight bottlenecks, improvements near major freight generators (e.g. airports, warehouses, parking facilities, rail yards), or projects on facilities with significant freight traffic.

√ ***Modal Project Selection Criteria***-As freight transportation is multi-modal (truck, rail, air, maritime), the criteria for the nomination of railway, highway, and other freight transportation projects differ slightly.

- Railway Projects-Projects that are recommended by Class 1 freight railroads and acknowledged by the TPB Freight Subcommittee;
- Highway Projects-Projects that are listed in the *Constrained Long Range Transportation Plan, Maryland Statewide Freight Plan, and/or Virginia Statewide Multimodal Freight Program*;
- Other Projects-Projects that are not included in state or jurisdiction plans, but acknowledged by the TPB Freight Subcommittee as important for goods movement (e.g. new technologies to improve goods movement, intermodal facilities, air cargo, maritime projects).

√ ***Mode Representation***-Develop a Freight Project List that reflects the multimodal nature of freight transportation. Each Class 1 railroad serving the region, CSX Transportation and Norfolk Southern, were invited to nominate rail projects for consideration by the TPB Freight Subcommittee. Each state and the District of Columbia were invited to nominate Highway or Other projects.

√ ***Time Span Representation***-The TPB Freight Subcommittee found it important to make a distinction between short-term and long-term freight projects. One short-term (under 5-years) and one long-term (5-years or greater) project was identified for each Class 1 railroad as well as for non-railroad projects (Highway or Other Projects) from each state (Maryland and Virginia) and the District of Columbia.

√ ***Regional Representation***-The list identifies a regional representation of freight transportation projects that improve goods movement across the region, the District of Columbia, Maryland, and Virginia.

Conclusion

The TPB Freight Subcommittee recognizes the *2013 Freight Project List* as a short list of freight transportation priority investments that would increase safety, reduce congestion, and improve commerce by providing for more efficient goods movement in the region.

Please keep in mind that projects that benefit freight transportation may not be clearly articulated in either the *TPB Constrained Long Range Transportation Plan* or the *TPB Transportation Improvement Program*, depending on the funding mechanism used to fund the project(s). Many projects that have freight benefits have other benefits as well, which make this document all the more useful. Also, some projects on the *2013 Freight Project List* are not in existing MPO planning documents; however, they are being pursued by the states or railroads to relieve critical freight bottlenecks in our region.

In trying to reach the adopted goals of the *TPB Vision* and the *TPB Freight Plan*, and to provide background to the *TPB Regional Transportation Priorities Plan*, the TPB Freight Subcommittee supports the funding of the multi-modal freight transportation projects identified in the *2013 Freight Project List*.

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2013 Freight Transportation Highlighted Project List

#	Railroad/Jurisdiction	Short-Term	Long-Term
	Railroad Transportation Projects		
1	CSX	CSX National Gateway-Spotlight Project on the Virginia Avenue Tunnel	CSX Long Bridge Capacity Expansion
2	Norfolk Southern	Class 4 Maintenance Status from Alexandria to Manassas	NS Crescent Corridor
	Highway/Other Transportation Projects		
3	District of Columbia	District of Columbia Freight Plan	Integrated Intelligent Transportation System to Inform Motor Carriers with Real-Time Information
4	Maryland	MDOT Statewide Truck Parking Improvements-Spotlight Project in Prince George's County	Congestion relief along Critical Freight Corridors: I-95/I-495 and I-70
5	Virginia	Dulles Loop-Spotlight on Route 606 Old Ox Road	Congestion relief along Critical Freight Corridor I-95

*Note: Please read the project description sheets on following pages for additional project details.

CSX Short-Term:
National Gateway
Including the Virginia Avenue Tunnel (Washington DC)

Project Source:
- CSX Transportation

www.nationalgateway.org
http://www.virginiaavenuetunnel.com/

Project Description/Objective:
The CSX National Gateway is a coordinated program of multistate improvements to CSX rail lines and intermodal terminals to improve double-stack rail connections between the Mid-Atlantic and Midwestern markets.
- 61 clearance projects in six states and the District of Columbia (12 National Gateway projects in the National Capital Region including the Virginia Avenue Tunnel)
- Seven new or enhanced intermodal terminals (including the Mount Clare intermodal terminal in southwest Baltimore)
- 27 new markets that can be serviced by freight rail
- Diversion of truck traffic to rail from interstates, including I-95, I-81, I-70, I-66, and I-64

Freight Benefits:
- Volume per train and travel speed efficiencies
- Reduced emissions

Project Status:
- Project Underway in Phase 2 (last phase)
  - -Phase 1: 40 clearance projects completed; 5 intermodal terminals completed
  - -Phase 2: 21 clearance projects and 2 intermodal terminals (Pittsburgh and Baltimore City) are underway
- 40 of 61 clearance projects completed
- Not in the 2013-2018 TIP or 2013 CLRP

Project Update- Virginia Avenue Tunnel

Project Description/Objective:
The CSX Virginia Avenue Tunnel is over a century old single-track and single stack freight rail tunnel in the District of Columbia. This project will update the antiquated tunnel to achieve a two-track tunnel with double-stack clearance.
- Update antiquated 100+ year old rail infrastructure
- Remove single track bottleneck by restoring to a two track tunnel
- Achieve double-stack clearance
- Reduce freight and passenger train delays

Freight Benefits:

- Minimize freight train delays from the Southeastern U.S. to lines running to the Midwest
- Minimize passenger train delays (at present, freight trains often queue for long periods of time on either end of the tunnel in Virginia and Maryland to wait their turn to enter the Virginia Avenue Tunnel and this impacts freight and passenger train service)
- Volume per train doubled and travel speed efficiencies
- Reduced emissions

Project Status:

- Virginia Avenue Tunnel Draft Environmental Impact Statement (EIS) was released to the public July 12, 2013. The public comment period ends September 25, 2013. The final EIS will be followed by another 45-day review and record of decision. CSX anticipates completion of the National Environmental Protection Act (NEPA) process and obtaining permits to begin construction by the end of 2013/early 2014.
- Construction time is estimated to be three to five years depending on the alternative selected through the NEPA process

Total Project Cost:

- $168M-$215M depending on the selected NEPA alternative

Funding Status

- CSX $160M, VA $24M
- Not in the 2013-2018 TIP or 2013 CLRP

Total National Gateway Project Cost:

- $850M

Funding Status:

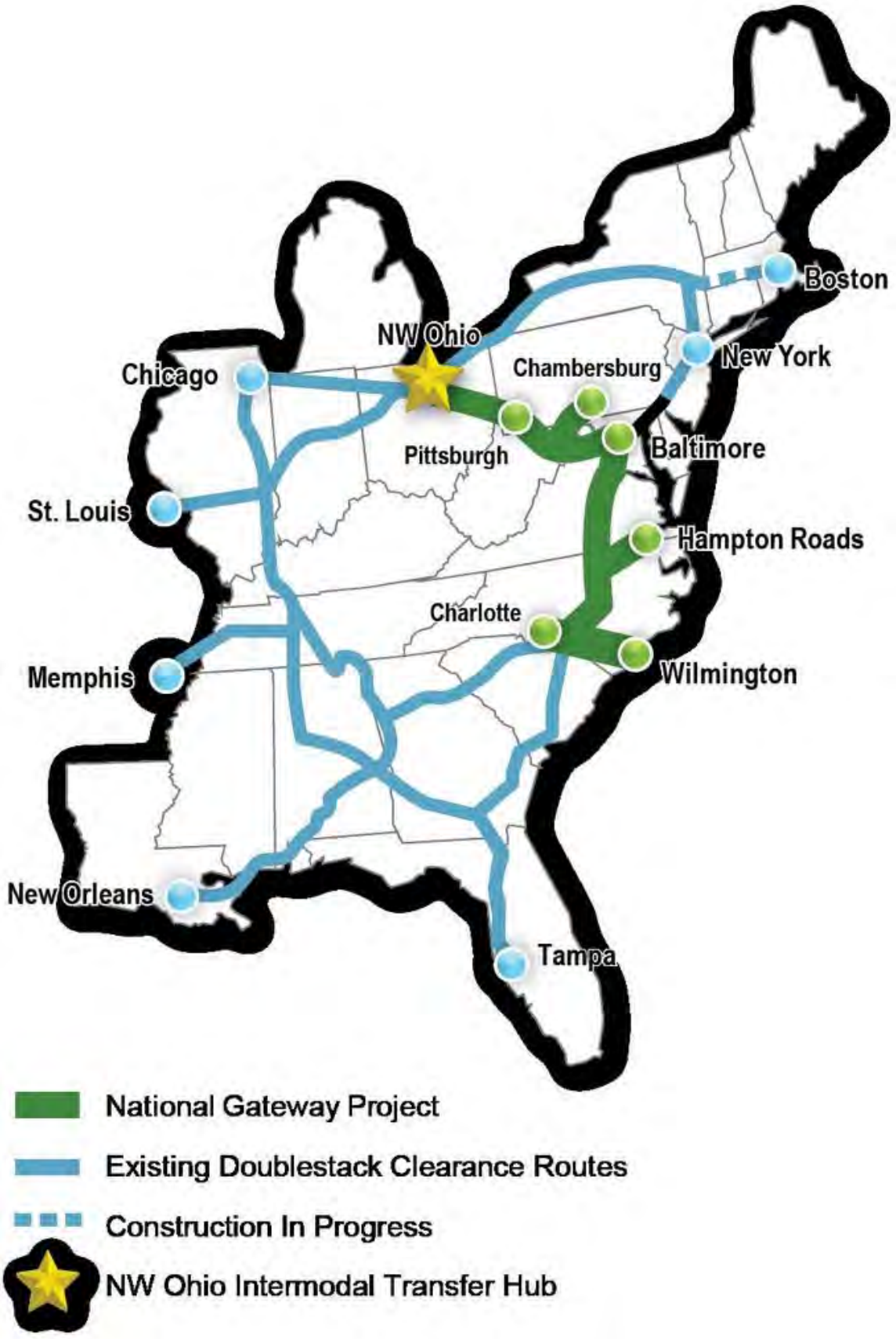
- Current Funding
  - -CSX: $575M
  - -Federal: $98M TIGER Funds (40 clearance projects total in OH, PA, MD, WV)
  - -State: MD $75M, VA $31M, OH $30M, PA $35M, NC $100K
- Not in the 2013-2018 TIP or 2013 CLRP

Note on the CSX Mount Clare Rail Yard: *As part of the National Gateway, CSX is seeking to build a new intermodal facility in the Baltimore-Washington region. The Mayor of Baltimore encouraged the repurposing of an existing rail storage yard in Baltimore City at Mount Clare as the site for the new intermodal facility. The location is also closer to the Port of Baltimore. This is one of two intermodal facilities that will be built under Phase 2 of the National Gateway project, within the next couple years.*

CSX National Gateway Projects in the National Capital Region						
#	City, County	Project Name	Description	Cost	Historic Designation	Project Status
1	District of Columbia	**Virginia Ave. Tunnel and New Jersey Ave.**	VAT-Raise/Replace Tunnel Roof, Double Track and Double Stack; NJA-Lower Track	$168,000,000-$215,000,000 depending on NEPA alternative chosen	Within Historic District, not on Register	VAT and NJ Ave projects combined in NEPA doc, DEIS released for public comment, public comment ends Sept 25
2	District of Columbia	**10th Street SW**	Lower Track	*	No	Permits obtained
3	District of Columbia	**I-395 Ramp**	Lower Track	*	No	Permits obtained
4	District of Columbia	**12th Street SW**	Lower Track	$6,387,000*	No	Permits obtained
5	District of Columbia	**Long Bridge-Swing Part of Bridge Modifications**	Brace Modification on Swing Part of Bridge	$415,000	No	Design underway
6	Catoctin, Frederick	**Catoctin Tunnel**	Total Arch Liner Removal	$2,757,000	No	Design underway
7	Point of Rocks, Frederick	**Point of Rocks Tunnel**	Total Arch Liner Removal	$4,522,000	No	Design underway
8	Germantown, Montgomery	**Germantown Road North**	Replace Bridge	$1,433,500	No	Not started
9	Washington Grove, Montgomery	**Deer Park Road**	Replace Bridge	$3,749,200	Within Historic District, not on Register	Not started
10	Hyattsville, Prince George's	**Baltimore Washington Parkway Route 295**	Lower Track	*	No	Design complete, bid and contract underway
11	Hyattsville, Prince George's	**Kenilworth Ave.**	Lower Track	$254,000*	No	Design complete, bid and contract underway
12	Woodbridge, Prince William	**Railroad Ave.**	Replace Bridge	$2,757,000	No	Design underway
				TOTAL: $190M-$237M		

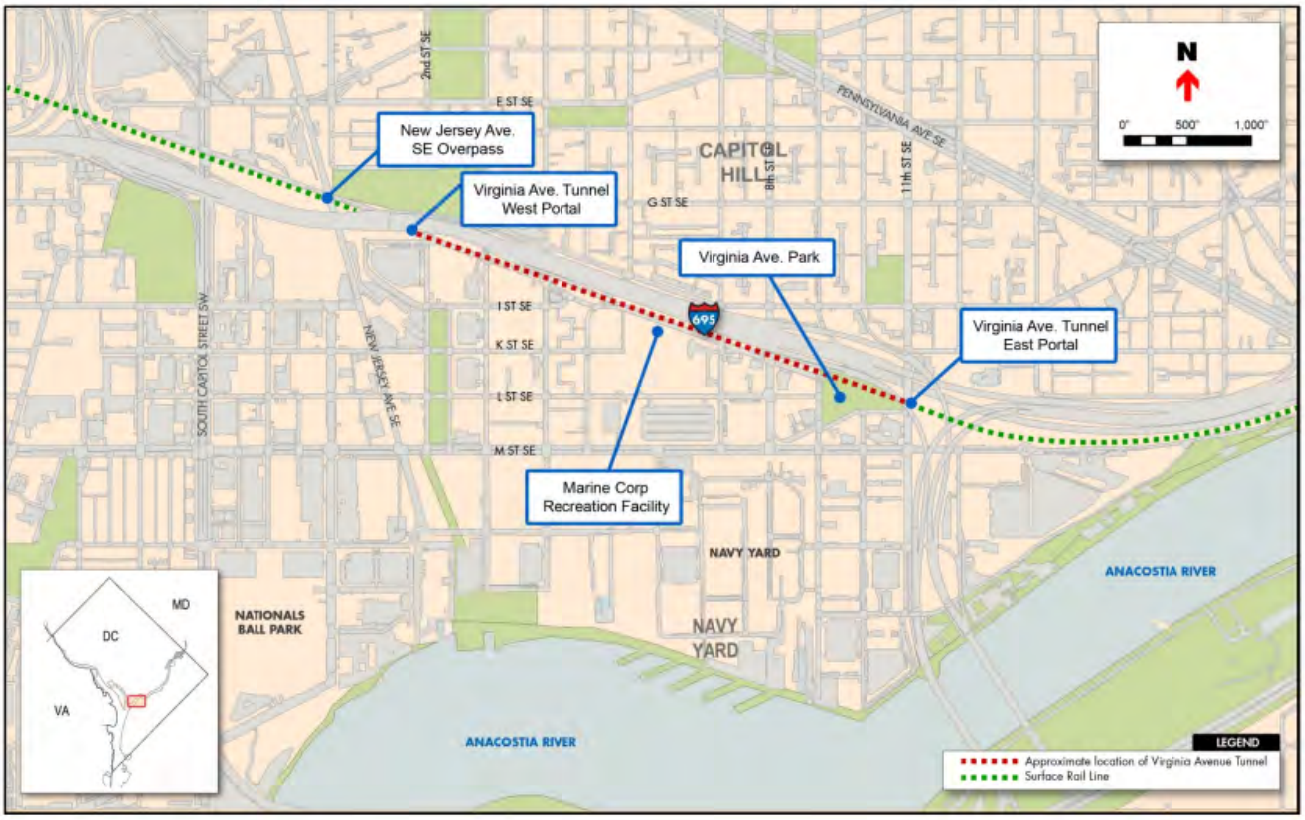
* The cost for #4 includes the cost for #2 and #3. The cost for #11 includes the cost for #10.

Source: CSX 2013, costs 2011 (except for #1)



Note: "Construction In Progress" to Boston is complete, double-stacked

CSX Virginia Avenue Tunnel Project Map



CSX Virginia Avenue Tunnel West Portal View

CSX Long-Term:
CSX Long Bridge Capacity Expansion

Project Source:
- CSX Transportation
- *Additionally, the District Department of Transportation in cooperation with the Federal Railroad Administration is completing a study on the Long Bridge, a two-track railroad bridge crossing the Potomac River-information on the Long Bridge Study is provided in bullets and italics below.*

Project Description/Objective:
Given the forecasted growth in freight and passenger rail, CSX is researching capacity expansion options for the CSX Long Bridge.
- Expand capacity on the CSX Long Bridge to accommodate projected growth in passenger rail and freight rail (at present passenger rail makes up 2/3^{rds} of all bridge traffic)
- *DDOT-FRA Study objectives:*
    - *Analyze multi-modal connectivity and operational improvements*
    - *Analyze the long-term multi-modal capacity improvements to include the future operating requirements of high speed and intercity passenger rail, commuter rail, transit, bike and pedestrian, and freight services over the Potomac River*
    - *Analyze the structural integrity of the CSX Long Bridge and prepare short-term and long-term structural remediation requirements*

Freight Benefits:
- Minimize freight train delays from the Southeastern U.S. to lines running to the Midwest
- Minimize passenger train delays

Project Status:
- CSX reviewing options

• *Under the FRA-DDOT study, DDOT has presented the alternatives to move through analysis to the public and interagency partners. That alternatives analysis is underway. The results of the analysis will be presented to the public and interagency partners in Fall 2013 and the final report is anticipated to be complete by Fall/Winter 2013.*

Total Project Cost:

• To be determined

• *$1.6M for DDOT-FRA Long Bridge Study, cost estimates for NEPA, design, and construction have not been completed*

Funding Status:

• CSX does not have funding set-aside for this project

• *FRA American Recovery and Reinvestment Act grant total $2.9M (of which $1.6M for Long Bridge Study), DDOT local capital match $100K, CSX provided information*

• *DDOT-FRA Long Bridge Study in the 2013-2018 TIP and 2013 CLRP*

NORFOLK SOUTHERN Short-Term:
Class 4 Maintenance Status from Alexandria to Manassas

Project Source:
- Norfolk Southern

Project Description/Objective:
Under an agreement between Norfolk Southern and Virginia Department of Rail and Public Transportation, Norfolk Southern maintains an upgraded Class 4 rail track status between Alexandria and Manassas for travel speed efficiencies and safety to serve passenger train service (Virginia Railway Express and Amtrak) as the rail track serves both freight and passenger service.

Freight Benefit:
- Increase safety for rail traffic on the corridor
- Speed and volume efficiencies
- Minimize passenger and freight rail interference

Project Status:
- Current agreement
- Rail track upgraded to Class 4 Status and maintained by Norfolk Southern

Total Project Cost:
- Agreement calls for Virginia Department of Rail and Public Transportation to pay Norfolk Southern $82M (over a five-year period) to achieve Class 4 status as well as continued maintenance and inspections

Funding Status:
- Virginia Department of Rail and Public Transportation funded, Norfolk Southern maintained
- Not in the 2013-2018 TIP or 2013 CLRP

NORFOLK SOUTHERN Long-Term:

Crescent Corridor

Project Source:

- Norfolk Southern

http://www.nscorp.com/nscintermodal/Intermodal/

Project Description/Objective:

The Crescent Corridor is a coordinated program of multistate improvements to Norfolk Southern rail lines and intermodal terminals along the 2,500-mile network between New Jersey and New Orleans, that parallels I-81 and I-95, heavy truck traffic corridors.

- One Crescent Corridor project falls within the National Capital Region, the 2.1 mile Main Line Expansion project in Manassas.
- 11 new or expanded intermodal terminals
- 300 miles of passing track and double track
- Diversion of truck traffic to rail from interstates, including I-81, I-95
- Access to market for future freight rail customers

Freight Benefit:

- Speed and volume efficiencies
- Reduced emissions

Project Status:

- Intermodal terminals completed in Memphis, Birmingham, and Greencastle
- Intermodal terminal construction underway at Rutherford and Harrisburg
- Given waning market in Alexandria, VA, terminal is being used as a trans-loading facility for ethanol

Total Project Cost:

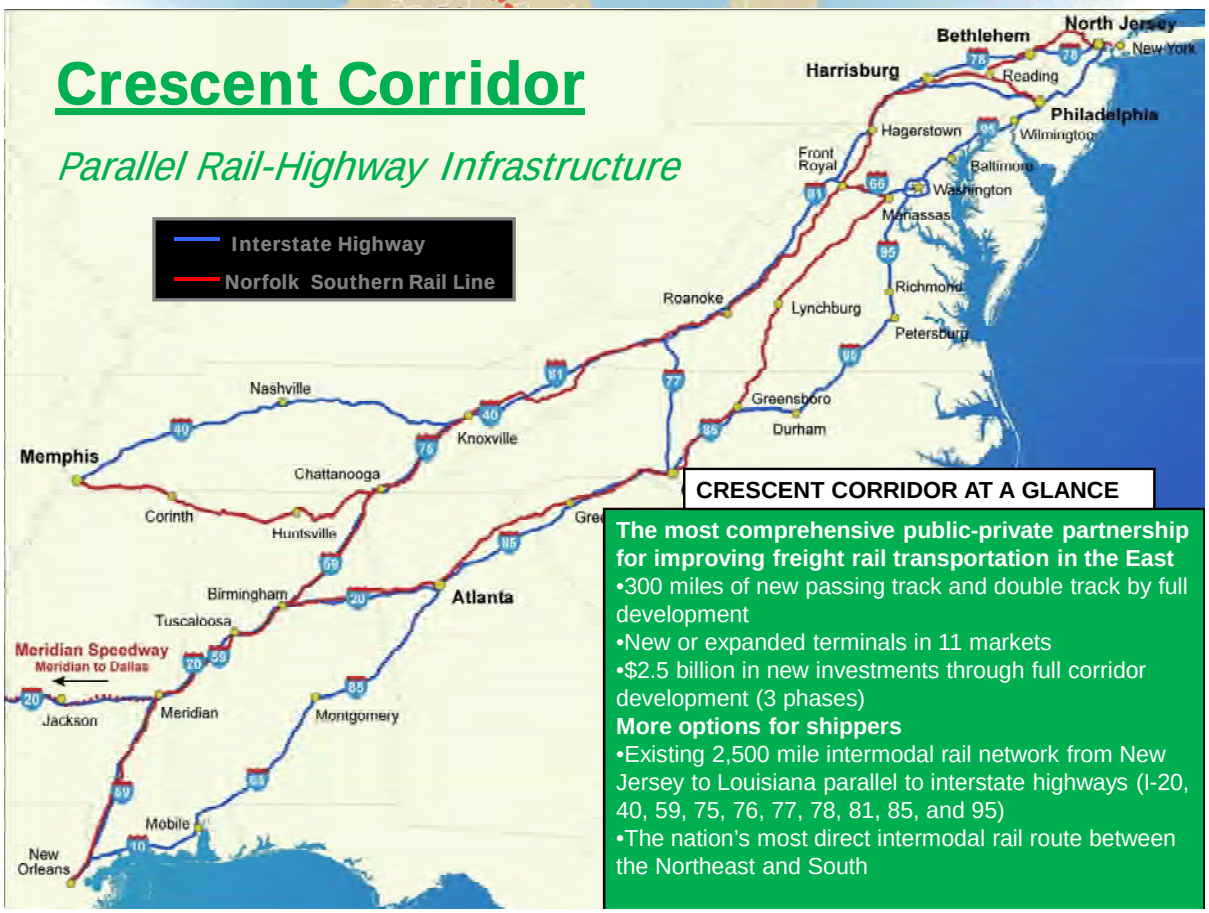
- $2.5B over three phases

Funding Status:

- Partially Funded
  - -Norfolk Southern: $264M
  - -Federal: $105M TIGER Funds (for two intermodal facilities in AL and TN)
  - -State: VA $103M, PA $45M
- Not in the 2013-2018 TIP or 2013 CLRP

Crescent Corridor

Parallel Rail-Highway Infrastructure



CRESCENT CORRIDOR AT A GLANCE

The most comprehensive public-private partnership for improving freight rail transportation in the East

- 300 miles of new passing track and double track by full development
- New or expanded terminals in 11 markets
- $2.5 billion in new investments through full corridor development (3 phases)

More options for shippers

- Existing 2,500 mile intermodal rail network from New Jersey to Louisiana parallel to interstate highways (I-20, 40, 59, 75, 76, 77, 78, 81, 85, and 95)
- The nation's most direct intermodal rail route between the Northeast and South

DC Short-Term:
District of Columbia Freight Plan

Project Source:
- District of Columbia Department of Transportation

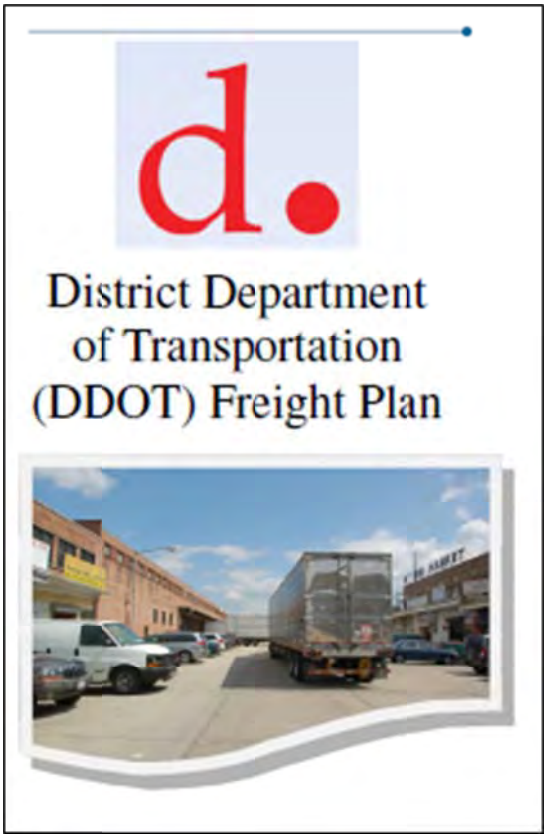
Project Description/Objective:
The District of Columbia Freight Plan will identify ways to better integrate freight transportation and freight-dependent facilities into the District of Columbia's sustainability vision for steady growth, strong neighborhoods and employment centers, and high-density mixed-use areas.
- Identify specific freight projects that will provide for the efficient movement of trucks

Freight Benefit:
- Establish a vision for projects and policy that support sustainable freight movement
- Inform shippers/carriers about the District's freight vision and policies
- Provide information for future District freight priority projects

Project Status:
- Freight Plan began May 2013
- Freight Plan stakeholder meeting July 15, 2013
- Anticipated publication January 2014

Total Project Cost:
- $300K

Funding Status:
- Funded in the 2013-2018 TIP and 2013 CLRP



DC Long-Term:
Integrated Intelligent Transportation System to
Inform Motor Carriers with Real-Time Information

Project Source:
- District of Columbia Department of Transportation

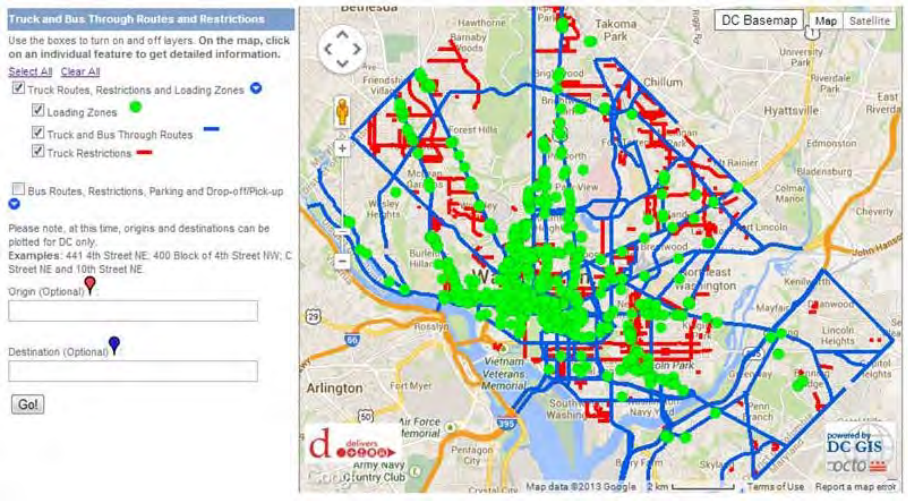
Project Description/Objective:
The Integrated Intelligent Transportation System aims to inform motor carriers (trucks and buses) with real-time traffic information, commercial loading zone information, and parking information.
- To deploy advanced technology applications that will help develop an integrated transportation system where motor carriers can receive real-time truck route, commercial loading zone, and bus parking availability information, resulting in more efficient freight movement in the District

Freight Benefit:
- Mitigate truck/bus impacts on surrounding neighborhoods
- Improve travel information for motor carriers and buses in the District
- Provide real time parking availability for motor carriers
- Enhance data collection

Project Status:
- Kick-off late 2013

Total Project Cost:
- $1M

Funding Status:
- FHWA grant funding and District funds will support technology integration
- Not currently in the 2013-2018 TIP or 2013 CLRP



MD Short-Term:
MDOT Statewide Truck Parking Improvements
Spotlight: I-95 at I-495 Park & Ride Expansion

Project Source:
- MDOT/State Highway Administration

Project Description/Objective:
MDOT is working to add parking capacity for trucks and commuters throughout the state. The spotlight location at I-95 and I-495 will help alleviate the region-wide truck parking shortage along an important truck corridor.
- Provide parking for truckers to minimize safety concerns of truck parking on shoulders
- Improve operational concerns at this location by separating truck and auto parking

Freight Benefit:
- Total of 10 new truck parking spaces (previously there were none), 250 auto parking spaces
- Improve safety by providing authorized truck parking spaces for safe rest
- Reduce illegal truck parking on shoulders and ramps

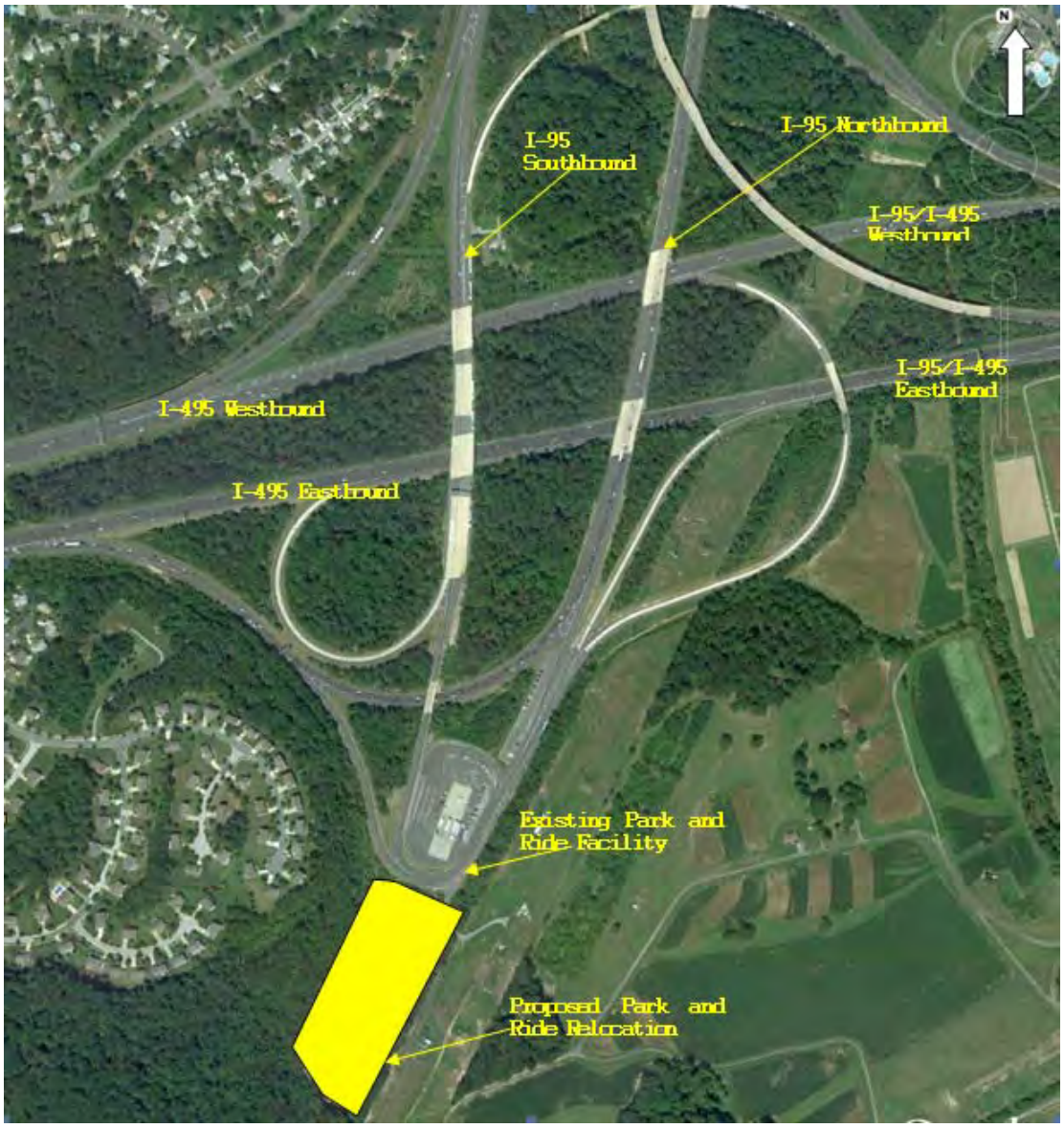
Project Status:
- Construction underway, began March 2013
- Estimated completion date: December 2013

Total Project Cost:
- $1.9M

Funding Status:
- Funded in the 2013-2018 TIP and 2013 CLRP under a group of Maryland Congestion Mitigation and Air Quality projects

Note on the Truck Parking Shortage: *The availability of truck parking is becoming a growing regional and national problem as more trucks are on the road and Federal Motor Carrier Safety Administration's new hours-of-service regulations require truckers to rest for more hours and during night-time hours. Most states, including Maryland, are looking for ways to relieve the parking shortage. Maryland has developed additional concepts for truck parking expansion at a number of locations along I-70 in Frederick County. Additionally, the I-95 Corridor Coalition is working on a real-time truck parking information pilot program, with initial deployment in the fall of 2013 in Maryland, Virginia, and Delaware. Based on the success of this deployment, the program will be expanded along the I-95 corridor.*

Maryland I-95 at I-495 Park & Ride Expansion Project



MD Long-Term:
Relieve Congestion along Two Important State Freight Corridors:
1) I-95/I-495 from the Woodrow Wilson Bridge to the Howard County Boundary; and
2) I-70 Corridor

1) I-95/I-495 from the Woodrow Wilson Bridge to the Howard County Boundary

Project Source:
- MDOT/State Highway Administration

Project Description/Objective:
The projects listed under Project Status below contribute to congestion relief along I-95/I-495 corridor, a critical corridor for goods movement in the region.
- Relieve congestion, provide access to planned developments east/west of the corridor
- Determine the feasibility of managed lanes along this critical corridor for goods movement

Freight Benefit:
- Relieve congestion and increase travel time reliability for freight deliveries
- Improve access to regional distribution points
- Relieve the bottleneck at the I-95/I-495 interchange

Project Status:
The following projects help to address the congestion bottlenecks along the I-95/I-495 corridor.
*All the project costs listed are estimates.

Development and Evaluation Program:
- MD 5 at Branch Avenue Metro Station to I-95/I-495-Construct access improvements, design and engineering underway, not funded for construction (unfunded amount $51M)
- MD 5 from US 301 at T.B. to north of I-95/I-495-Project planning study underway, not funded for design and engineering (unfunded amount $1B)
- MD 4 from MD 223 to I-95/I-495-Project planning complete, design underway for MD 4/Suitland Parkway interchange, not funded for right-of-way or construction (unfunded amount for MD 4/Suitland: $150 million), remainder of corridor not funded for design and engineering (unfunded amount $341M)
- US 1 from College Avenue to I-95-Reconstruction and engineering underway, not funded for right-of-way and construction (unfunded amount $89M)
- Reconstruct full interchange along I-95/I-495 at Greenbelt Metro Station-Design and engineering on hold (preliminary cost estimates between $80M-$100M)

System Operations/Resurfacing:
- Advanced Traffic Management Systems Project, at I-270 and I-495, active SHA effort to maximize flow and improve travel efficiencies through low to moderate cost operational improvements, with potential to be extended to other important state corridors, ongoing ($4.5M funded from 2013-2018)
- Resurfacing projects at D'Arcy Road to Arena Drive ($11.6M) and Glenarden Parkway to US 50, funded for construction ($5.5M)

Total Project Cost:

- See Project Status for the estimated total project cost of individual projects

Funding Status:

- See Project Status for the funding status of individual projects
- All projects funded in the 2013-2018 TIP and 2013 CLRP, some have remaining unfunded amounts noted

2) I-70 Corridor – Phase 4: Market Street to Mount Phillip Road

Project Source:
- MDOT/State Highway Administration

Project Description/Objective:
The I-70 Corridor project aims to add capacity along a critical corridor that contains a high percentage of truck traffic and is a major link to the Midwest for the Port of Baltimore.
- To upgrade I-70 from Mount Philip Road to west of MD 355, to upgrade existing interchanges, lengthen existing acceleration and deceleration lanes, correct deficient merge/weaving actions, and to bring the segment up to modern highway standards

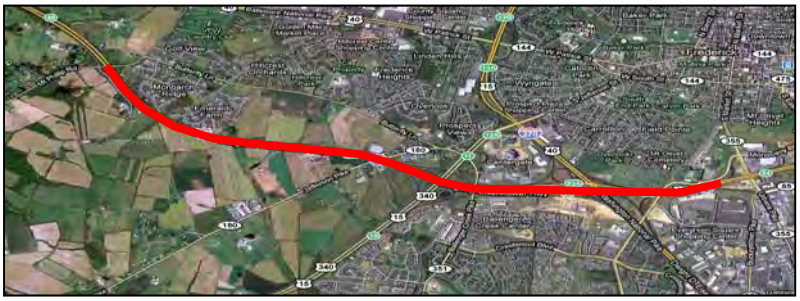
Freight Benefit:
- I-70 is a critical link between the Port of Baltimore and the Midwest, a corridor that supports the Ports strength in the roll-on/roll-off (automobiles/tractors, etc.) and heavy commodity (coal, lumber) business lines
- Improve opportunities for the numerous businesses along the I-70 corridor that use the Port, such as Toys ‘r Us and Frederick Auto Center in Frederick County, and numerous others along the corridor
- Improve highway safety at interchanges
- Provide a modern high-capacity highway capable of handling current and future freight hauling vehicles
- Increase travel time reliability for freight deliveries

Project Status:
- National Environmental Policy Act (NEPA) project planning is complete
- SHA is currently updating traffic analysis models along the I-70 corridor and reviewing opportunities for how to proceed on this project in the short and long-term

Total Project Cost:
- $130M

Funding Status:
- Engineering ($12M), right-of-way ($3M), and construction ($84M) are unfunded
- Currently in conformity documentation and the 2013 CLRP

Maryland I-70 Corridor Project



VA Short-Term:
The Dulles Loop-Spotlight on Route 606 Old Ox Road

Project Source:
- Virginia Department of Transportation
- The "Dulles Loop" consists of three segments: Portions of Routes 28, Route 50, and Route 606 that form an 18-mile loop around Washington Dulles International Airport. http://www.virginiadot.org/projects/northernvirginia/old_ox_road_widening.asp

Project Description/Objective:
This project is to provide additional capacity to Route 606 over time, first from two to four lanes and ultimately to six lanes between the Loudoun County Parkway and the Dulles Greenway to improve access to Washington Dulles International Airport.
- Route 606 (Loudoun County Parkway/Old Ox Road) connects two major roads, Route 50 and Route 28 (Sully Road) along the rapidly growing and congested industrial corridor
- Current VDOT projects include the reconstruction and widening of the existing segment between Evergreen Mills Road (Route 621) and the Dulles Greenway (Route 267) from two lanes to four lanes (a distance of about 5 miles), including a depressed, grass median wide enough to allow for future growth (to 6 lanes),

Freight Benefits:
- Improve access to Washington Dulles International Airport along the rapidly growing industrial corridor that largely serves the Airport
- Reduce congestion bottleneck delays through increased capacity
- Improve travel time, reliability, and reduce freight costs (safety, time, fuel)

Project Status:
Project status of the of the current VDOT projects:
- Design approval (fall 2013)
- Request for bids (late 2013)
- Begin construction (late 2014)

Total Project Cost:
- $80M

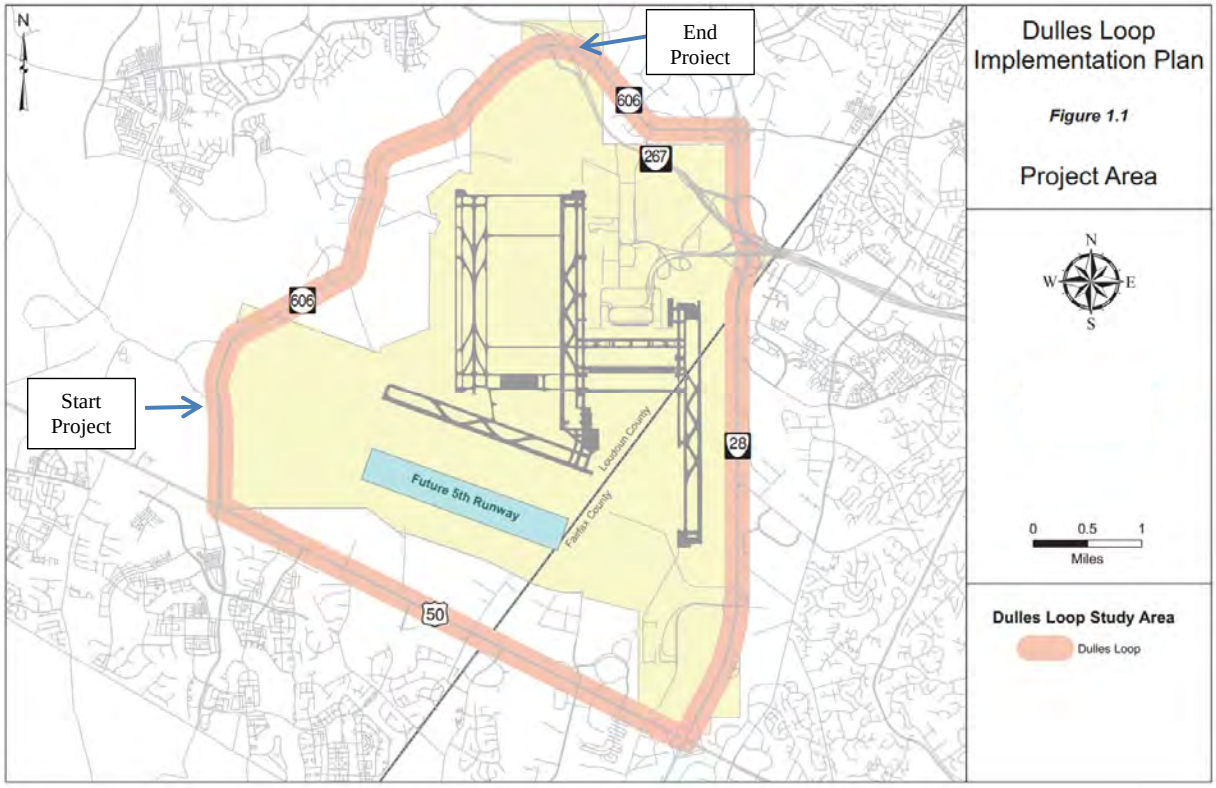
Funding Status:
- Funded in a previous TIP, widening from two to four lanes is in the 2013 CLRP (widening from 4 to 6 lanes is not in the CLRP)

***Note on Dulles Loop Projects**: The "Dulles Loop" comprises those portions of Routes 28, Route 50, and Route 606 that form an 18-mile loop around Washington Dulles International Airport. Several Virginia transportation projects are underway to improve the Dulles Loop given the forecasted growth in passenger and air cargo traffic. Interchange improvements at Route 28 and McLaren and at Route 28 and Frying Pan Road have been completed. A project to add capacity to Route 50 is currently underway (Route 50 is being widened from four to six lanes between Poland Road and Route 28) with an anticipated completion date of June 2015.*

http://www.washingtonairports.com/assets/documents/Why%20the%20Dulles%20Loop%20is%20Important%20to%20You%20copy.pdf
http://www.washingtonairports.com/assets/documents/Dulles%20Loop%20Implementation%20Plan%20Report051509%20copy.pdf

Note on July 2013 TPB Discussion on Dulles Access Improvements:
At the July 2013 TPB, members discussed three VDOT alternatives to the Dulles Access Improvements and decided on the "No Dulles Access Improvement" for now. It is anticipated that VDOT will select one of the alternatives with an amendment in the near future. All three alternatives include the southern portion of Route 606 described under the project description.

Note on Growth in Air Cargo: *Although air cargo appears to be a small piece of the total freight transportation moved in the bar chart on page 3, air cargo, with its high value and low weight commodities is the fastest growing mode of freight transportation. Passenger carriers are finding new ways to generate revenue and increasingly adding cargo business from markets they already serve with passenger service. Air cargo is a high-revenue business for passenger carriers since the passengers are already paying for the flights. With increased baggage fees, passengers are carrying more baggage in the cabin. The passenger carrier air cargo cost advantage is putting increasing pressure on all-cargo jet service such as FedEx and UPS.*



Route 606 Looking North –
Just north of Evergreen Mills Road

Route 606 Looking North
Approaching Overland Drive

VA Long-Term:
Relieve Congestion along the I-95 Corridor
From Prince William County Southern Boundary to the Maryland Boundary

Project Source:
- Virginia Department of Transportation

Project Description/Objective:
The four VDOT projects highlighted aim to relieve congestion along the I-95 Corridor, a critical corridor for goods movement.
- Improve congestion and travel times
- Accommodate for the projected growth in truck traffic

Freight Benefits:
- Relieve congestion bottlenecks and improve travel times
- Improve safety and access along the corridor

Project Status:
The following projects address the congestion bottlenecks and improve safety along the I-95 corridor from Prince William County's southern boundary, including U.S. 1 (a parallel reliever highway to I-95).

1) Project Name: I-95 Express Lanes, from Stafford County to north of I-495
http://www.vamegaprojects.com/about-megaprojects/i-95-hov-hot-lanes/
- *Virginia Statewide Multimodal Freight Study 2010 recommendation*

Project Description/Objective:
The I-95 Express Lanes project aims to keep traffic moving by using dynamic tolling that will adjust based on real-time traffic conditions, video technology to identify accidents, and variable message signs to inform drivers. Although semi-trucks are not allowed on the I-95 Express Lanes, it is anticipated that the Express Lanes will relieve capacity along the important truck corridor (double-axle mid-size trucks are allowed on the I-95 Express lanes).
- The I-95 Express Lanes are divided into the following four segments:

Segment 1 (8.3 miles)
-Garrisonville Road to Dumfries Road (weigh inspection station)
-New 2-lane reversible section (7 new bridges)
Segment 2 (7 miles)
-Dumfries Road to Prince William Parkway
-Maintains geometry of existing roadway
Segment 3 (11.9 miles)
-Prince William Parkway to I-495
-Add new 3rd lane
Segment 4 (2.2 miles)
-I-495 to north of Edsall Road
-Add new 3rd lane

Freight Benefit:
• Reduce congestion bottleneck delays and improve travel times

Project Status:
• Construction underway
• Scheduled to be complete in 2014

Total Project Cost:
• $888.3M

Funding Status:
• Funded in the 2013-2018 TIP and 2013 CLRP
• Financed, constructed, and operated under Virginia's Public-Private Transportation Act

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2) Project Name: I-95 Auxiliary Lane and Shoulder Safety Improvements, along a seven-mile section of I-95 in Prince William County
• *Virginia Statewide Multimodal Freight Study 2010 recommendation*

Project Description/Objective:
The I-95 Auxiliary Lane and Shoulder Safety Improvements will create safer merging access, particularly along the truck scale areas.
• Auxiliary lane and shoulder safety improvements to create safer merging and access, particularly around the truck scale areas
  -I-95 southbound, auxiliary lane will connect the Opitz Boulevard on-ramp with the Prince William Parkway off-ramp, as well as the truck rest area on-ramp with the off-ramp to Route 234
  -I-95 northbound, auxiliary lane will connect the Dumfries Road on-ramp with the truck weigh station off-ramp
• Extend the acceleration and deceleration lanes for the on-ramps and off-ramps
• Widen northbound and southbound, inside and outside shoulders, between Dumfries Road and the Prince William Parkway, to 12-feet with full-depth pavement to accommodate heavy vehicles, traffic use during accidents, evacuation, enforcement, and detours, and add new guard rails and lighting

Freight Benefit:
• Reduce congestion bottleneck delays through increased capacity
• Improve safety along corridor and around truck scale areas

Project Status:
• Construction underway, completion date August 2015

Total Project Cost:
• $40.5M

Funding Status:
• Funded in a previous TIP, in the 2013 CLRP

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3) Project Name: U.S. 1 Widening, from Joplin Road in Prince William County to Route 235 north in Fairfax County
http://www.efl.fhwa.dot.gov/projects/Rt1_ftbelvoir.aspx

Project Description/Objective:
The U.S. 1 widening projects add capacity along a reliever corridor to I-95.
• Add capacity with one additional lane in each direction, from 4 lanes to 6 lanes
• Improve traffic flow, reduce accidents, and support traffic demand from the planned development in the area

Freight Benefit:
• Reduce congestion bottleneck delays through increased capacity
• Safer access to the corridor for truck traffic

Project Status:
The status of the U.S. 1 widening projects are listed below.
*All the project costs listed are estimates.
• Widening from Neabsco Mills to Featherstone, project design/build underway, planned completion date 2016 (estimated cost $58.8M), funded in the 2013-2018 TIP and 2013 CLRP
• Route 1 at U.S. 123 interchange reconstruction and widening U.S. 1, between Mary's Way and Annapolis Way, current schedule is to advertise for construction in December 2014 (estimated cost $45.75M), funded in the 2013 CLRP
• Widening from Featherstone to Mary's Way, currently in the preliminary engineering phase, additional out-year funding for preliminary engineering and partial right-of-way has been identified, construction is unfunded, planned completion date 2020 (estimated cost $52.34M), funded in the 2013 CLRP
• Widening from Annapolis Way to Lorton Road, planned completion date 2035 (unfunded, estimated cost $125M), funded in the 2013 CLRP

Total Project Cost:
• See above for individual project costs

Funding Status:
• See above for individual project status

Note on the Federal Highway Administration (FHWA) Eastern Federal Lands Highway Division Project: *In cooperation with Fairfax County, the U.S. Army Garrison Fort Belvoir, and the Virginia Department of Transportation, FHWA is proposing alternatives for the improvement of deficiencies in the 3.4-mile section of U.S. 1 between Telegraph Road (Route 611) and Mount Vernon Memorial Highway (Route 235) in Fairfax County, Virginia. Planned completion date 2025; Cost not yet determined.*

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4) Project Name: I-95/I-395 Integrated Corridor Management Initiative
http://www.mwcog.org/uploads/committeedocuments/b11eXlla20120112121321.pdf

Project Description/Objective:
The I-95/I-395 Integrated Corridor Management Initiative aims to use advanced technology and innovative tools to better manage capacity along the corridor thru optimizing the use of multimodal infrastructure assets. The overarching goal of this Governor's initiative is to improve the quality of service for travelers along the corridor.
- Provide comparative information on all travel and parking options
- Manage roadway capacity and traffic demand dynamically to reduce bottlenecks, congestion, and accidents
- Increase travel time reliability
- Forecast travel times
- Traffic and weather information

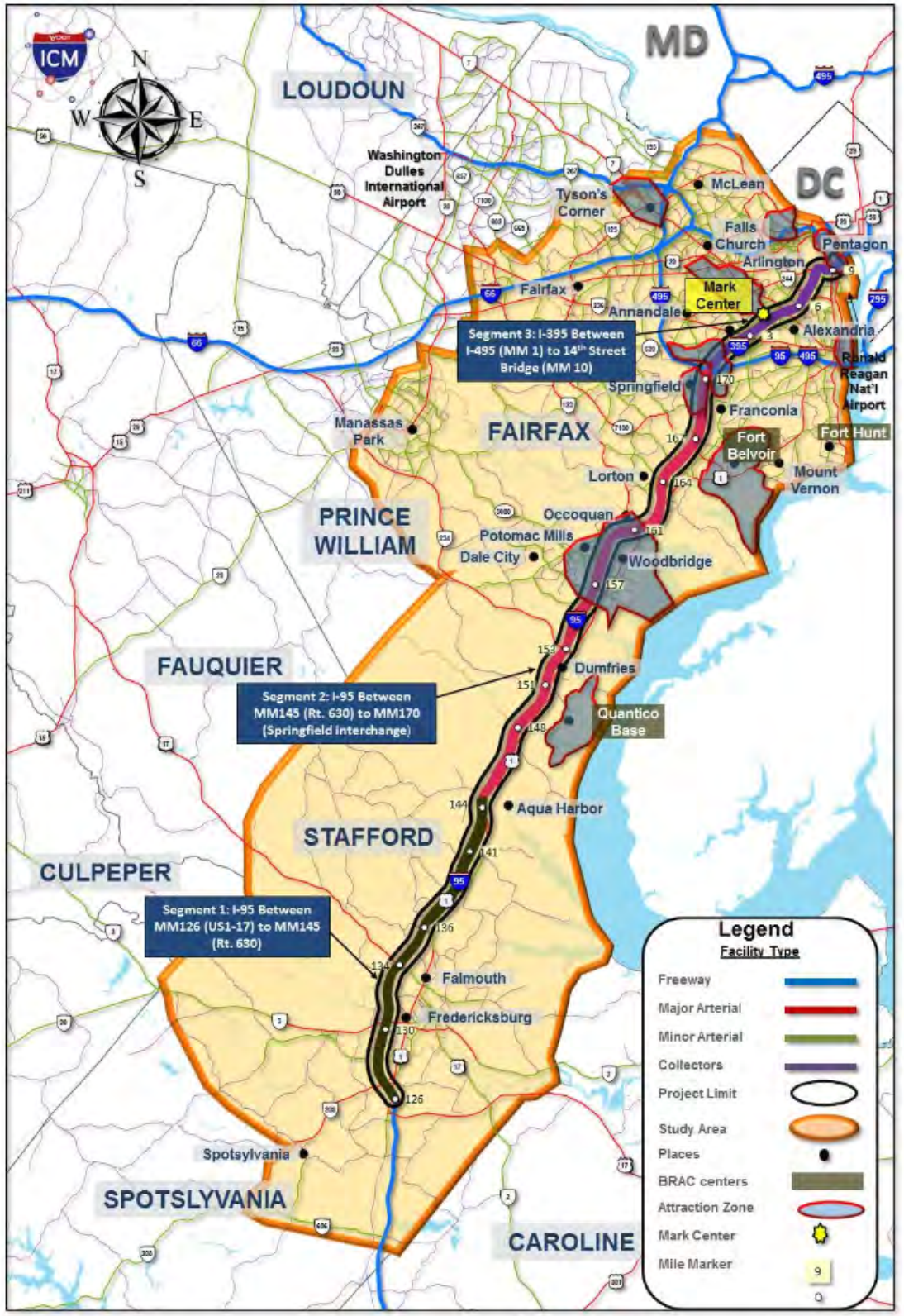
Freight Benefit:
- Real-time truck parking availability information
- Enhance truck parking lots with additional spaces
- Improve incident management coordination between the Virginia Department of Transportation, counties, and emergency responders
- Optimize signal operations and detours
- Improve warnings of mainline and off-ramp queuing to reduce crash potential
- Reduce costs associated with travel delays

Project Status:
- Governor's initiative, currently under planning

Total Project Cost:
- $60M estimate

Funding Status:
- Currently unfunded and not in the 2013 CLRP

I-95/I-395 Integrated Corridor Management Initiative
Source: Virginia Department of Transportation



I-95/I-395 INTEGRATED CORRIDOR MANAGEMENT (ICM) PROJECT DEVELOPMENT

Study Area Extent & Project Limits

ITEM 11 – Information
September 18, 2013

Update on the Final Report "What Do People Think About Congestion Pricing? A Study of the Public Acceptability of Congestion Pricing Through a Deliberative Dialogue with Residents of Metropolitan Washington"

Staff Recommendation: Receive briefing on the attached Power Point presentation on the final version of this report, which responds to comments from the Federal Highway Administration (FHWA), and on the implications of MAP-21 requirements and restrictions regarding the establishment of tolls on existing lanes.

Issues: None

Background: In January, the TPB was briefed on the draft report on a study of the public acceptability of congestion pricing in the region which was sponsored by the FHWA Value Pricing Pilot Program.

Read the full report online.

What Do People Think About Congestion Pricing?

A Deliberative Dialogue with Residents of Metropolitan Washington

Presentation on the TPB's Study on the Public Acceptability of Congestion Pricing

John Swanson, Principal Transportation Planner
Transportation Planning Board
September 18, 2013

Research Problem

- Transportation revenues are decreasing and congestion is increasing
- Congestion pricing is a tool that could partially solve these twin challenges
- ***But officials assume that support for congestion pricing is quite limited.***

Joint research project

When:

- 2011: Grant awarded from FHWA's Value Pricing Pilot Program
- 2011-2012: Research conducted
- 2013: Report finalized to reflect sponsor's comments

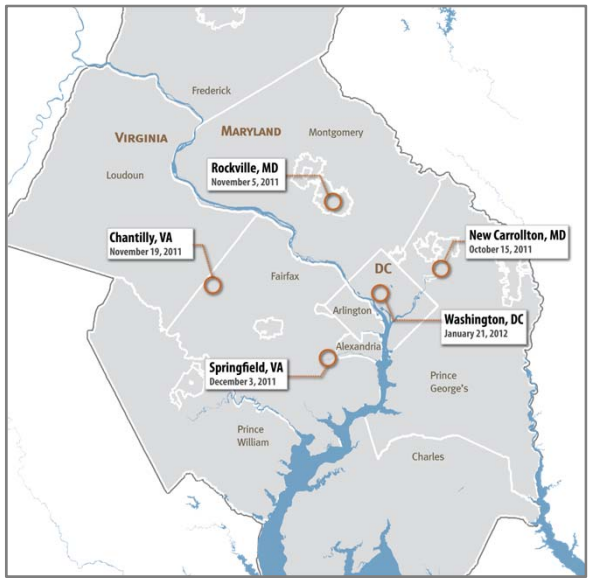
Who:

- Research partners:
  - TPB
  - Brookings Institution
- Public engagement consultant:
  - America*Speaks*

Primary research tool: Deliberative forums

Sampling the region

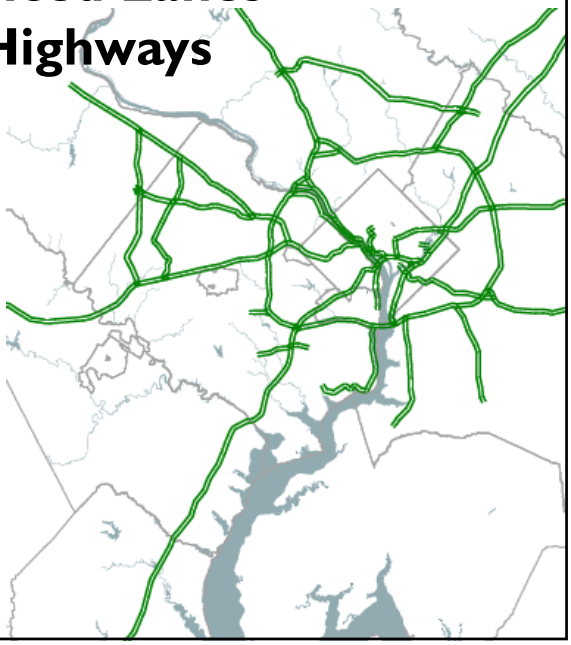
- Five forums
- October 2011-January 2012
- Each forum lasted 4½ hours
- More than 300 paid participants
- Broadly representative of the region



Scenario 1: Priced Lanes on All Major Highways

What if…

All major highways had at least one tolled lane with **free-flowing traffic?**



Scenario 2: Pricing on All Streets and Roads

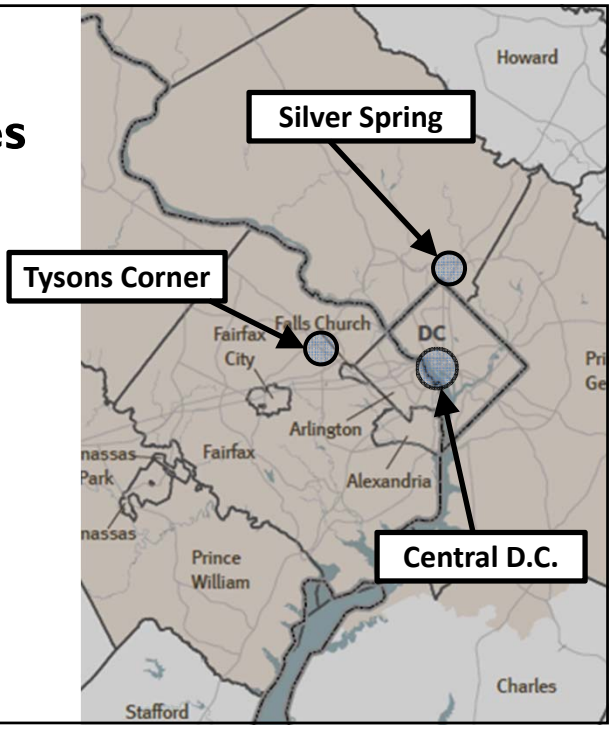
What if…

Instead of paying gas taxes, drivers paid per-mile fees calculated by GPS?

Scenario 3: Priced Zones

What if…

Drivers had to pay to enter central Washington, DC, Silver Spring, or Tysons Corner?

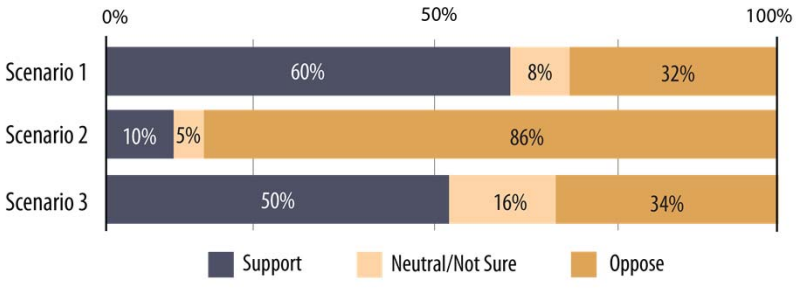


How did people react to the pricing scenarios?

- ***Scenario 1:* Priced Lanes on All Major Highways**
  - Garnered the most support
  - Offers choice and predictability
- ***Scenario 2:* Pricing on All Streets and Roads**
  - Strong negative reactions
  - Concerns about privacy, complications, impracticality
- ***Scenario 3:* Priced Zones**
  - Seemed logical and straightforward to participants
  - Was not seen as regional

How did people react to the pricing scenarios?

Figure 1: Comparison of End-of-Day Support for the Three Scenarios



What's the basis for people's opinions?

- ***Choice:*** Pricing must provide options.
- ***Privacy:*** Significant concerns. People are worried about government overreach and a loss of control.
- ***Effectiveness:*** Doubts about whether pricing will actually work; people assume most driving is not a choice.
- ***Use of revenues:*** Guarantee transparency and accountability.
- ***Fairness:*** Not pivotal.

What does it mean?

People are:

- Skeptical of pricing as an overall solution, but they may support specific proposals if they see direct daily benefits.
- More concerned about losing options than they are about "Lexus Lanes."
- Lack confidence in government and fear government overreach.
- More likely to support obvious solutions – such as increasing gas taxes – than radical approaches like congestion pricing.
- Want to know that congestion pricing is part of a wider strategic vision.

MAP-21 and Tolling

Expanded toll authority under MAP-21:

- Authority provided to build new tolled capacity without obtaining a specific agreement with FHWA.
- Authority provided for conversion of HOV lanes to HOT lanes (both on and off the Interstate system) without obtaining a specific agreement with FHWA.

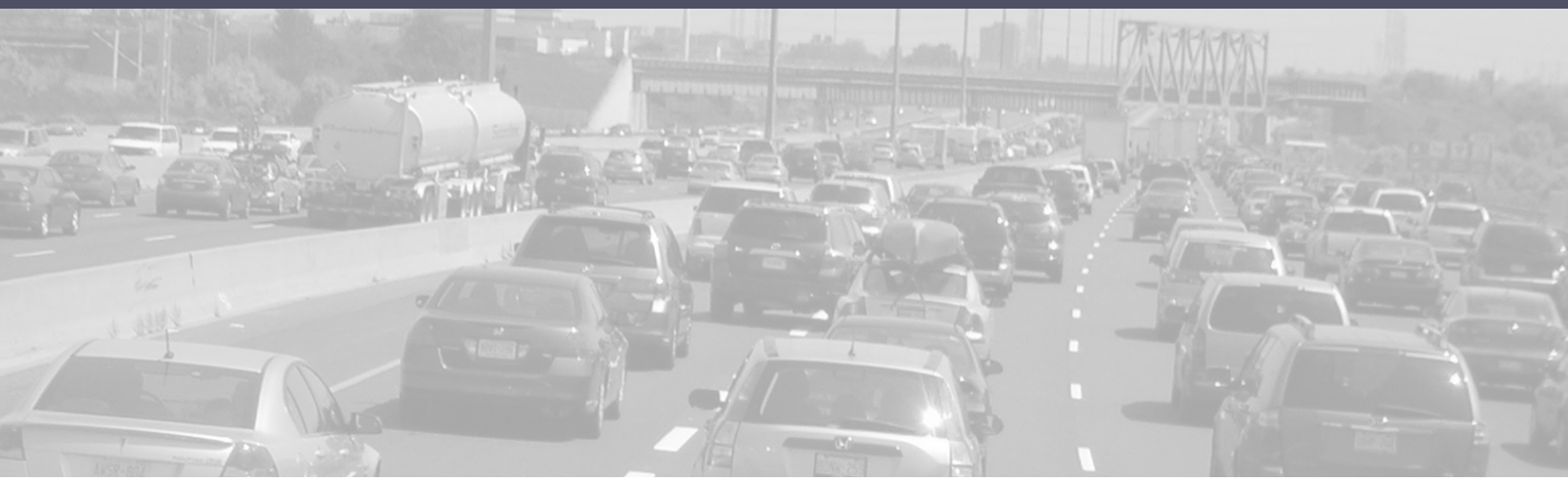
MAP-21 and Tolling

Restricted tolling authority under MAP-21:

- Under Section 129 of Title 23, new toll projects generally cannot reduce the existing number of toll-free general purpose lanes.
  - Continued possibility to toll existing capacity under some conditions: Reconstruction of bridges & tunnels; reconstruction of non-Interstate Federal-Aid roads.
- Some continued opportunities to toll existing capacity through:
  - Interstate System Reconstruction and Rehabilitation Pilot
  - Value Pricing Pilot Program

WHAT DO PEOPLE THINK ABOUT CONGESTION PRICING?

A Study of the Public Acceptability of Congestion Pricing Through a Deliberative Dialogue with Residents of Metropolitan Washington



National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments

In Partnership with the **Brookings Institution**

TPB
National Capital Region
Transportation Planning Board

Funded through the Federal Highway Administration (FHWA) Value Pricing Pilot Progam

September 2013

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Contents

Executive Summary

RESEARCH CHALLENGE: Understanding Public Attitudes Toward Congestion Pricing

Too much congestion. Not enough funding. These two problems increasingly have come to define transportation policy woes in our nation's metropolitan areas, and the Washington, D.C., region is no exception. Many experts agree that congestion pricing—charging tolls or fees that are higher when and where congestion is worse—could at least partially solve both of these challenges.

But what does the public think? Despite the increased use of road pricing in our region and across the country, decision-makers and opinion leaders in metropolitan Washington often assume that citizens will oppose congestion pricing proposals, particularly those projects that would put tolls or fees on roads that are currently free of charge. Such perceived public opposition is frequently cited as an obstacle to implementation. A 2010 article in the *Journal of the Transportation Research Board* noted: "Although the implementation of road pricing has come a long way in the United States over the past two decades, political wariness of the idea holds strong."[1]

1- Taylor, Brian D, and Rebecca Kalauskas, "Addressing Equity in Political Debates over Road Pricing: Lessons from Recent Projects," *Journal of the Transportation Research Board*, No. 2187, p. 44, 2010.

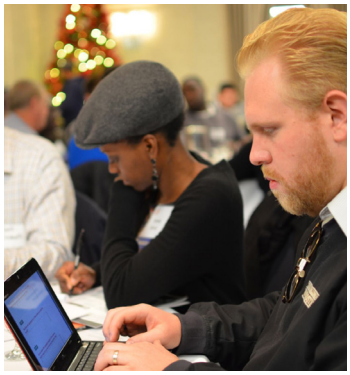
Deliberative forums make it possible to solicit more informed feedback from the general public on concepts or ideas that are unfamiliar or especially complex.

However, common assumptions about public opposition are not necessarily grounded in public opinion research. In our region, we do not know the extent to which perceived opposition to congestion pricing concepts really exists, and, if it does, whether it is based upon inadequate or inaccurate information. Even more important, we do not know which factors people care about most—or worry about most—when they are presented with specific pricing proposals.

As a research challenge, this study explored the baseline opinions of regular citizens toward congestion pricing and whether more information and education about pricing could influence their attitudes. The study also sought to unravel key factors—issues like fairness, effectiveness, or privacy—that make a pivotal difference in determining opinions. The study's ultimate purpose was to help decision-makers better understand how they might attract public support for congestion pricing, if they were to decide to pursue such a policy solution.

The National Capital Region Transportation Planning Board (TPB) carried out the research in partnership with the Brookings Institution. The Federal Highway Administration (FHWA) provided grant funding for the research through its Value Pricing Pilot Program (VPPP). The TPB also engaged the non-profit organization America*Speaks* to guide the design and implementation of the five deliberative forums—essentially "mega focus groups" with keypad voting—that were the primary research vehicle for this study. Preliminary research, including the TPB's 2010 *State of the Commute* Survey, a review of public opinion research around the country, and a series of listening sessions with stakeholders, informed the structure and content of the study's research approach.

(Left) Participants engaged in small-group discussions led by trained facilitators. (Right) "Scribes" at each table used laptop computers to record the key points of the small-group discussions.



(Left) Scenario 1: Priced Lanes on All Major Highways. Drivers would have the option to pay a toll to travel in free-flowing lanes or drive in general purpose lanes free of charge. (Center) Scenario 2: Pricing on All Roads and Streets. A fee would be applied based on distance traveled, time of day, and road type. (Right) Scenario 3: Priced Zones. Drivers would have to pay a fee to enter major activity centers.

RESEARCH DESIGN: Using Deliberative Forums to Explore Public Opinion

A deliberative forum is a public engagement event in which people come together to learn and talk about a problem and to explore potential solutions. Through a process of group deliberation, participants have the opportunity to discuss benefits and costs, hear the opinions of their peers, and potentially modify or solidify their opinions. This process makes it possible to solicit more informed feedback from the general public on concepts or ideas that are unfamiliar or especially complex. The extended exchange of ideas and opinions that takes place during a deliberative forum also mirrors the wider process of public deliberation about policy issues and can thus help identify the challenges and opportunities that decision-makers might face if they were to advance congestion pricing proposals publicly.

More than 300 participants who were broadly representative of the region came together in five forums—two in Virginia, two in Maryland, and one in the District of Columbia—that each lasted four-and-a-half hours. Presentations provided information on the current and projected state of transportation funding and congestion and three hypothetical congestion pricing scenarios that could be applied in the Washington region:

- **Scenario 1:** Priced Lanes on All Major Highways – variably-priced lanes on all interstates, as well as some other major roadways
- **Scenario 2:** Pricing on All Roads and Streets – variable, per-mile pricing using vehicle-based GPS systems
- **Scenario 3:** Priced Zones – drivers pay a fee to enter or drive within a designated area

Participants engaged in facilitated small-table discussions, which were documented on laptop computers. They also recorded their individual opinions through keypad voting and paper surveys. Discussion topics included an opening opportunity for participants to define the region's transportation problems, separate discussions about each congestion pricing scenario, and a final discussion in which participants suggested their alternatives for dealing with the region's transportation problems.

Congestion resonates as a critical problem more than funding shortfalls do.

FINDINGS: What Did the Public Tell Us?

The study provided insight on the following key questions:

1. **How do people see the region's transportation problems?**

   A vast majority of participants agreed that congestion is a critical problem facing the region and emphasized its personal impacts, describing the ways it limits opportunities and lifestyle choices. The burdens of congestion seem to rob people of a sense of control over their lives, furthered by the feeling that driving is the only transportation option for most people in the region.

   Congestion resonates as a critical problem more than funding shortfalls do. Participants who said they wanted more transportation alternatives rarely connected the lack of those options to the lack of funding. Some participants expressed doubts about the reality or extent of funding problems. Many said they lack confidence in the government's ability to solve transportation problems even if enough funding were available.

   Participants were generally unaware of the details of how transportation is currently funded, including the fact that the federal gas tax has not been raised in nearly two decades and is not indexed to inflation.

Of the three scenarios, Scenario 1 (Priced Lanes on All Major Highways) garnered the most support.

2. **How do people react to different congestion pricing scenarios?**

   Of the three scenarios, Scenario 1 (Priced Lanes on All Major Highways) garnered the most support. People liked it because it is optional (toll-free options would generally be maintained) and offers added predictability. But they were concerned about fairness and congestion displacement.

   People had strong negative reactions to the GPS-based Scenario 2 (Pricing on All Streets and Roads). They saw it as an invasion of privacy, too complicated, and impossible to implement. Scenario 3 (Priced Zones) seemed logical and straightforward, but many participants were less interested in it because they felt it would not do enough to solve regional problems.

Figure 1: Comparison of End-of-Day Support for the Three Scenarios

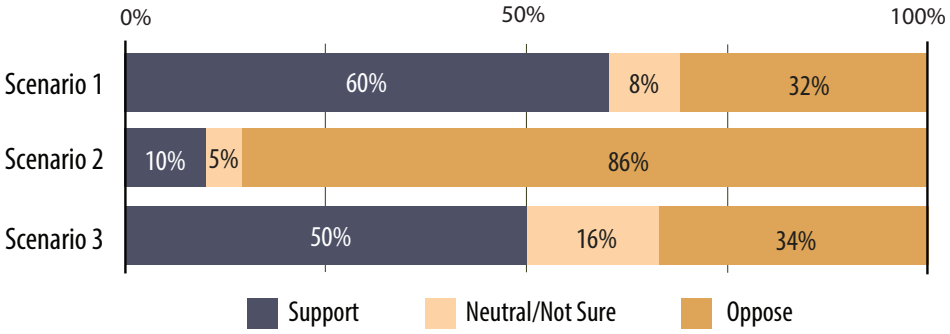
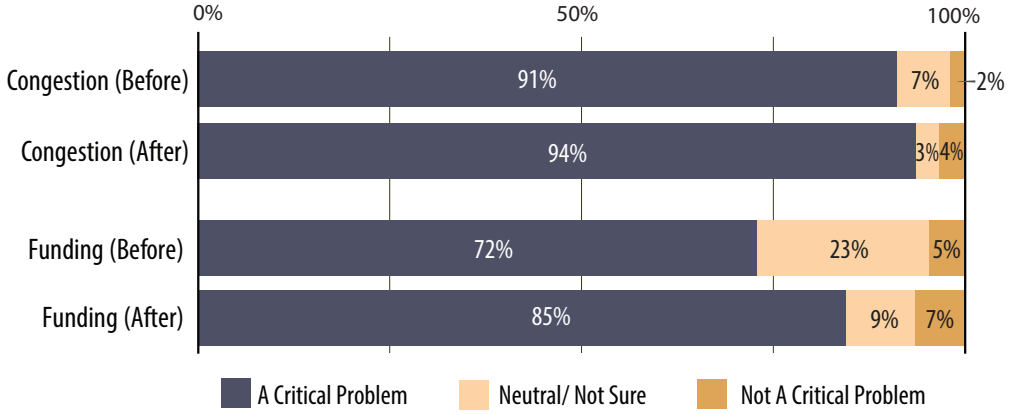


Figure 2: Perceptions of Congestion and Funding Shortfalls as Critical Problems



People were skeptical about the effectiveness of the scenarios, particularly in reducing congestion. They did not believe that pricing could actually reduce demand because, they said, driving for most people is a necessity not a choice. Participants emphasized that people in this region drive because they have to, not because they want to.

Participants suggested that congestion pricing could play a role in the future, but would need to be tailored to the region's needs and integrated into existing systems.

3. **What's the basis for people's opinions? Which specific factors influence attitudes about congestion pricing and how?**

"Privacy" and "choice" were the most important factors in determining support for the scenarios. Comments about privacy were often related to wider apprehensions about losing personal control in an increasingly complicated world.

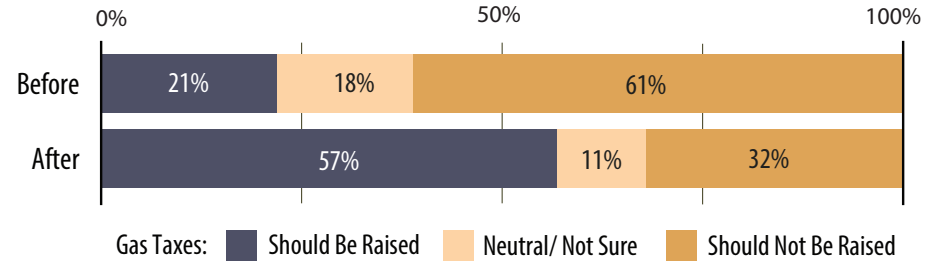
A sense of choice seems vital to cultivating public support for congestion pricing. Many participants said that because driving is not a choice for most people, pricing should be. The availability of other options besides driving—such as transit, walking, and biking—increased receptivity to pricing. Participants also spoke favorably of proposals that would maintain non-tolled lanes or routes for those who cannot or do not want to pay.

Participants seemed to doubt inherently that congestion pricing would be effective in improving the region's transportation system. Therefore, framing pricing as an effective tool for addressing congestion problems and funding shortfalls does not seem to resonate with the public. However, if congestion pricing can effectively create specific and useful transportation alternatives, people showed more interest. Participants indicated they would be more likely to support the scenarios if transparency and accountability with the funds was guaranteed.

Participants were asked their opinions about how fairly congestion pricing would treat two groups: low-income people, and people who are dependent on driving. Participants said that fairness mattered, but it does not appear these concerns were pivotal in determining levels of support for different congestion pricing scenarios. However, many people did express concerns about whether pricing would be fair to them personally, relative to the assumptions they had built their lives upon.

Support for raising gas taxes nearly tripled between the beginning and end of the forums, once people learned more about it and considered congestion pricing alternatives.

Figure 3: Change in Support for Raising Gas Taxes



4. **After learning and talking about congestion pricing, what do people think?**

   As the dialogue progressed, opinions regarding specific scenarios shifted in telling ways, revealing comparative preferences: support increased for Scenario 1 (Priced Lanes on All Major Highways), whereas opposition to Scenario 2 (Pricing on All Roads and Streets) increased, and people became less interested in Scenario 3 (Priced Zones). Support for raising gas taxes nearly tripled between the beginning and end of the forums, once people learned more about it and considered congestion pricing alternatives.

   Participants suggested that congestion pricing could play a role in the future, but would need to be tailored to the region's needs and integrated into existing systems. Participants expressed a desire for more integrated problem-solving that includes strategies such as land-use changes to reduce trip lengths (e.g. more affordable housing near Metrorail or more jobs closer to where people live, espcially in the suburbs) and enhanced transit alternatives to serve the region's growth and increasing densities. Many people emphasized that, before anything else, they want to see commonsense improvements, such as better coordination of construction schedules or improvements in the Metro system.

CONCLUSIONS AND RECOMMENDATIONS: What Do the Findings Mean?

Based on the findings outlined above, this study offers several conclusions and recommendations for policy makers:

1. **People are skeptical of pricing as a comprehensive solution to regional transportation problems, but may support specific proposals if they see direct benefits in their daily lives.**

   - » Congestion pricing proposals should explicitly state a compelling value proposition for individuals, emphasizing benefits such as increased choice and individual control. The costs of the congestion pricing policy must be, at least implicitly, acknowledged, and the benefits must be shown in a clear and compelling manner to outweigh those costs.
   - » Pilots or trials may reduce skepticism regarding the effectiveness of congestion pricing. For example, the introduction of a congestion priced zone

in Stockholm, Sweden, was preceded by a trial phase that demonstrated to a doubtful public that the program would actually reduce congestion.

- Incremental implementation of congestion pricing, such as the new 495 Express Lanes on the Capital Beltway in Virginia, may also help ease the transition to more comprehensive programs or more controversial projects.
- Education campaigns may also help reduce skepticism, particularly regarding the region's transportation funding shortfall and the need for creative solutions.

2. **People are much more concerned about losing options than they are about "Lexus Lanes."**

   - Congestion pricing proposals should avoid imposing mandates that do not provide individuals with a reasonable array of options. In some cases, this may mean maintaining toll-free lanes. In others cases this may mean improving transit service or other alternatives before implementing road pricing.

3. **People lack confidence in government and they fear government overreach.**

   - Proposals should clearly indicate how revenues raised through congestion pricing will be used, and ensure transparency and accountability in the allocation of these funds.
   - Commonsense improvements, such as better coordination of construction schedules or visible improvements in the Metro system, should be implemented in an effort to rebuild the public's confidence. Such a demonstration could be a key component in implementing any major congestion pricing system in the region, or any other attempt to raise significant additional revenues.

4. **People are more likely to support more obvious solutions—such as increasing gas taxes—than more radical approaches like congestion pricing.**

   - State or federal leaders should consider conducting a public information campaign on the inadequacies of current transportation funding mechanisms and the need to increase gas tax revenues, at least as a short-term strategy.

5. **People want to know that congestion pricing is part of a wider strategic vision.**

   - Develop a wider strategic plan and implement various elements before or concurrent with the implementation of congestion pricing. While the public cannot be expected to articulate (or even know about) the details of such a plan, they do need to see and feel that the pieces of this strategy fit together and that they will produce a more dynamic and vibrant region that will enhance their own personal lives.

ITEM 12 – Information
September 18, 2013

Briefing on the Comments Received on the Draft TPB Regional Transportation Priorities Plan (RTPP)

Staff Recommendation: Receive briefing on the comments received and on potential revisions to the priorities plan.

Issues: None

Background: The draft RTPP was released for public comment on July 24. The TPB Regional Transportation Priorities Plan (RTPP) is being developed to identify regional strategies that offer the greatest potential contributions toward addressing regional challenges.

National Capital Region Transportation Planning Board

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MEMORANDUM

Date: September 12, 2013

To: Transportation Planning Board

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

Re: Comments Received on the Draft TPB Regional
Transportation Priorities Plan (RTPP)

Following the work session and briefing at the July 17 TPB meeting, a draft version of the RTPP report was released for a 30-day public comment period on July 24. Comments received during this period have been posted on the TPB's "Regional Transportation Priorities Plan" web-site. In addition to these comments, TPB staff has assembled and is reviewing comments made by respondents in optional comment boxes in the web-based survey of 660 residents of the Washington region, as well as those by individuals who took this survey after it was made available to other groups and the general public on July 24. All of these comments are also now available for review on the TPB's RTPP web-site, grouped into two categories: those associated with the selected sample of 660 residents; and those associated with other groups and the general public. (In the first category, 418 respondents provided a total of 1887 optional comments, an average of 4.5 comments per respondent. In the second category, 78 of the 141 individuals who took the survey provided 492 optional comments, an average of 6.3 comments per individual.)

The TPB will be briefed on the comments received on the draft RTPP at its September 18 meeting, as well as on potential revisions to the plan. In general, the comments received reflected a good understanding of the information presented in the draft RTPP document, and in the web-based survey. Staff proposes to develop a revised version of the RTPP document for presentation at the October 16 TPB meeting, and to provide for another 30 day comment period on the revised document. In addition to the comments received to date, staff will also address in the revisions to the RTPP any comments or recommendations received at the upcoming COG Economy Forward event on September 27, at which the draft RTPP will be presented and discussed along with COG's Activity Center Strategic Development Plan.

An initial review of the comments received to date suggests that there are three particular topics that need to be clarified or expanded upon in the revised version of the RTPP:

(1) Tolling of existing highway lanes
(2) The relationship between regional strategies and specific programs and projects
(3) The relationship between the RTPP and the CLRP

(1) Tolling of existing highway lanes

A number of comments urged that the RTPP should include a strategy of applying congestion pricing by tolling all existing highway lanes. The TPB has conducted a number of scenario studies involving the tolling of a significant number of existing highway lanes (including the major parkways, for example), and recently completed a study funded by the Federal Highway Administration (FHWA) of the public acceptability of congestion pricing in the Washington region. This latter study included three different congestion pricing scenarios, all of which included pricing of existing highway lanes, and one of which included pricing of the entire highway system. The study found support for some of the scenarios, but also found significant concerns about a number of aspects of the pricing proposals.

During the course of the FHWA sponsored study of the public acceptability of congestion pricing, the new MAP-21 legislation enacted in July of 2012 included language which permits certain types of toll-financed construction activities, including: new highways; new lanes added to existing highways (so long as the number of existing toll-free lanes is not reduced); reconstruction of highways (non-Interstate only); reconstruction or replacement of bridges or tunnels; and capital improvements to existing toll facilities. Also permitted is conversion of high-occupancy vehicle (HOV) lanes to high-occupancy toll (HOT) lanes, both on and off the Interstate system.

As a result of these new MAP-21 legislative provisions, the TPB Aspirations Scenarios were revised to remove any instances where the number of toll-free lanes would be reduced. The results of the revised scenarios were reported to the TPB in April of 2013, and were used in the RTPP web-based survey and subsequent July 2013 draft RTPP report.

(2) The relationship between regional strategies and specific programs and projects

There were some comments relating to the lack of specific programs and projects in the RTPP, and the exclusive focus on regional strategies. The relationship between strategies, programs, and projects was considered and discussed at some length in the development of the RTPP work scope approved by the TPB in July of 2011. The work scope called for a focus on regional strategies that offer the greatest potential toward addressing regional challenges and that the public can support. A major focus of the RTPP work effort has been in communicating regional goals, challenges, and strategies to representative groups of the public in the region, and seeking their comments and responses. This involved presenting challenges and strategies in a form to which the public could relate and respond. Potential benefits and costs of alternative strategies were presented in largely qualitative terms that would allow survey respondents to provide some rankings of the relative importance of alternative approaches. Respondents were invited to suggest additional strategies in optional comments boxes.

As the RTPP process moves forward, highly ranked strategies can be developed into more specific programs and projects, including those aimed at system maintenance and operations as well as location-specific improvements in system capacity. An in-depth review of benefits and costs based on quantification of program components and location specific factors will be necessary for this level of assessment. The recent "bus-on-shoulder" discussions conducted for a TPB Task Force illustrate the complexity and effort involved in taking a broad strategy like "bus-on-shoulder" to the level of location-specific projects.

(3) The relationship between the RTPP and the CLRP

The draft RTPP report noted that the TPB will soon initiate steps toward the next federally required four-year update of the CLRP, and that the results of the RTPP should be considered in this significant CLRP update. (The 2010 CLRP update was approved the TPB on November 17, 2010, and approved by FHWA and FTA on February 9, 2011. The 2014 update must be completed within four years of these dates.)

A number of comments sought additional information on the CLRP update process, and the revised RTPP report will address this topic in greater detail. Additional discussion will be provided on the continuing and cooperative nature of the CLRP process, and the relationship between inclusion of programs and projects in the CLRP and the extensive location specific studies conducted by sponsoring agencies. It will be noted in particular that the CLRP is not "carved in stone", and that in the past CLRP projects have been modified and even removed entirely along with the addition of new programs and projects. In addition, the report will note that the TPB will shortly launch a new "Transportation Planning Information Hub for the National Capital Region" that will describe transportation planning activities at the regional, state, and local levels, and provide links to high profile projects, documents, and resources.

Regional Transportation Priorities Plan

For the National Capital Region

Overview

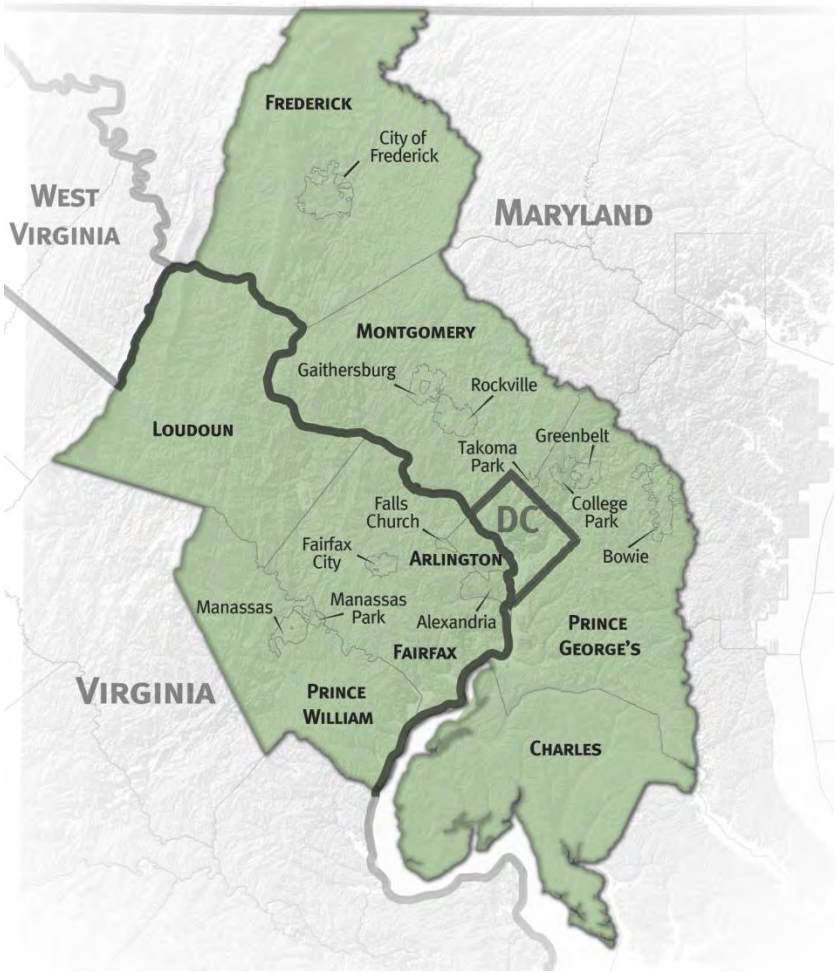
September 18, 2013

Regional Transportation Priorities Plan

Objective

- Identify near-term, ongoing, and long-term regional strategies that offer the **greatest potential for addressing regional challenges** and **that the public can support**

- <u>Two year effort</u>:
  July 2011 – July 2013



Regional Goals:

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

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

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

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

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

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

Public Opinion Survey:

- **Purpose:** TPB staff conducted an online survey to learn 1) which regional challenges are most important to people; and 2) which strategies people think would best address the challenges
- **Survey Period:** April 2013 – July 2013
- **Random sampling method:** Ensured representative sample by soliciting potential respondents via postal mail using list of randomly-selected addresses throughout region
- **Sample size:** 660 individuals
- **Results:** Summarized in the draft report and used to help set regional priorities

Regional Transportation Priorities

Address Metro and Highway Repair Challenges

Finish carrying out the backlog of deferred maintenance, set up systems to address maintenance challenges as they arise, and secure dedicated, reliable sources of funding to ensure that maintenance is carried out as needed.

Address Transit Crowding and Roadway Congestion

Employ a combination of supply- and demand-side strategies to ease crowding and congestion, to include: alleviating roadway bottlenecks, improving roadway efficiency, upgrading pedestrian infrastructure, increasing the capacity of the rail and bus network (especially eight-car trains on Metro), improving access to transit stations, and operating a network of bus rapid transit on express toll lanes on major highways.

Address Special Focus Areas

Meet the mobility needs of people with disabilities, provide bus priority, update and enforce traffic laws, encourage alternative fuel vehicles, and expand bicycle infrastructure

Process Strategies

- Provide sufficient transparency to inspire confidence that agencies are making good use of the resources available to them
- Make maximum use of public information campaigns to raise public awareness about key transportation issues
- Provide opportunities for involvement of all affected parties when high density development is being considered near transit stations throughout the region

Relationship to the CLRP

- The timing of this RTPP document provides an opportunity for the region's decision-makers to consider the three categories of priorities as part of the next four year update of the TPB's Constrained Long Range Plan (CLRP), due at the end of calendar year 2014.