



TRANSPORTATION PLANNING BOARD

Wednesday, March 29, 2017
12:00 - 2:00 P.M.
Walter A. Scheiber Board Room

THERE IS NO SPECIAL WORK SESSION ON MARCH 29

The next meeting of the Long-Range Plan Task Force is scheduled for Monday, April 10th from 10 a.m. - 12 p.m. in the Walter A. Scheiber Board Room

AGENDA

- 12:00 P.M.** **1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES**
Bridget Donnell Newton, TPB Chairman
- Interested members of the public will be given the opportunity to make brief comments on transportation issues under consideration by the TPB. Each speaker will be allowed up to three minutes to present his or her views. Board members will have an opportunity to ask questions of the speakers, and to engage in limited discussion. Speakers are encouraged to bring written copies of their remarks (65 copies) for distribution at the meeting.
- 12:15 P.M.** **2. APPROVAL OF THE MINUTES OF THE FEBRUARY 15, 2017 MEETING**
Bridget Donnell Newton, TPB Chairman
- 12:20 P.M.** **3. REPORT OF THE TECHNICAL COMMITTEE**
Tim Davis, TPB Technical Committee Chairman
- 12:25 P.M.** **4. REPORT OF THE CITIZENS ADVISORY COMMITTEE AND ACCESS FOR ALL COMMITTEE**
Jeremy Martin, TPB Citizens Advisory Committee Chairman
Charles Allen, TPB First Vice Chairman
- 12:35 P.M.** **5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**
Kanti Srikanth, TPB Staff Director
- This agenda item includes Steering Committee actions, letters sent/received, and announcements and updates.
- 12:40 P.M.** **6. CHAIRMAN'S REMARKS**
Bridget Donnell Newton, TPB Chairman

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ACTION ITEMS

- 12:45 P.M.** **7. APPROVAL OF AMENDMENT TO THE FY 2017 UNIFIED PLANNING WORK PROGRAM (UPWP), AND APPROVAL OF FY 2017 CARRYOVER FUNDING TO FY 2018**
Lyn Erickson, TPB Plan Development and Coordination Program Director
- Certain projects and budgets in the current FY 2017 UPWP have been identified to be carried over to FY 2018. The board will be briefed on the enclosed amendment to the FY 2017 UPWP and associated FY 2017 carryover funding to FY 2018.
- Action: Adopt Resolutions R12-2017 and R13-2017 to approve the amendment to the FY 2017 UPWP and the FY 2017 carryover funding to FY 2018**
- 12:50 P.M.** **8. APPROVAL OF THE FY 2018 UNIFIED PLANNING WORK PROGRAM (UPWP)**
Lyn Erickson, TPB Plan Development and Coordination Program Director
- At the February 15 meeting, the board was briefed on the draft FY 2018 Unified Planning Work Program (UPWP). The board will be briefed on the final draft of the FY 2018 UPWP and will be asked to approve it.
- Action: Adopt Resolution R14-2017 to approve the FY 2018 Unified Planning Work Program**
- 1:05 P.M.** **9. APPROVAL OF THE DRAFT FY 2018 COMMUTER CONNECTIONS WORK PROGRAM (CCWP)**
Nicholas Ramfos, TPB Transportation Operations Programs Director
- At the February 15 meeting, the board was briefed on the draft FY 2018 Commuter Connections Work Program (CCWP). The board will be briefed on the final draft of the FY 2018 CCWP and will be asked to approve it.
- Action: Adopt Resolution R15-2017 to approve the FY 2018 Commuter Connections Work Program**
- 1:15 P.M.** **10. ENDORSEMENT OF THE MAP FOR THE PROPOSED ENHANCEMENTS TO THE TITLE VI/ENVIRONMENTAL JUSTICE ANALYSIS OF THE CLRP**
Sergio Ritacco, TPB Transportation Planner
- In Phase 1 of the proposed enhancements to the Title VI/Environmental Justice (EJ) analysis of the CLRP, TPB staff have identified “Equity Emphasis Areas” which are geographic areas with high concentrations of low-income and/or minority populations. The board was briefed on the methodology and map in December and on January 18, 2017, the board asked TPB staff to reexamine the methodology. A modified methodology was developed and presented to stakeholders on February 17, February 22 and to the Technical Committee at its March 3 meeting. The board will be asked to endorse the Equity Emphasis Areas at its March 15 meeting for use in analyzing the 2016 CLRP for disproportionately high and adverse impacts on low-income and minority populations.
- Action: Adopt Resolution R7-2017 identifying specific geographic locations**

- 1:25 P.M. 11. LONG-RANGE PLAN TASK FORCE**
Bridget Donnell Newton, TPB Chairman
- The board is working on a proposal to formally establish the Long-Range Plan Task Force. The purpose and the charges of the task force are defined in the attached draft resolution. The draft resolution includes the changes discussed at the February 15, 2017 board meeting.
- Action: Adopt Resolution R16-2017 establishing the mission and tasks of the Long-Range Plan Task Force**
- 1:35 P.M. 12. APPROVAL TO AMEND THE FY 2017-2022 (TIP) TO INCLUDE PROJECT AND FUNDING UPDATES FOR THE NORTHERN VIRGINIA SECTION OF THE TIP, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**
Rene'e Hamilton, VDOT
- Notice was given at the February 15, 2017 board meeting that VDOT has requested an amendment to include project and funding updates for projects in the Northern Virginia section of the TIP. These projects are already included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP or are exempt from the air quality conformity requirement.
- Action: Approve Resolution R17-2017 to amend the FY 2017-2022 TIP**
- 1:40 P.M. 13. APPROVAL TO AMEND THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO ADD THE GOVERNOR HARRY W. NICE BRIDGE IMPROVEMENT PROJECT FOR THE MARYLAND TRANSPORTATION AUTHORITY**
R. Earl Lewis, Deputy Secretary, MDOT
- The Maryland Transportation Authority has requested an amendment to add the Governor Harry W. Nice Bridge Improvement Project to the TIP. This project is already included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment. On March 3, 2017, the Steering Committee reviewed the amendment and recommended approval.
- Action: Approve Resolution R18-2017 to amend the FY 2017-2022 TIP**
- 1:45 P.M. 14. APPROVAL TO AMEND THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)**
Lyn Erickson, TPB Plan Development and Coordination Program Director
- After the March 15 TPB meeting was rescheduled, WMATA received guidance from the Federal Transit Administration (FTA) that an urgent TIP amendment is necessary. WMATA and the FTA are in the process of de-obligating a total of \$204.1 million of funds from grants awarded in prior years. This amount will be re-obligated in a new grant in FY 2017. At the special request of WMATA and with the concurrence of the Chairman Newton, this action to amend the FY 2017-2022 TIP has been added to the March 29 agenda. These TIP projects do not affect the currently approved air quality conformity analysis because these projects are either exempt or not regionally significant in terms of air quality. Because these funds had previously been obligated, this amendment does not

reflect any change to the financial constraint of the Constrained Long Range Plan (CLRP) or the TIP.

Action: Approve Resolution R19-2017 to amend the FY 2017-2022 TIP

NOTICE ITEMS

- 1:50 P.M. 15. NOTICE OF PROPOSED AMENDMENT TO THE 2016 CONSTRAINED LONG RANGE PLAN (CLRP), AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) AND THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**
Lyn Erickson, TPB Plan Development and Coordination Program Director
- VDOT and MDOT have requested that the TPB initiate the process to amend the 2016 CLRP to include project and funding updates for various projects, as described in the attached materials.
- 1:55 P.M. 16. NOTICE OF PROPOSED DRAFT SCOPE OF WORK FOR AN AIR QUALITY CONFORMITY ANALYSIS FOR AN AMENDMENT TO THE 2016 CLRP TO INCLUDE THE PROJECTS DESCRIBED IN ITEM 14**
Jane Posey, TPB Transportation Engineer
- VDOT and MDOT have requested that the TPB initiate the process to amend the 2016 CLRP to include project and funding updates for projects in Northern Virginia and Maryland. An amendment to include these projects in the Plan requires an air quality conformity analysis. Following a public comment period which ends on April 8, 2017, the Board will be asked to approve the project submissions and the air quality conformity analysis scope of work for a plan amendment at the April 19, 2017 meeting. The draft conformity results are scheduled to be released for public comment on September 14, 2017 and the TPB is scheduled to adopt the plan amendment and conformity analysis at its October 18, 2017 meeting.
- 2:00 P.M. 16. ADJOURN**
- The next meeting is scheduled for April 19, 2017.

MEETING AUDIO

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TRANSPORTATION PLANNING BOARD
MEETING MINUTES
February 15, 2017

MEMBERS AND ALTERNATES PRESENT

Charles Allen, D.C. Council
Bob Brown, Loudoun County
James Davenport, Prince William County
Allison Davis, WMATA
Marc Elrich, Montgomery County
Dan Emerine, DC Office of Planning
Gary Erenrich, Montgomery County DOT
Dannielle Glaros, Prince George's County
Jason Groth, Charles County
Rene'e Hamilton, VDOT
Neil Harris, City of Gaithersburg
Konrad Herling, City of Greenbelt
Catherine Hudgins, Fairfax County Board of Supervisors
John D. Jenkins, Prince William County
Shyam Kannan, WMATA
R. Earl Lewis, Jr., MDOT
Tim Lovain, City of Alexandria
Dan Malouff, Arlington County
Phil Mendelson, D.C. Council
Ron Meyer, Loudoun County
Bridget Donnell Newton, City of Rockville
Martin Nohe, Prince William County
Mark Rawlings, DC DOT
Jeanette Rishell, City of Manassas Park
Kelly Russell, City of Frederick
Peter Schwartz, Fauquier County
Jarrett Smith, City of Takoma Park
Linda Smyth, Fairfax County Board of Supervisors
David Snyder, City of Falls Church
Brandon Todd, D.C. Council
Mark Wolfe, City of Manassas
Sam Zimbabwe, DDOT
Nicholas Ramfos
Eric Randall
John Swanson
Andrew Austin
Andrew Meese
Dusan Vuksan
Michael Farrell
Daivamani Sivasailam
Charlene Howard
Ken Joh
Brandon Brown
Mark Moran
Ben Hampton
Abigail Zenner

Lori Zeller	
Sergio Ritacco	
Lamont Cobb	
Jessica Mirr	
Arianna Koudoumas	
Debbie Leigh	
Deborah Etheridge	
Chuck Bean	COG/EO
Stuart Freudberg	COG/EO
Paul DesJardin	COG/DCPS
Kari Snyder	MDOT
Bill Orleans	Citizen
Sree Nampoothin	NVTA
Malcolm Watson	FCDOT
Nichole Opkins	DC Council
Stewart Schwartz	CSG
Pierre Holloman	COA
Arielle Moir	CSG
Regina Moore	VDOT
Diane Patterson	MDOT
Norm Catterton	Prince William County
Andrew Mowry	Loudoun County Board of Supervisors
Ariana Geller	CSG
Claire Jaffe	CSG
Rebecca Hertz	ULI
Gary V, Hodge	Regional Policy Advisors
Keiko Yoshino	District of Columbia
Senanu Ashrabor	IML Consulting
Sonali Soneji	VRE
Monica Backmon	NVTA
Mike Lake	Fairfax County DOT
Regina Moore	VDOT
Norman Whitaker	VDOT
Tim Roseboom	VDRPT
Bob Chase	NVTA
Veronica Lewis	Frederick County Transit Division
Regina Sullivan	WMATA
K. Jane Williams	MDOT
Charlie Scott	WMATA

1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES

Chairman Newton called the meeting to order. Three members of the public spoke.

Stewart Schwartz spoke on behalf of the Coalition for Smarter Growth He spoke in favor of the draft resolution on the Long-Range Plan Task Force. He said that the resolution cites the many powerful studies and vision documents that the TPB and COG have developed. He also spoke in favor of coordinating land use and transportation and noted that the board has the authority to direct the planning effort.

Bob Chase from the Northern Virginia Transportation Alliance also spoke about the Long-Range Plan

Task Force. Mr. Chase spoke about addressing congestion and bridge crossings. He noted that land use is very important and that there need to be projects included that are game changers for the region but that these projects are not currently in the CLRP.

Deb Bilek from ULI Washington spoke about the ULI Technical Assistance Program. She reminded the board of the partnership between COG and ULI and noted that applications for the program are being accepted until April 3.

2. APPROVAL OF MINUTES OF THE JANUARY MEETING

Chairman Newton reminded the board about remote participation guidelines and noted that Ms. Tawanna Gaines from the Maryland House of Delegates was on the phone.

There was a motion to approve the January 18, 2017 minutes. The motion was seconded and was approved unanimously.

3. REPORT OF THE TECHNICAL COMMITTEE

Mr. Davis presented the Technical Committee report. He briefly summarized two items. The first was the proposed bylaws amendment from MDOT. He said that the committee had asked how other MPOs handle the issue in their bylaws. The second item was a briefing on the Long-Range Plan Task Force. He explained that comments from Loudoun County and VDOT were available in the packets.

4. REPORT OF THE CITIZEN ADVISORY COMMITTEE

Mr. Martin presented the report of the Citizen Advisory Committee. The 2017 committee met for the first time on February 9. He said the committee focused on getting to know each other, developing priorities for the coming year, and continuing work on public engagement activities for the Long-Range Plan.

5. REPORT OF STEERING COMMITTEE

Mr. Srikanth presented the report of the Steering Committee. He explained that the committee met on February 3 and reviewed and approved four separate amendments to the FY 2017-2022 TIP. He explained that they were all in the packets. The first amendment added a total of about \$27 million in advance construction funding for Virginia projects for the preliminary engineering of I-66 express lanes and a preliminary engineering study of the I-95 express lanes project. The second amendment added about \$16 million in federal and state funds for a group of area-wide congestion management projects in Maryland. The third amendment reduced the planned obligation of some FTA funds for the MARC system by about \$40 million and the fourth added about four and a half million dollars in federal and district funds for the Anacostia Freeway bridge project in the District of Columbia. He also noted that the Steering Committee approved a letter from the board to the WMATA chairman to transmit concerns from the Access for All committee about the WMATA budget. Finally, he reviewed letters sent and received which were included in the packet.

6. CHAIR'S REMARKS

Ms. Newton began her remarks with some WMATA trivia questions in honor of the transit agency's 50th birthday. She praised WMATA for their excellent service during the inauguration and subsequent women's march weekend in January.

ACTION ITEMS

7. APPROVAL OF TPB BYLAWS AMENDMENT

Referring to the mailout material, Ms. Erickson briefed the board. She said that the TPB amended the TPB bylaws in January to add a provision for remote participation. She said that at the end of that amendment process, MDOT proposed an additional bylaws amendment to change the membership requirements for a designated alternate board member. Because this proposal was a significant change, it needed at least ten days' written notice and therefore, action on it was deferred to the February board meeting. She said the proposed amendment had been discussed at the Technical Committee and Steering Committee. She asked the MDOT representative to speak to the amendment.

Mr. Lewis said the proposal is to amend the bylaws to state that "designated alternative representatives of local government, representatives must be appointed by their local governing body, and if the designated alternative representative is not an elected official they must be an employee of the participating jurisdiction's government." He said the proposal was intended to ensure the accountability of voting TPB members. He said that MDOT had conducted research that shows that their proposal is a common practice, although it is not always documented. He said he had several constructive conversations with Chairman Bridget Newton about this issue. He said he had learned that the three largest MPOs in Virginia have provisions consistent with the MDOT proposal. He said the practice for most of the MPOs in Maryland is similar, although it is not all documented. He said that after the resolution is finalized at the TPB, MDOT will be seeking similar provisions for all the other MPOs in Maryland. He noted a national survey on this issue, which shows that primary MPO members are typically elected officials, although information regarding alternates was consistently available. He also said that Prince William County has offered alternative language for the bylaws amendment that may be acceptable. In conclusion, he said that if the bylaws change is approved, MDOT would seek to have it become effective within 90 days, which would be approximately May 15.

Chairman Newton asked if there was any conversation on the original amendment.

A member said that it should be the purview of a locality to determine who its representatives are. He said he thought this was a needless infringement upon that. He said his jurisdiction would be very supportive of the Prince William amendment.

Mr. Schwartz said he did not believe that this bylaws amendment proposed by MDOT is a simple housekeeping amendment. He also said he did not believe that this initiative was MDOT's alone. He said it would affect only one or two people serving on the TPB. He said he believed it was aimed at himself and was an attempt to block his participation as retribution for his outspoken concern over the disconnect between the CLRP and the board's long-term vision goals and responsibilities. He said it was instructive that this amendment was introduced last month from the floor as an obvious surprise to the TPB chairman and to many of the participants at the meeting. He said he believed the amendment was introduced in this manner in an attempt to piggyback what appeared to be an innocuous bylaw amendment onto the bylaws amendment regarding remote participation which was already on the board's agenda. He said it seemed the amendment was pursued in this way to limit the opportunity for members to understand its implications. He said that if that were not the case, the amendment would have been vetted in advance of the meeting, as is done for other TPB agenda items, and it would have been presented to him or to Fauquier County to provide them the courtesy of an advance conversation indicating MDOT's need for the change and to solicit possible ways to accommodate Fauquier County's desire for Mr. Schwartz to represent the county at the TPB meetings. He said that Fauquier County was never contacted about this matter. He said the implications of this episode were important to the board. He said that no person serving either as a member or as an alternate and no jurisdiction represented on the board should be deterred from the quest to meet the region's transportation challenges by fear of intimidation or retribution by a state department of transportation or by anyone.

Mr. Schwartz said the TPB has a mandate to make sure that regional transportation investments are made in a manner that effectively, efficiently, and significantly alter the course of the region's failing regional transportation network that by any measure inadequately addresses the mobility of citizens and businesses. He said that this the TPB's purpose and responsibility. He said there is a lot of work to do and there are many participants in the process who are willing to do it. He said the board should tackle the region's challenge without needless distractions from those who are not willing to work on these issues. He urged defeat of the bylaws amendment, as proposed by MDOT, for the sake of the board's independence and the independence of the jurisdictions on the board. In closing he noted that he had reviewed the alternative proposed by Prince William County and he had no objection to it.

Ms. Smyth said she that Fairfax County supported Prince William County's amendment. She said that members of the board all participate in many committees which take a lot of time. She said that as the TPB grows, people will be coming from farther away and it is not always possible for elected officials to participate in all of the meetings they are expected to. She said it should be up to each local body to determine how it wants to be represented in regional organizations.

Mr. Nohe spoke to the amendment brought forward by Prince William County. He thanked Mr. Lewis and MDOT for providing the opportunity to propose this language. He said he was speaking from his perspective as a Prince William County supervisor and as chairman of the Northern Virginia Transportation Authority, which in some ways is a body similar to the TPB. Regarding NVTA, he said that Virginia state law provides a set of voting rules and quorum rules and standards for who shall and shall not represent jurisdictions, and those rules were established with the very clear intent of the General Assembly to say that it was their expectation that at the NVTA level jurisdictions "must be represented by their chief elected official, the mayor or the chair, or his elected official designee." While the TPB is different, he said that from a Virginia perspective it is important that when individuals are acting on behalf of their locality it must be clear that they are acting on behalf of that elected body, and that is why this amendment is needed. Citing the example of the City of Frederick and himself, he noted the long distances that board participants must travel. He said that as the region grows, it will become necessary to become more flexible. He said it is very important to clearly define the rules for participation so that in the future board members do not find themselves quibbling over who can sit at the TPB table. He asked that MDOT incorporate the Prince William Amendment into their motion.

Mr. Lewis said it was not his intention to submit an amendment to deal with an issue that is related to Virginia. He said that MDOT is preparing to go through a federal review of its MPO oversight activities, and from past reviews, he said that MDOT staff know that accountability is an issue that the federal agencies look at. He said he fully agreed on the importance of the issues before the TPB and therefore is essential to partner with the District of Columbia and jurisdictions in Virginia. He said there is a need to ensure that the board's bylaws ensure accountability back to elected officials. He said he would entertain the amendment brought to the floor by Prince William County, which he asked Mr. Nohe to read.

Reading from a blue-sheeted handout, Mr. Nohe said the amendment would change the motion to read as follows: "Designated alternative representatives of the local government representatives must be appointed by their local governing body. If the designated alternative representative is not an elected official or an employee of the participating jurisdiction's government, then the participating jurisdiction's governing body must authorize a resolution appointing the external candidate, based on his/her qualifications and experience, to adequately represent the jurisdiction as an alternative representative."

Chairman Newton noted, for the record, that Mr. Nohe had misread two words in his amendment: 1) the word "alternate" should be used instead of "alternative" and 2) the word "expertise" should be used instead of "experience." Mr. Nohe's amendment, as distributed in written form, was correct.

Mr. Nohe said that for the record, the language that the chairman acknowledged was the intended

language.

A motion was made to approve the amendment to the amendment proposed by Prince William County. The motion was seconded.

Mr. Lovain noted that this would be a significant change for the TPB. He said that this would open up the possibility of significant private citizen participation in the board. He said, however, that he did appreciate the fact that Prince William County phrased the language in a careful way to make sure that those private citizens who serve as alternates have qualifications and expertise to serve.

Chairman Newton noted that the language also called for alternate members to have the formal backing of the jurisdictions they represent.

As a technical correction, Mr. Zimbabwe noted that Subsection C in the bylaws, which is referenced in the amendment, indicates that one of the TPB members is the Department of Public Works. He said this should be changed to the District Department of Transportation. He said that this year will mark the 15th anniversary of DDOT. He moved inclusion of this change. The motion was seconded.

The amendment to amend the bylaws, incorporating the changes proposed by Mr. Nohe and Mr. Zimbabwe, was approved in a voice vote. Ms. Gaines, participating on the telephone, indicated her vote was "aye."

Chairman Newton expressed appreciation for the serious consideration given to this issue.

8. APPROVAL TO AMEND THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO INCLUDE PROJECT AND FUNDING UPDATES FOR FY 2018 IN ORDER TO MATCH THE UPDATED WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY FY 2018 CAPITAL BUDGET

Mr. Kannan requested that the board move forward with Resolution R-11-2017 which sought the board's approval to modify the FY 2017-22 TIP so that it would reflect WMATA's FY 2018 capital budget. The increase would reflect the availability of federal, state, and local funds including the local match for these federal funds. He explained that the funds were not new funds and would not affect the CLRP. He also explained that this step would be needed to submit a grant application to FTA in March. He explained that the additional funds would help with the accelerated schedule of the new 7000 series rail cars and speeding up maintenance, repairs, and upgrades to the tracks.

A motion was made to approve the resolution. The motion was seconded.

A question was asked seeking clarification about where the money was coming from.

Mr. Kannan explained that this was not new money and that this was for capital needs and not connected to the operating budget.

The board approved Resolution R-11-2017 unanimously.

9. DISCUSSION ON WMATA'S PROPOSED 2018 BUDGET

Ms. Sullivan provided a presentation on WMATA's proposed 2018 operating budget. She explained that the board had asked her present the budget proposal from a regional perspective. She also explained that there had been numerous presentations throughout the region and opportunities for public participation. She explained that the budget is a reality check and that the agency has eliminated jobs and proposed to eliminate more. She also explained that there has been a reduction in ridership but that the agency is looking at enhancing advertising, fare enforcement and fare increases to fill the gap. She noted that the full presentation was available in the packets.

Mr. Allen asked if there were any increases in parking fees.

Ms. Sullivan said that there were.

Mr. Allen explained that he was most concerned about equity issues and that there was such a disparity between proposed increase in fares for the bus versus the train.

Ms. Sullivan said that the agency had received those comments from the public and that it was a top issue. She said she appreciated the feedback.

Ms. Hudgins noted that rail passengers have faced greater burdens because of SafeTrack work. She asked what the agency was planning to do to win those riders back.

Ms. Smyth said she has heard from constituents who were most worried about bus routes that were slated to be cut.

Mr. Herling noted his appreciation that when cuts are considered that alternate routes are thought through and presented by WMATA so that areas are not adversely impacted.

Mr. Zimbabwe spoke to the need to think about the long-term needs for the region. He said that the board should think about the financial planning process and how to strengthen WMATA to be more financially sound. He said that the trends should be troubling and he noted that WMATA has some hard work to do but that he appreciated the thoughtful presentation.

Ms. Glaros talked about how sensitive customers are to fare increases. She asked about the ridership data in relation to past fare increases. She specifically mentioned longer rides that also cost more. She also highlighted development projects near Metro stations in College Park and New Carrollton that will bring jobs but at the same time, she noted, service is being cut back. She said that because of cost and infrequency of service, she and others mostly drive on weekends and do not take Metro.

Ms. Sullivan said she would be happy to share historical data on ridership and to talk a little more another time about the historic points.

Mr. Kannan said that no one should be surprised by these numbers. He said that all of the rebuilding work that Metro has been doing was deferred for a long time. He noted that ridership began to decline when weekend track work began in 2010 and these disruptions are a fact of maintaining the system. He also said that he hopes the discussion of the long-range plan takes into account maintenance so that there can be more reliable service in the future.

Mr. Harris asked about the price elasticity of demand and if WMATA looked at how price sensitive riders would be to fare increases.

Mr. Kannan answered that Metro hired an outside firm to do that work. They found that right now the ridership is relatively price-inelastic meaning those who ride Metro likely have few other options. He said that WMATA's bus fares are among the lowest in the nation. He also said that the distance-based fares on rail allow customers to pay fares that are still below comparable commuter rail fares in the nation.

Mr. Erenrich talked about parts of Montgomery County with no rail or bus service. He specifically talked about the rail turn back at Grovesnor and mentioned the development at White Flint. He asked about different kinds of trade-offs like preventative maintenance and double counting train parts.

Ms. Sullivan answered that the budget has now gone to the WMATA board, that it has been discussed and gone through public comment. She also said that there has been a deliberative process with board workshops and public participation and she was sure that the board is considering all alternatives.

Ms. Newton asked about wage increases and had heard there would be consideration of a 3 percent increase for the union.

Ms. Sullivan said that there are no funds in the proposed budget for wage increases and that WMATA is still in negotiations with the union.

Ms. Newton asked about a flat fare.

Mr. Kannan explained that the question of a flat fare comes up now and then and that it is good to bring it up. He said that Metro leaders often see flaws in a flat fare even though it seems simple. He also said that Metro is part subway system and part commuter rail which serve different needs in different parts of the system which has some implications on a flat fare system. He said that most modern transit companies are moving towards a distance-based fare system.

Ms. Sullivan explained that they have looked at products like the university pass and passes for students and different fare products as ways to bring in more riders.

Ms. Hudgins said that it was important to look at the question of how to really fund the system to bring people back. She said that they could not offer a service that is not reliable and assume that ridership could be maintained. She said that there is a bigger conversation with the jurisdictions about how to fund the system and how to make it sustainable.

Ms. Newton asked if there could be chances in the future for more in-depth discussions with WMATA.

Mr. Srikanth said that they could work with WMATA on when the right time would be for a longer-term perspective and said that perhaps as part of the 2018 CLRP Update activities.

INFORMATION ITEMS

10. LONG-RANGE PLAN TASK FORCE BRIEFING

Chairman Newton introduced Item 10 by saying that the draft resolution presented to the board was a work product of the chairs, in an attempt to be inclusive of all the different constituents while still maintaining a bold stance. She asked if Mr. Srikanth or Ms. Erickson from staff had anything to add.

Mr. Srikanth said that the objective was to create an agreed-upon framework for the Task Force's activities to be formally adopted in March by the board, which will allow staff to move forward with work.

Mr. Meyer expressed concern about waiting one more month and stated that he felt the draft resolution set an aggressive path for moving forward. He asked Mr. Srikanth if staff would be interpreting actions to be taken from the "therefore" clauses. Mr. Srikanth confirmed this. Mr. Meyer acknowledged Mr. Srikanth's response and then stated his belief that the resolution was a compromise document by including polices as well as game-changing projects. He emphasized his interest in identifying game-changing projects and that the timeline is aggressive in an attempt to get ready for potential federal funding. He also expressed that cross-jurisdictional projects are important to explore and as a regional body the TPB should be working across jurisdictions. He stated his hope for the task force to start meeting next month.

Chairman Newton clarified that there were two documents before the board: one which was the draft resolution written by the chairs and one which was written by former CAC member Gary Hodge. She then invited Mr. Hodge to address the board to explain his draft resolution.

Mr. Hodge explained the element of his document which called for game-changing projects to advocate for to the federal government.

Mr. Schwartz expressed concern about "putting the cart before the horse" in terms of identifying expensive game-changing projects. He stated that he liked that the chairs' proposal balanced the importance of looking at policy solutions and program solutions which could be lower cost than some projects. He noted that projects should definitely still be considered, but that some programs, such as telecommuting, have gotten less focus in the recent past compared to projects.

Mr. Allen said he wanted clarification as to which document the board was working from. Chairman Newton stated that they were working off the document which was posted as Item 10.

Mr. Kannan stated he was satisfied that the document serves as a compromise. He noted that he would like the resolution to call on the board to create a long-range plan, which it did not.

Mr. Wolfe said it was important for the board to determine what “long-term” means. He also stated that he would like the resolution to call for a “limited number of high-impact projects” instead of specifying the number of projects. He also recommended changing the date from November to December 31.

Mr. Meyer moved that the Transportation Planning Board adopt a resolution establishing the mission and tasks for Phase II of the Long-Range Plan Task Force, labeled TPB R-12-2017, Item 10. The motion was seconded.

Mr. Nohe stated that there should be a direct reference from Charge 5 to Charge 7, just as there is from Charge 4 to Charge 7. He stated that by making this connection, the work produced under Charge 5 would directly inform the projects, policies and programs being chosen, which would make the charge more specific. He also stated that by connecting Charge 5 to Charge 7, it would make it so that Charge 7 was not only driven by performance measures. He also referenced Mr. Kannan’s statement about developing a long-range plan, and stated that he wanted to make sure there was staff and money to do so.

Mr. Meyer suggested the following in order to amend the resolution in line with what Mr. Nohe had stated: eliminate the first phrase in Number 5 from "charges" to "plans," retain the dashes, attach those dashes to Charge 4, so that Charge 4 would read "Charges the Task Force and staff to develop performance metrics that can be used to achieve the projects, policies, and programs as described in Number 7 below, (and this is where it jumps to 5) – including in the areas of performance measures, project evaluation and selection, and scenario analysis that have been developed by the MPOs."

Mr. Nohe stated that he accepted Mr. Meyer’s suggestion. He also noted that NVTA is engaged in similar work to what the TPB is working on.

Mr. Emerine stated that he had no objection to Charges 4 and 5 being combined. He also stated that a particularly valuable task in this work is the presentation of information from peer MPOs from around the country, because much good work has already been done.

Mr. Erenrich moved to add another charge before Charge 8, which would say: "Charge the task force with identifying sources of funding and financing strategies to advance these regionally significant projects." He stated his reasoning was to explicitly mentioning funding, whereas before it had only been implied.

Chairman Newton responded to Mr. Erenrich saying that the topic had come up before and that there had been concern about things being removed from the CLRP if funding sources were to be discussed.

Mr. Erenrich responded to Chairman Newton, adding that a discussion of funding may result in a large project being substituted for another large project.

Mr. Allen asked to clarify what Mr. Erenrich had proposed, asking if the amendment would make it so that projects which were reviewed by the Task Force would need to have funding already identified.

Mr. Erenrich responded to Mr. Allen, saying that it had not been his intent. He stated that knowing the costs of potential projects in the context of the already-funded program would be helpful.

Mr. Meyer made a point of order: if Mr. Erenrich had moved to amend the resolution, it would need to be seconded. The amendment was then seconded.

Mr. Lovain suggested that Mr. Erenrich change his amendment to say “possible sources of funding.” He also noted his support for retaining the language in the text calling for the identification of “6 to 10 projects.”

Mr. Erenrich accepted Mr. Lovain's suggestion as a friendly amendment.

Mr. Meyer noted that he would not take Mr. Erenrich's amendment as friendly because the CLRP is financially constrained and the Long-Range Plan Task Force has the opportunity to look beyond the CLRP at unfunded projects.

Mr. Groth stated that he would like these activities to be focused on identifying the unfunded projects, since the CLRP already involves funded projects. He also referenced Mr. Hodge's draft proposal and said that he liked it because it aims to hold the board accountable to regional priorities and lays out a path to work towards them. He wanted to incorporate the sixth charge from Mr. Hodge's draft proposal into the proposal on the table because it mentions "game-changing" projects.

Chairman Newton made a point of order, noting that Mr. Groth could not introduce a new amendment until Mr. Erenrich's proposed amendment had been settled.

A question was asked as to whether the previous amendment which involved combining Charges 4 and 5 had been passed. Chairman Newton stated that it had been accepted as a friendly amendment.

Mr. Harris stated that he would like the Task Force to address potential funding sources, rather than mandating that funding sources must be identified.

Mr. Lewis attempted to introduce another amendment in the "Whereas" clauses and Chairman Newton asked him to wait until the amendment on the floor was finished.

Mr. Snyder recommended changing Mr. Erenrich's amendment to say "projects, policies or programs," to parallel what is described in Charge 7.

Mr. Erenrich accepted Mr. Snyder's suggestion as a friendly amendment.

Mr. Kannan asked Mr. Erenrich if he would consider using the term "recommend" or "suggest" instead of "identify," so that the activities in the unconstrained element are clearly separate from the financially constrained element.

Mr. Erenrich accepted Mr. Kannan's suggestion as a friendly amendment.

Chairman Newton asked if there was any further discussion on the amendment and called for a vote. The amendment passed by a voice vote, with no one opposing and no abstentions.

Mr. Kannan introduced a new amendment which would add "constructing a long-range transportation plan" into Charge 7, after the word "of" in the original charge. The proposed amendment was seconded.

Mr. Meyer accepted Mr. Kannan's amendment as friendly.

Mr. Wolfe proposed two amendments: 1) to change Charge 7 language from the limitation of "six to ten projects" to say "a limited number of projects", and, 2) to change the date from November to December 31 for the completion of all the activities. The amendments were seconded.

Mr. Meyer did not accept the amendments as friendly.

Chairman Newton opened the discussion on the amendments by saying the "six to ten" limit was written by the chairs in an attempt to constrain the discussion of the Task Force. She also said she would be fine with the date change, but that the chairs wanted to work within deadlines that staff are under.

Mr. Srikanth noted that whether the date is November or December, it would be almost impossible to complete all the tasks as described, due to limitations of staff time, funding to pay for staff time, and funding for consultant assistance. He suggested that the language for the final deadline at the end of the year call for "the first set of results."

Mr. Malouff recommended that the word "approximately" be inserted before "six to ten."

Mr. Meyer takes the “approximately” recommendation as a friendly amendment and also took the date change to December 31 as a friendly amendment.

Mr. Martin noted that the proposed amendment has no reference to public participation, and thought it could fit into the Charge 4/5 revision or Charge 7/8.

Chairman Newton responded to Mr. Martin saying that Charge 1 requires participation in the Task Force by a member of the Citizen’s Advisory Committee as well as the Access for All Committee. She said those representatives would be the “spokes of the wheel” for outreach.

Mr. Martin replied to Chairman Newton, saying that it will be great to be included in the Task Force but that it would also be great to reference public participation more directly in the resolution.

Mr. Groth noted that he was reading Mr. Hodge’s document and the proposal on the table and was trying to determine a way to incorporate the “game-changing” projects piece from the former into the latter, but that he did not have an amendment at that moment.

Mr. Malouff noted that the proposal on the table did refer to “significantly better progress” which sounded to him like “game-changing,” and he said that perhaps the wording could be changed.

Chairman Newton stated she thinks the “game-changing” project task is different from the Task Force’s regional project identification.

Mr. Meyer stated that he believes identifying the “game-changing” projects as described in the sixth charge in Mr. Hodge’s document could be added to the charges of the Task Force, and he suggested amending the proposal on the table to include the sixth item from Mr. Hodge’s document. He and other board members discussed the numbering of the charges, because previous amendments had changed the numbering, and the discussion was unclear as to what this new proposed amendment would be numbered.

Mr. Schwartz explained that he took issue with the sixth item from Mr. Hodge’s document because it charges the Task Force with its first priority as identifying a limited number of regional high-impact projects. He disagreed with that being the first priority, and instead suggested the first priority should be setting measurable goals. He recalled language from the “whereas” clauses which refer to the regional goals and vision, and stated some of these are not definable by metrics. He stated his preference for the first priority of the Task Force to identify measurable goals in the areas of congestion, mobility, access and equality, before the Task Force begins to look at specific projects, programs and policies.

Mr. Emerine stated that his understanding was that the task at hand was to develop a long-range plan and not to develop a quick-turnaround funding package submission. He stated concern that chasing dollars which do not yet have a scope and have potential strings attached would change the focus of the board. He urged the TPB to consider the opportunity to create a sound long-range plan that charts a direction for the region, and not to let the scope of this task force be swallowed by short-range funding opportunities.

Mr. Kannan stated that if the TPB does wish to put together a package of projects for potential federal funding, that it should be a separate activity. He also expressed concern with the sixth item from Mr. Hodge’s document, in that it reminded him of the CLRP as it already functions, with jurisdictions submitting their own projects.

Mr. Snyder echoed previous comments opposing Mr. Groth’s amendment, saying that it would push too far in one direction and that he would prefer for the Task Force to have more flexibility, and that potential funding sources will be discussed anyway.

Mr. Groth withdrew his amendment as a result of the discussion, and stated that he hopes the discussion will remain in the forefront of everyone’s mind.

Mr. Lewis proposed an amendment which would add footnotes which would identify the sources of the figures to the “whereas” clause at the top of page 2 of the proposed resolution.

Mr. Meyer accepted Mr. Lewis’ request for footnotes as a friendly amendment.

Mr. Schwartz proposed an amendment to add a charge which would say, “Charges the task force and the staff with identifying measurable goals consistent with the TPB's prior vision documents, in the areas of congestion, mobility, access, and equity.” He noted that this could be added to Charge 4 which discusses performance metrics, so that the measurable goals would be established and then measured by the metrics. The motion to amend was seconded.

Mr. Snyder emphasized that there are other regional goals which were not mentioned by Mr. Schwartz and which are not mentioned in the proposed resolution, such as safety and air quality. He opposed mentioning specific goals, as Mr. Schwartz’s amendment would do, because the resolution was not meant to be an inclusive list of all the TPB’s goals.

Mr. Schwartz recognized Mr. Snyder’s point, and changed his amendment to add language to Charge 4 instead of creating a new charge. His revised amendment would be to add “measurable goals and” before the mention of performance metrics in Charge 4. The amendment as revised was seconded.

Mr. Meyer accepted the amendment as friendly.

A motion was made to call the question and this motion was seconded.

Mr. Srikanth asked to make a technical correction to the resolution before the board formally adopted it. He noted that in the “whereas” clause which references past performance analyses of the CLRP, the figure which stated that transit ridership would decrease by 51,000 was incorrect. He noted that the performance analysis of the 2016 CLRP showed that between now and 2040, transit ridership would increase by about 32%, which is approximately 350,000 additional trips.

Mr. Lewis stated that his amendment requesting footnotes was intended to address the statistics in that “whereas” clause, in order to make sure the statistics were correct.

Chairman Newton asked for clarification and Mr. Srikanth said the only statistic which was incorrect was the transit ridership one.

Mr. Kannan asked Mr. Srikanth if he thought the 51,000 figure was the transit cap in the out year, meaning the additional transit ridership which could be added to existing forecast growth, if the transit constraint was removed from the model.

Mr. Srikanth confirmed that he believes that is likely where that figure came from, although he could not be certain since he did not write the resolution and could not mean to speak for those who did.

Mr. Meyer proposed to remove the statistic referring to transit ridership. There was verbal agreement to accept this proposal.

Ms. Hamilton asked if the board would be voting to adopt the amendments, and if the resolution as a whole would be voted on presently or if it would come back to the board the next month for a final vote.

Chairman Newton responded that the board would be acting on the resolution on the floor today.

Ms. Hudgins stated that the discussion had been good but that it was difficult to vote on the resolution at that time because board members did not have an updated version in front of them.

Chairman Newton expressed concern that by not voting on the resolution today, another month would be lost.

A comment was made that it would be beneficial to board members to be able to review the changes so they could better understand what they are voting on.

Mr. Harris suggested tentatively scheduling the first meeting of the Task Force for after the next TPB meeting so that the vote could occur at the meeting and then follow it up with the Task Force meeting.

Chairman Newton stated that she agreed with Mr. Harris' suggestion to tentatively schedule the first meeting of the Task Force for after the next TPB meeting.

Mr. Meyer said that he took the amendment as friendly to move the vote on the proposed amendment to March with the intent of holding the first Task Force meeting after the TPB meeting.

Mr. Herling said that the Task Force should meet before the TPB meeting.

Mr. Harris said that the Task Force could not meet if it had not yet been created by the resolution.

Chairman Newton stated that the motion on the floor was to move the action on the proposed resolution to the March TPB meeting, to be immediately followed by the Task Force meeting. The motion was seconded.

A voice vote was taken with a majority in favor, with two opposed, and no abstentions. The motion carried.

Mr. Snyder expressed that he would like his vote to be recorded as "no," for the reason that he believed the board was ready to act at the present and did not.

11. BRIEFING ON THE DRAFT FY 2018 UNIFIED PLANNING WORK PROGRAM (UPWP)

Chairman Newton asked Mr. Srikanth if she needed to move to skip the rest of the agenda items for the day or if she should just adjourn.

Mr. Srikanth responded that he would like to say a few quick things. He stated that the remaining items were informational and in draft form, intended to solicit comments. He described the first one, which was the information on the draft FY 2018 Unified Planning Work Program (UPWP).

12. BRIEFING ON THE DRAFT FY 2018 COMMUTER CONNECTIONS WORK PROGRAM (CCWP)

Mr. Srikanth also made note of the briefing material regarding the FY 2018 Commuter Connections Work Program.

Mr. Srikanth said that for both the UPWP and CCWP, 30-day public comment periods were already underway and that staff would present final versions of the UPWP and the CCWP at the next board meeting. He requested that if any TPB members had comments, they should submit them soon so that approval of these documents might be action items in March.

13. NOTICE TO AMEND THE FY 2017-2022 (TIP) TO INCLUDE PROJECT AND FUNDING UPDATES FOR THE NORTHERN VIRGINIA SECTION OF THE TIP, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)

Mr. Srikanth stated that the last item was a notice item about VDOT's request to update the TIP, which was described in the materials as part of the mailout, for which the public would be notified, and which the TPB would take action on in March. He told the board if they have any questions to please contact him.

14. ADJOURN

Chairman Newton adjourned the meeting at 2:37 p.m.

Meeting Highlights: TPB Technical Committee March 2017

March 9, 2017

The Technical Committee met on March 3, 2017 in the Ronald F. Kirby Training Center at COG. The following items were reviewed for inclusion on the TPB's March agenda:

- **TPB agenda item 8**

The committee was briefed on the FY 2018 Unified Planning Work Program (UPWP), which was presented to the TPB in draft form in February. The board will be asked to approve it at its March 15 meeting.

- **TPB agenda item 9**

The committee was briefed on the FY 2018 Commuter Connections Work Program (CCWP), which was presented to the TPB in draft form in February. The board will be asked to approve it at its March 15 meeting. Staff mentioned that local jurisdiction commuter data from the 2016 State of the Commute Survey is now available.

- **TPB agenda item 10**

The committee was briefed on the map for the proposed enhancements to the Title VI/Environmental Justice analysis of the CLRP. Staff explained that in Phase 1 of the proposed enhancements, they have identified "Equity Emphasis Areas" which are geographic areas with high concentrations of low-income and/or minority populations. The board was briefed on the methodology and map in December and in January, the board asked TPB staff to reexamine the methodology. The board will be asked to endorse the Equity Emphasis Areas at its March 15 meeting for use in analyzing the 2016 CLRP for disproportionately high and adverse impacts on low-income and minority populations.

- **TPB agenda item 11**

TPB staff provided a brief status report on the Long-Range Plan Task Force. Staff said the board is working on a proposal to formally establish the task force. The draft resolution includes the changes that were discussed at the February 15, 2017 board meeting. This resolution will be considered for adoption at the March 15, 2017 meeting. The committee discussed the tasks and schedule associated with the resolution.

- **TPB agenda item 13**

MDOT staff briefed the committee on a proposal to amend the FY 2017-2022 TIP to add the Governor Harry W. Nice Bridge improvement project. This project is already included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment. On March 3, 2017, the Steering Committee reviewed the amendment and recommended approval by the full TPB.

- **TPB agenda item 12**

VDOT staff briefed the committee on an upcoming notice of proposed amendments to the FY 2017-2022 TIP and the 2016 CLRP. VDOT has requested that the TPB initiate the process for these amendments to include updates related to funding and project details for projects in Northern Virginia. VDOT staff described these projects to the committee.

- **TPB agenda item 14**

Staff briefed the committee on an upcoming notice of a proposed draft scope of work for an air quality conformity assessment for an amendment to the 2016 CLRP amendment. As described in the previous item, VDOT has requested an amendment to include projects in CLRP. The inclusion of these projects requires an air quality conformity assessment. Following a public comment period which ends on April 8, 2017, the board will be asked to approve the project submissions and the air quality conformity analysis scope of work for a CLRP and TIP amendment at the April 19, 2017 meeting. The draft conformity results are scheduled to be released for public comment on July 13, 2017 and the TPB is scheduled to adopt the CLRP and TIP amendment and conformity analysis at its September 20, 2017 meeting.

The following item were presented for information and discussion:

- **2018 Quadrennial Update of the Long-Range Plan**

The 2018 Long-Range Plan must be approved by the TPB by October 2018 in order to meet federal requirements. The committee was briefed on the proposed schedule and various components of the Long-Range Plan, including the financial element and the proposed public outreach efforts.

- **Transit Asset Management Initial Performance Targets for 2017 – WMATA**

One of the performance areas established by the federal agencies is Transit Assets. This requirement is applicable to all agencies that operate transit service and the agency or its jurisdictions receive federal transit funds. The committee was briefed on WMATA's targets for 2017.

- **Street Smart Update**

Staff provided an update on the Street Smart Safety Campaign.

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE – February 3, 2017**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings
DCOP Dan Emerine

MARYLAND

Charles County -----
Frederick County -----
City of Frederick Timothy Davis
Gaithersburg -----
Montgomery County Gary Erenrich
Prince George's County Anthony Foster
Rockville -----
M-NCPPC
Montgomery County -----
Prince George's County -----
MDOT Tyson Byrne
Kari Snyder
Takoma Park -----

VIRGINIA

Alexandria Pierre Holloman
Arlington County Dan Malouff
City of Fairfax -----
Fairfax County Mike Lake
Malcolm Watson
Falls Church -----
Fauquier County -----
Loudoun County Robert Brown
Manassas -----
NVTA Sree Nampoothiri
NVTC Patricia Happ
Prince William County James Davenport
PRTC -----
VRE Christine Hoeffner
VDOT Norman Whitaker
Regina Moore
VDRPT Tim Roseboom
NVPDC -----
VDOA -----

WMATA

Allison Davis

FEDERAL/REGIONAL

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

COG STAFF

Kanti Srikanth, DTP
Lyn Erickson, DTP
Ron Milone, DTP
Andrew Meese, DTP
Nicholas Ramfos, DTP
Andrew Austin, DTP
Bill Bacon, DTP
Anant Choudhary, DTP
Michael Farrell, DTP
Ben Hampton, DTP
Charlene Howard, DTP
Ken Joh, DTP
Wendy Klancher, DTP
Arianna Koudounas, DTP
Jessica Mirr, DTP
Mark Moran, DTP
Jane Posey, DTP
Eric Randall, DTP
Sergio Ritacco, DTP
Rich Roisman, DTP
Jon Schermann, DTP
Daivamani Sivasailam, DTP
John Swanson, DTP
Dusan Vuksan, DTP
Lori Zeller, DTP
Abigail Zenner, DTP
Nicole McCall, DCPS

OTHER

Alex Brun, MDE
Andrea Burnside, WMATA
William Pines, MdTA
Meredith Hill, MDOT
Bill Orleans

**TPB CITIZENS ADVISORY COMMITTEE
MONTHLY REPORT**

March 15, 2017

Jeremy Martin, Chairman

At its meeting on March 8, the CAC hosted Chairman Bridget Newton to discuss the year ahead and the Long-Range Plan Task Force. The committee also received an update on the planned public involvement related to the 2018 Long Range Transportation Plan and a briefing on the Title VI/Environmental Justice analysis of the TPB's Constrained Long-Range Plan.

VISIT FROM THE TPB CHAIRMAN

TPB Chairman Bridget Newton spoke with the committee about the coming year and specifically about the Long-Range Plan Task Force. She thanked the CAC members for their service and noted how important public involvement is.

Most of the committee's conversation with Chairman Newton focused on the Long-Range Plan Task Force. She said she wanted this group to engage in true regional thinking and by the end of the year, identify a list of 6-10 priority projects, program, or policies that could make a major difference in our collective future. Mayor Newton explained that the board is interested in hearing from the CAC -- whether they participate in the task force itself, or send letters or emails or communicate in some other way.

Focusing on the Long-Range Plan Task Force, committee comments and questions included the following:

- ***What about funding?*** Committee members asked if the task force would consider the likely availability of funding in selecting unfunded priorities. Mayor Newton said that staff would conduct research on possible funding sources, but she emphasized that she did not want funding constraints to limit the task force's ability to think creatively about bold solutions.
- ***How will land use considerations be included?*** Mayor Newton noted the important role that COG's Activity Centers play in the TPB's previous planning activities and policies. She said that the task force may well look at potential land-use changes as a "policy" option in its analysis, but she cautioned that the final product of the task force's work will not "dictate" land-use policies to local governments.
- ***What will be the role of performance measurement in selecting priorities?*** Members spoke in favor of showing how changes in the long-range plan could make real differences in people's lives. They also discussed the fact that the establishment of different measures could impact the types of projects that get highlighted or chosen. One member suggested that moving people, rather than moving cars, needs to be measured. Another emphasized that data must be used to identify which projects to pursue. Mayor Newton agreed that it will be important for the task force to consider how we measure success. For example, she noted that reducing congestion is clearly a major challenge, but she cautioned that would not want performance metrics to be established that would be biased toward additional road capacity as the answer to that challenge.

- **What will be the source of projects for consideration by the task force?** In particular, a CAC member asked if the inventory of projects used for the TPB's recent All-Build Scenario analysis would be used to identify candidate projects. Mayor Newton said the All-Build inventory is an important resource, but she hoped that participants in the process would not be limited to that list. She emphasized she was interested in bold, new ideas.
- **Will the task force's work be used to identify projects for future federal infrastructure funding?** Mayor Newton said that this was one potential purpose for these activities.
- **Who is on the task force and how will it function?** Mayor Newton said that all TPB members were invited to be on the task force. She said that the draft resolution regarding the task force indicated that the group would include CAC representation. However, participants at the meeting noted that the resolution did not specify how many CAC members would be on task force. The committee asked for clarification on this point.

UPDATE AND DISCUSSION ON PLANNED PUBLIC INVOLVEMENT ACTIVITIES RELATED TO THE 2018 LONG-RANGE TRANSPORTATION PLAN

John Swanson provided an update on a staff proposal for public involvement related to the 2018 Long-Range Transportation Plan. He said this work would be designed to inform residents about regional policies, trends (including growth and funding), and transportation projects that are currently planned to address our challenges. He said the outreach would receive input from the public about their preferences regarding transportation policies and strategies. He explained that these outreach activities would be happening in parallel to the work of the Long-Range Plan Task Force, and therefore, the outreach activities would not be specifically designed to get public input on unfunded projects, programs, and policies.

Discussion focused on the following topics:

- **Why will the TPB conduct public outreach for its long-range plan that is not tied to the work of the Long-Range Plan Task Force?** Committee members said that the public would be most interested in the work the task force will be doing and that public involvement would be most meaningful if it informed the process of identifying unfunded projects, programs, and policies. Members emphasized that the public would be most interested and engaged in a process to shape the TPB's vision of the future. They noted that in past years, the committee pushed the TPB to focus on unfunded projects precisely because they wanted the public to have a chance to weigh in on decisions that have yet to be made. Mr. Srikanth explained that the proposed outreach was part of a federally required update to the Long-Range Plan that is due in 2018, and staff wanted to conduct outreach in the immediate future before the Call for Projects is issued in the fall.
- **Whom will the outreach target?** Members noted that much of the outreach for the Regional Transportation Priorities Plan was essentially public opinion research using surveys and focus groups in which paid participants were selected to provide a representative sample of the region. Members said they hoped this round of public outreach would include more "democratic" activities, allowing for open and voluntary participation. Mr. Swanson said that staff is considering and would like to conduct both types of outreach – representative opinion research as well as more open forms of involvement.

UPDATE ON THE TITLE VI/ENVIRONMENTAL JUSTICE ANALYSIS OF THE TPB'S CONSTRAINED LONG-RANGE PLAN

Wendy Klancher provided an update on Phase 1 of the proposed enhancements to the Title VI/Environmental Justice analysis of the Constrained Long-Range Plan. Committee members were most interested in what kinds of analysis will be done using the Equity Emphasis Areas.

Committee members have also expressed interest in equity issues. They said they are interested in exploring more ways to get involved by working with the Access For All Committee. One suggestion was to plan a joint meeting of the CAC and AFA in the future.

OTHER DISCUSSION

- Lyn Erickson reviewed the agenda for the June TPB meeting.
- Jeremy Martin announced the 2017 Vice Chairmen: Robyn Jackson from the District of Columbia and Robert Jackson from Virginia

ATTENDEES

MEMBERS PRESENT	ALTERNATES	TPB STAFF AND GUESTS
Jeremy Martin, Chairman	Paul Angelone	Abigail Zenner, staff
Robyn Jackson, Vice-Chairman	Anna Ray	John Swanson, staff
Robert Jackson, Vice-Chairman	Jessica Smith	Kanti Srikanth, staff
Katherine Kortum	Ronit Dancis	Lyn Erickson, staff
Nancy Abeles	Veronica Lowe	Lamont Cobb, staff
Emmet Tydings	Daniel Papiernik	Bill Orleans
Era Pandya		
Lorena Rios		
Stephen Still		

ACCESS FOR ALL ADVISORY COMMITTEE REPORT

February 23, 2017

Charles Allen, Chairman, TPB First Vice Chairman

On Thursday, February 23, the Access for All Advisory Committee held its first meeting in 2017. The AFA meets approximately five times a year, and was recently reconstituted with members that represent low-income communities, minority communities, persons with disabilities, those with limited English Skills and older adults. The AFA also has ex-officio members representing transportation, transit and human service governmental agencies. The AFA is charged with:

- Advising the TPB on issues and services important to traditionally-underserved communities; and
- Providing input on the TPB's Coordinated Human Services Transportation Plan which guides COG/TPB's implementation of the Section 5310 Enhanced Mobility grant program.

UPDATE ON TPB-FUNDED JARC, NEW FREEDOM AND ENHANCED MOBILITY GRANT PROJECTS

Ms. Winchell-Mendy of the TPB staff provided a brief update on the status of projects previously funded through the TPB's Federal Transit Administration (FTA) Job Access and Reverse Commute (JARC) and New Freedom programs and the new Section 5310 Enhanced Mobility program.

- COG/ TPB funded 59 JARC and New Freedom projects, totaling more than \$22 million.
- 14 projects are still operating; 7 will be complete this year and 7 will be complete by 2019.
- COG/TPB has funded 32 Enhanced Mobility projects, which includes over 90 vehicles for specialized transportation providers.

The AFA will be providing input on priority projects for next solicitation for FTA Enhanced Mobility grant applications scheduled to occur between August and October 2017. Approximately \$5 million will be available in matching federal grants for eligible transportation projects in this solicitation.

Committee members expressed support for the continuation of the Reach-a-Ride website and call center that provides information on specialized transportation information in the region.

PRESENTATION ON THE NORTHERN VIRGINIA MOBILITY ACCESS PROJECT

Ms. Susan Shaw from the Fairfax County Department of Neighborhood and Community Services provided an overview of the Northern Virginia Mobility Access Project (NVMAP) which is funded by COG/TPB New Freedom and Enhanced Mobility grants totaling approximately \$500,000 including the matching funds. This project is led by Fairfax County but includes the City of Alexandria, and Arlington and Loudoun Counties. The goal is to promote collaboration among Northern Virginia localities to reduce barriers to access transportation services for older adults and people with disabilities. This project is a good example of the multijurisdictional projects called for in the TPB's Coordinated Human Service Transportation Plan.

Committee members asked about transportation services for people who have temporary disabilities, the appropriateness of non-profits partnering with TNC's such as Uber and Lyft if these companies are unable to serve all people with disabilities, and the source of funds for Fairfax County non-profits to provide transportation services.

UPDATE ON WMATA'S BUDGET PROPOSAL FOR FY2018

Mr. Christiaan Blake from WMATA told the committee that the decisions for the FY2018 fare and service changes are being considered by the WMATA Board and that given the financial challenges Metro is facing, the FY2018 budget includes the possibility of fare increases (fares were raised three years ago), Metrorail and Metrobus service cuts, additional funding from jurisdictions and internal cuts in WMATA staff and management. Mr. Blake stated that WMATA staff has conducted a public participation process and will be presenting the results of a Title VI analysis of the impacts of the changes on low-income and minority populations to the WMATA board. The WMATA board will begin steps towards a decision on March 9.

Wendy Klancher from the COG/TPB staff provided a summary of the letter that was sent to the WMATA Board from the TPB Chairman with the concerns from the AFA committee about the proposed fare and service changes in WMATA's FY2018 budget and the negative impacts these changes would have on transit-dependent populations.

Chairman Allen noted the proposed disproportionate increase in bus versus rail fares (a 10 cent increase in Metrorail fares but a 25 cent increase in Metrobus fares) and expressed concerns for bus riders who do not have the ability to pay a higher fare.

Committee members asked about other ways to raise transportation revenues for Metro, such as from development around Metrorail stations. A member from SOME (a community organization serving poor and homeless individuals) reported that based on a survey of their clients, even a slight increase in bus fare will cause an enormous hardship for extremely low-income and African American individuals who cannot afford Metrorail. These individuals rely on the bus to get to job training, interviews and medical appointments and will be further disadvantaged with a 25 cent increase in bus fares.

PRESENTATION ON THE MODIFIED "EQUITY EMPHASIS AREAS" MAP FOR THE TPB'S TITLE VI/ENVIRONMENTAL JUSTICE ANALYSIS OF THE CLRP

Mr. Ritacco of the COG/TPB staff briefed the committee on modifications to the 'Equity Emphasis Areas' map for the Title VI/Environmental Justice (EJ) analysis of the Financially Constrained Long-Range Transportation Plan (CLRP). The modified method results in a net gain of 29 census tracts designated "Equity Emphasis Areas" (from 331 to 360). This modified methodology and map will be presented to the TPB for endorsement on March 15. After the endorsement, TPB staff will begin Phase 2 analyzing the CLRP for transportation impacts on low-income and minority populations.

Chairman Allen thanked the AFA for providing feedback on the name TPB staff was using previously "Communities of Concern" and noted that the name has been changed to "Equity Emphasis Areas" based on AFA and other stakeholder feedback.

Committee members noted that there is a significant discrepancy in demographics between the eastern and western sides of the region, expressed concerns about whether the Environmental Justice Executive Order will be honored by the new administration, and asked about the limitations of the demographic data being used, and if the analysis would include examining WMATA's proposed reductions in bus service. On the latter question, Ms. Klancher clarified that the primary purpose of the map is to make sure the CLRP investments don't have a future disproportionate impact in 2040 and is not related to operational decisions for bus services.

BRIEFING ON THE TPB'S TRANSPORTATION LAND-USE CONNECTIONS (TLC) PROGRAM

Mr. Cobb provided an overview of the Transportation Land-Use Connections (TLC) Program, which provides technical assistance for small planning projects to promote livable, walkable communities

to TPB member governmental agencies. The TLC solicitation for FY2018 projects is open until April 3, 2017. The application includes a narrative question on how the project includes income, diversity, and equity measures in their project

Committee members asked for examples of TLC projects funded in the past, eligibility for TLC projects that examine cross-jurisdictional transportation services or pedestrian infrastructure accessibility surveys.

OTHER BUSINESS

Richard Ezike made an announcement to the committee that he is working with an organization examining how autonomous vehicle's may impact many of the communities the AFA represents, and that he will be working with COG/TPB staff to get some input from the committee on this issue.

ATTENDEES

District of Columbia	Virginia	Regional (con't)
Brenda Richardson, Earth Conservation Corps	Alexa Mavroidis, Arlington Transit Accessibility Subcommittee	Kate Robb (phone), American Public Health Association
David Do, Mayor's Office on Asian and Pacific Islander Affairs	Andrew Riddle, VDOT	Marieannette Otero, Safe Routes to School National Partnership
Elizabeth Tesi, St. John's Norwood Parish	Andy Wexler, Arlington Transit	
Nechama Masliansky, SOME (So Others Might Eat)	Cynthia Alarico (Presenter) Fairfax County	TPB Staff
Richard Ezike, Congressional Black Caucus Foundation	Denis Paddeu, Rappahannock Area Agency on Aging	Kanti Srikanth
Susie McFadden-Resper, DC Office of Disability Rights	Doris Ray, ENDependence Center of Northern Virginia	Lyn Erickson
Tyra Redus, DDOT	Heidi Mitter (phone), VDOT	Lamont Cobb
Nichole Opkins, Office of Councilmember Allen	Jeanna Muhoro, Fairfax County DOT	Lynn Winchell-Mendy
Charles Allen, AFA Chairman	Jennifer Kanarek (phone), NV Rides	Sergio Ritacco
Maryland	Karen Smith, The Arc of Greater Prince William	Wendy Klancher
Abby Levin, Jewish Council for the Aging	Lorena Rios, Northern VA Hispanic Chamber of Commerce	Lori Zeller
Charlie Crawford, Representing people with disabilities/AFA liaison to AAC	Rikki Epstein, Arc of Northern Virginia	
Debby Fisher, CHI, Inc.	Roger Hoskins, representing older adults	
Gloria Butler, Arc of Prince George's County	Susan Shaw, (Presenter) Fairfax County	
Harriet Block (phone), Jewish Council for the Aging	Tim Roseboom (phone), VDRPT	
Janet Moye Cornick, MDOT	Tom Furlong, Diamond Transportation	
Kari Snyder (phone), MDOT	Regional	
Shawn Brennan, Montgomery County DHHS	Angela White, National MS Greater DC-Maryland Chapter	
Shiva Shrestha (phone), MD State Highway Administration	Christiaan Blake, WMATA	
Thomas Curtis, Maryland Department of Disabilities	Glenn Millis (phone), WMATA	
Bill Orleans, resident	Sharlene Reed, WMATA	



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: March 9, 2017

The attached materials include:

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions
DATE: March 9, 2017

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

- SR17-2017: To amend the Financially Constrained Long-Range Transportation Plan (CLRP) and the FY 2017-2022 Transportation Improvement Program (TIP) to include \$39.1 million in ARRA/TIGER and local funding for the implementation of the US 29 Bus Rapid Transit Improvements Project on US Route 29 between MD 410 and MD 198 in Montgomery County, as requested by the Maryland Department of Transportation (MDOT). This project is not considered to be regionally significant and does not need to be included in the Air Quality Conformity Analysis in order to be included in the CLRP or TIP.
- SR18-2017: To amend the FY 2017-2022 TIP to include \$742,000 in Bridge Replacement and Rehabilitation, and local matching funds for the Poplar Hill Road Bridge Replacement Project in Charles County, as requested by MDOT. This project is exempt from the air quality conformity requirement.
- SR19-2017: To amend the FY 2017-2022 TIP to:
 - Include \$5.5 million in advanced construction (AC) funding for the I-395 Express Lanes (P3) Early Works – AR project
 - Include \$2 million in AC funding for the I-395 Early Works – Federal project
 - Remove \$3.905 million in Surface Transportation Program (STP) funding the TIP Grouping project for Preventive Maintenance and System Preservation
 - Remove \$5 million in STP funding and add \$1.274 million in National Highway Performance Program (NHPP) funding to the TIP Grouping for Preventive Maintenance for Bridges
 - Add \$16.434 million in STP funding to the TIP Grouping project for Maintenance: Traffic and Safety Operations
 - Add \$2.349 million in AC funding, and \$442,346 in Federal Lands Access Program (FLAP) funding for the TIP Project Grouping: Construction: Federal Lands Highway

The committee reviewed a draft amendment to the FY 2017-2022 TIP that has been requested by MDOT to include \$560 million in state funding for the Governor Harry W. Nice Bridge Improvement Project. The Steering Committee recommended that the TIP amendment be approved by the TPB with resolution R18-2017 under Item 13 of the March 15 meeting.

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

Attachments

- SR17-2017
- SR18-2017
- SR19-2017

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

**RESOLUTION ON AN AMENDMENT TO THE FINANCIALLY CONSTRAINED LONG-RANGE
TRANSPORTATION PLAN (CLRP) AND THE FY 2017-2022 TRANSPORTATION IMPROVEMENT
PROGRAM (TIP), TO INCLUDE FUNDING FOR THE US 29 BUS RAPID TRANSIT IMPROVEMENTS
PROJECT, AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

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

WHEREAS, the CLRP contains the programs and projects that the region's transportation agencies have committed to fund, build and operate through 2040, and

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

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

WHEREAS, in the attached letter of February 24, MDOT has requested that the CLRP be amended to reflect the change in scope from study to implementation and to include the project cost of \$39.1 million, and that the FY 2017-2022 TIP be amended to include \$39.1 million in Transportation Investment Generating Economic Recovery (TIGER) and local funds for the implementation of the US 29 Bus Rapid Transit Improvements Project (TIP ID 6397) on US Route 29 between MD 410 and MD 198 in Montgomery County, as described in the attached materials, and

WHEREAS, this project is not considered to be regionally significant and does not need to be included in the Air Quality Conformity Analysis in order to be included in the CLRP and TIP;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the CLRP to reflect the change in scope from study to implementation and to include the project cost of \$39.1 million, and the FY 2017-2022 TIP to include \$39.1 million in TIGER and local funds for the implementation of the US 29 Bus Rapid Transit Improvements Project (TIP ID 6397) on US Route 29 between MD 410 and MD 198 in Montgomery County, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on March 3, 2017.



Maryland Department of Transportation
The Secretary's Office

Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

February 24, 2017

The Honorable Bridget Donnell Newton, 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 Newton:

The Maryland Department of Transportation (MDOT) requests the following amendment to the suburban Maryland portion of the National Capital Region Transportation Planning Board's (TPB) FY 2017-2022 Transportation Improvement Program (TIP) and the 2016 Constrained Long Range Plan (CLRP) to update information for the US 29 Bus Rapid Transit Improvements Project as described below and in the attached memo. The change for TIP #6397 reflects the addition of preliminary engineering and construction funds as a result of the Montgomery County Department of Transportation's (MCDOT) TIGER award.

This project is currently in the 2016 CLRP; however, the scope of this project is changing from a study to construction and removes the managed lanes from the scope. This change will scale the project down from a cost of \$67 million to \$39 million. The project would also therefore be considered "not regionally significant", and would not need to be included in a conformity analysis in order to be added to the TIP and updated in the CLRP. The increased service levels would normally be addressed in the transit assumptions used in the air quality conformity analysis, and we request that those details be incorporated into the transit assumptions during the next analysis.

The MDOT is requesting to add \$39,104,000 of available and committed federal TIGER and local Montgomery County funds to the FY 2017-2022 TIP for the US 29 Bus Rapid Transit Improvements Project. The MDOT is additionally requesting to update the total project cost and scope in the 2016 CLRP. Please refer to the attachment for amendment details.

TIP ID#	Project	Phase	Amount of New Funding	Comment
6397	US 29 Bus Rapid Transit Improvements Project	PP/PE CO	\$6,500,000 \$32,604,000	Add funding for preliminary engineering and construction.

The MDOT requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee at its March 3, 2017 meeting.

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

The Honorable Bridget Donnell Newton
Page Two

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. Should you have additional questions or concerns, please contact Ms. Kari Snyder, MDOT Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@mdot.state.md.us. Ms. Snyder will be happy to assist you. Of course, please feel free to contact me directly.

Sincerely,



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

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPCP, MDOT



DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Al R. Roshdieh
Director

January 26, 2017

Ms. Heather Murphy, Director
Office of Planning and Capital Programming
Maryland Department of Transportation
7201 Corporate Center Drive
P.O. Box 548
Hanover, Maryland 21076

Dear Ms. Murphy:

The Montgomery County Department of Transportation (MCDOT) will be proceeding with design and construction of a bus rapid transit (BRT) line along US 29. The County has worked collaboratively with the Maryland Department of Transportation (MDOT), including the State Highway Administration and the Maryland Transit Administration, over the past few years to advance this project to its current status.

Recently, the County was awarded a \$10 million federal TIGER grant for the US 29 BRT project, and plans to move into design during the Spring of 2017 with construction starting in late 2018, and service beginning by 2020. In addition to the TIGER funds, the County has included local funding of \$29,103,950 for the remaining project elements in its recommended FY2017-2022 Capital Improvement Program (Project P501318). The total project cost is estimated at \$39,103,950.

In order to facilitate the County's grant agreement with the Federal Transit Administration (FTA) for the \$10 million TIGER award, we are requesting that MDOT add the US 29 project to the Statewide Transportation Improvement Program (STIP), and that MDOT submit a request to the National Capitol Region Transportation Planning Board (TPB) for the US 29 BRT project to be added for construction into the Financially Constrained Long Range Transportation Plan (CLRP).

The County has initiated discussions with TPB regarding the US 29 BRT project, and TPB staff has indicated that this project is not considered regionally significant and will not require an additional air quality conformity analysis.

Office of the Director


101 Monroe St., 10th Floor • Rockville, Maryland 20850 • 240-777-7170 • 240-777-7178 FAX
www.montgomerycountymd.gov/dot

Ms. Heather Murphy
January 26, 2017
Page 2

TPB staff has also indicated that inclusion of the project in the STIP/CLRP could be discussed at their March steering committee meeting if they have received all necessary communication from MDOT by **February 23, 2017**. MCDOT is actively working on completing the grant agreement process with FTA by June 2017, and we therefore request that **MDOT submit the required paperwork to TPB by the February 23 deadline if possible.**

A detailed description of the US 29 BRT project is attached to this letter. Thank you in advance for your assistance in adding this important project to the STIP/CLRP. If there is anything MCDOT can provide to facilitate this process, please feel free to contact Christopher Conklin, Deputy Director for Transportation Policy at 240-777-7198, or Christopher.Conklin@montgomerycountymd.gov.

Sincerely,



Al R. Roshdieh
Director

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

FY 2017 - 2022

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
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MDOT/Maryland Transit Administration

Transit

US 29 Bus Rapid Transit Improvements Project

TIP ID: 6397	Agency ID: MO4622	Title: US 29 Bus Rapid Transit Improvements Project	Complete: 2020	Total Cost: \$39,104
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Facility: US 29	ARRA/TIGER	26/0/74	32,604	c					32,604
From: MD 410	Local	0/0/100	6,500	a					6,500
To: MD 198	State	0/100/0	3,000	a					

Total Funds: 39,104

Description: Implement Montgomery County's bus rapid transit system on US 29/MD 384 between Silver Spring Metrorail Station and Burtonsville Park and Ride.



Amendment: Add New Project

Approved on: 3/3/2017

Amend this project into the FY 2017-2022 TIP with \$39.1 million in ARRA/TIGER grant and local match funding in FY 2017 for PE and Construction. Change project from study to implementation.

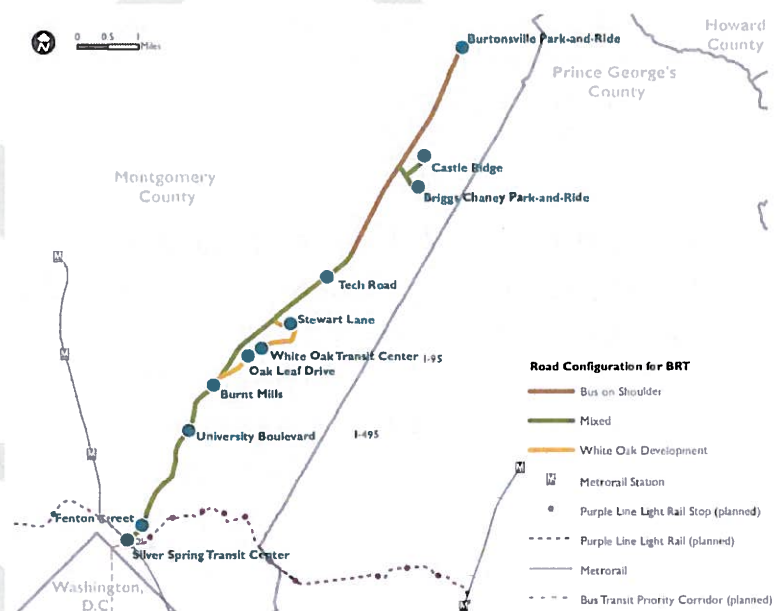
US 29 Bus Rapid Transit Improvements Project Project Description

The Montgomery County Department of Transportation (MCDOT) is planning to design and construct a bus rapid transit (BRT) system along US 29 which meets the immediate needs of transit populations along this busy corridor. The project will build on prior work completed in coordination with the Maryland Department of Transportation (MDOT) that considered needs in 2040 and beyond.

The project, as currently proposed, includes:

Running Way

- Use of the existing outside shoulder of US 29 in the northern sections of the corridor where buses currently bus-on-shoulder to bypass congestion. The project does not include any shoulder reconstruction and new roadway construction in other locations.
- The service will operate in mixed traffic on the remaining sections of US 29 and along Lockwood Drive, Stewart Lane, Briggs Chaney Road, and Castle Boulevard.
- The project does not anticipate any lane repurposing for BAT or BAT/HOV2+.



Station Locations

- Station locations will be based partly on the locations proposed in the Countywide Transit Corridors Functional Master Plan. A limited number of additions and deletions have been made based on the results of the ridership evaluation.

- Stations being considered as part of this project are:

Silver Spring Transit Center	Stewart Lane and April Lane
US 29 at Fenton Street/Spring Street	US 29 at Tech Road Park and Ride
US 29 at MD 193	Castle Boulevard at Castle Ridge Circle
US 29 at Burnt Mills Shopping Center	Briggs Chaney Park and Ride
Lockwood Drive at Oak Leaf Drive	Burtonsville Park and Ride
White Oak Transit Center	

- Station platforms will likely be designed in three general prototype lengths:
 - 65’ or less to accommodate one articulated bus
 - 125’ or less to accommodate two articulated buses
 - A special platform design (yet undetermined) to accommodate alightings where boardings are expected to be minimal
- The planned platform at the Silver Spring Transit Center will be different from all others because of the special location and unique characteristics within the transit center.
- Related bicycle and pedestrian improvements such as Bikeshare stations will be incorporated where feasible.

Service Plan

- The service plan includes two route patterns in the peak period and one route pattern in the off-peak period.
- Buses are planned to run every 15 minutes on each route pattern during the peak period, resulting in an effective headway of 7.5 minutes on the “trunk” line – i.e. US 29 between Briggs Chaney Road and Silver Spring Transit Center. Off-peak service will also run and every 15 minutes.
- The proposed span of service is 5am to midnight, 7 days/week.
- The service plan for this project is continuing to be evaluated and modification may continue to be made.

- Transit signal priority will be installed and utilized at up to 15 intersections along the corridor to provide traffic signal benefits to BRT vehicles (extended green, truncated red, etc.) where appropriate.

Project Cost

The table below outlines the elements of the project and their respective estimated cost.

US 29 BRT Estimated Project Cost

Project Element	Estimated Cost
BRT Stations and Stops	\$13,000,000
Transit Signal Priority	\$860,000
Vehicles	\$14,000,000
Bicycle & Pedestrian Improvements	\$2,355,000
Marketing & Outreach	\$1,250,000
Planning/Design	\$6,500,000
Overhead & Grant Administration (3%)	\$1,138,950
TOTAL	\$39,103,950

Rapid Transit System (P501318)

Category	Transportation	Date Last Modified	1/6/17
Sub Category	Mass Transit	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Countywide	Status	Planning Stage

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	18,371	1,714	1,407	15,250	4,250	7,500	3,000	500	0	0	0
Land	2,004	4	0	2,000	0	2,000	0	0	0	0	0
Site Improvements and Utilities	3,000	0	0	3,000	0	0	2,000	1,000	0	0	0
Construction	11,000	0	0	11,000	0	0	7,000	4,000	0	0	0
Other	14,000	0	0	14,000	0	0	14,000	0	0	0	0
Total	48,375	1,718	1,407	45,250	4,250	9,500	26,000	5,500	0	0	0

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
FUNDING SCHEDULE (\$000s)											
Contributions	2,000	0	0	2,000	1,000	1,000	0	0	0	0	0
Federal Aid	10,000	0	0	10,000	0	2,500	7,500	0	0	0	0
G.O. Bonds	10,400	0	0	10,400	400	2,500	2,000	5,500	0	0	0
Impact Tax	2,000	0	0	2,000	1,000	1,000	0	0	0	0	0
Mass Transit Fund	19,875	625	0	19,250	250	2,500	16,500	0	0	0	0
Revenue Bonds: Liquor Fund	3,600	593	1,407	1,600	1,600	0	0	0	0	0	0
State Aid	500	500	0	0	0	0	0	0	0	0	0
Total	48,375	1,718	1,407	45,250	4,250	9,500	26,000	5,500	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	9,500
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		7,375
Expenditure / Encumbrances		1,787
Unencumbered Balance		5,588

Date First Appropriation	FY 13
First Cost Estimate	
Current Scope	FY 18 48,375
Last FY's Cost Estimate	16,875

Description

This project provides for the initial steps and detailed studies related to a bus rapid transit system in the County, supplementing the Metrorail Red Line and master-planned Purple Line and Corridor Cities Transitway (CCT). The County Council approved the Countywide Transit Corridors Functional Master Plan, an amendment to the Master Plan of Highways and Transportation, on November 26, 2013. The amendment authorizes the Department of Transportation to study enhanced transit options and Bus Rapid Transit for 10 transit corridors, including: Georgia Avenue North, Georgia Avenue South, MD 355 North, MD 355 South, New Hampshire Avenue, North Bethesda Transitway, Randolph Road, University Boulevard, US 29, Veirs Mill Road and Corridor Cities Transitway.

Estimated Schedule

Phase 1 (Alternatives Retained for Design Study) facility planning for the MD 355 and US 29 corridors occurred in FY15 and FY16. Phase 2 (Recommended Alternative) facility planning for MD 355 will occur in FY17-19. Planning and design for US 29 will occur in FY17 and FY18. Construction may begin as early as FY18 contingent on status of design efforts and any necessary right-of-way acquisition for stations.

Cost Change

Increase due to the addition of vehicles, stations (including right-of-way), Transit Signal Priority, bicycle and pedestrian improvements, and project management for the US 29 BRT project. Also reflects \$10 million in Federal TIGER grant funding for the US 29 BRT project.

Justification

The proposed RTS will reduce congestion on County and State roadways, increase transit ridership, and improve air quality. The RTS will enhance the County's ability to meet transportation demands for existing and future land uses. Plans & Studies: MCDOT Countywide Bus Rapid Transit Study, Final Report (July 2011); County Executive's Transit Task Force (May 2012); and Countywide Transit corridors Functional Master Plan (November 2013).

Other

The County has programmed funds for the Maryland Department of Transportation (MDOT) to conduct preliminary engineering for a master-planned RTS line on Veirs Mill Road between the Rockville and Wheaton Metro Stations (\$6 million). This study is funded in the State Transportation Participation project, PDF #500722. The Georgia Avenue study was terminated in FY15.

Fiscal Note

Rapid Transit System (P501318)

The Maryland Department of Transportation draft Consolidated Transportation Program for 2014-2019 provides \$10 million for County Rapid Transit System planning; \$4.2 million in FY15 and \$5.8 million in FY16. The Department is using these funds to begin facility planning for the MD 355 and US 29 corridors; FY17 includes \$1.6 million in Liquor Bonds reallocated from the State Transportation Participation project. The project originally included \$1 million in Liquor Bonds for facility planning on the New Hampshire Avenue corridor. Those funds have been reallocated to US 29 planning and design. Assumes \$2 million in Impact Taxes from the cities of Rockville and Gaithersburg toward MD 355 facility planning. Assumes \$2 million in private contributions for US 29 planning and design. Reflects reallocation of \$1.3M in GO Bonds from the ADA Compliance Transportation project (#509325) to cover ADA sidewalk upgrades.

The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

Coordination

Maryland Department of Transportation, Washington Metropolitan Area Transit Authority, Maryland-National Capital Park and Planning Commission, City of Rockville, City of Gaithersburg, Montgomery County Rapid Transit Steering Committee, State Transportation Participation project (#500722)

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

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

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

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

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

WHEREAS, in the attached letter of February 24, MDOT has requested that the FY 2017-2022 TIP be amended to include \$742,000 in Bridge Replacement and Rehabilitation (BR) and local matching funding for construction in FY 2018 for replacement of the superstructure of the Poplar Hill Road Bridge over Zekiah Swamp Run project (TIP ID 6582) in Charles County, as described in the attached materials, and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to include \$742,000 in BR and local matching funding for construction in FY 2018 for replacement of the superstructure of the Poplar Hill Road Bridge over Zekiah Swamp Run project in Charles County, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on March 3, 2017.



Maryland Department of Transportation
The Secretary's Office

Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

February 24, 2017

The Honorable Bridget Donnell Newton, 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 Newton:

The Maryland Department of Transportation (MDOT) requests the following amendment, on behalf of the Charles County Department of Planning & Growth Management, to the suburban Maryland portion of the National Capital Region Transportation Planning Board's (TPB) FY 2017-2022 Transportation Improvement Program (TIP) for one new project as described below and in the attached memo.

TIP ID#	Project	Phase	Amount of New Funding	Comment
6582	Poplar Hill Road Bridge over Zekiah Swamp Run Bridge Replacement	CO	\$742,000	Add funding for construction.

The Poplar Hill Road Bridge over Zekiah Swamp Run is the last remaining wooden timber structure bridge in Charles County and is structurally deficient. The bridge is to be replaced in kind and will not add any additional lane capacity. Charles County recently learned that the bridge may be eligible for federal funding and now needs to be included in the TIP in order to be formally eligible for those funds. This action does not impact air quality conformity.

The MDOT requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee at its March 3, 2017 meeting.

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

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

The Honorable Bridget Donnell Newton
Page Two

We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact Ms. Kari Snyder, MDOT Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@mdot.state.md.us. Ms. Snyder will be happy to assist you. Of course, please feel free to contact me directly.

Sincerely,



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

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPCP MDOT



CHARLES COUNTY GOVERNMENT
Department of Planning & Growth Management

Steve Kaii-Ziegler, AICP
Director

Phone | 301-645-0627
Fax | 301-638-0807
Email | PGMAdmin@CharlesCountyMD.gov

February 23, 2017

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

Dear Chairman Newton:

The Charles County Department of Planning & Growth Management requests an amendment to the National Capital Regional Transportation Planning Board's FY2017-2022 Transportation Improvement Program (TIP), as identified in the attachment for the Poplar Hill Road Bridge Replacement Project. The project is not currently listed in the Constrained Long Range Plan (CLRP) as it is a minor project which does not enhance capacity and therefore, does not need air quality conformity analysis. The purpose of this amendment is to include this minor project in the TIP so that it will be eligible for federal funding. The bridge replacement project is funded from the Federal Bridge Program at an 80/20 split with the remaining (20%) funding to come from the local government (Charles County).

This amendment is being sought for funding in FY2018 for construction for the bridge replacement project, which has been found to be structurally deficient, and in need of replacement. While this bridge is owned, operated and maintained by Charles County, we are seeking federal funds to assist us in the replacement project.

Charles County requests that this amendment be approved by the Transportation Planning Board Steering Committee at its March 3, 2017 meeting. We appreciate your consideration of our request and we look forward to a favorable outcome. If you should have any questions, please do not hesitate to contact Mr. Jason Groth, Chief of Resource & Infrastructure Management by calling (301) 396-5814 or by email to grothj@charlescountymd.gov.

Sincerely,

A handwritten signature in blue ink that reads "J. Kaii-Ziegler for SKZ".

Steve Kaii-Ziegler, AICP
Director

Cc: Michael Mallinoff, County Administrator
Bill Shreve, Director of Public Works
John Stevens, Chief of Capital Services
Stephen Staples, Chief of Roads
Jason Groth, Chief of Resource & Infrastructure Management

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

FY 2017 - 2022

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

Bridge

Poplar Hill Road Bridge over Zekiah Swamp Run

TIP ID: 6582	Agency ID:	Title: Poplar Hill Road Bridge over Zekiah Swamp Run	Complete: 2018	Total Cost: \$742
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Facility: Poplar Hill Road Bridge	BR	80/0/20	742 c	742
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From: Zekiah Swamp Run

To: **Total Funds: 742**

Description: Replace the superstructure (bridge abutments, wing walls, steel girders & concrete deck)

Amendment: Add New Project **Approved on: 3/3/2017**
 Amend project into the TIP with \$742,000 in BR and county matching funds for construction in FY 2018.

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

RESOLUTION ON AN AMENDMENT TO THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP), THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT, TO INCLUDE FUNDING FOR TWO NEW I-395 EXPRESS LANES PROJECTS AND TO ADJUST FUNDING FOR FOUR TIP PROJECT GROUPINGS, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)

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

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

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

WHEREAS, in the attached materials and letters of February 23, VDOT has requested that the FY 2017-2022 TIP be amended to include funding for two new projects and to adjust funding for four TIP project groupings as follows:

- Include \$5.5 million in AC funding for planning and engineering (PE) in FY 2017 for the I-395 Express Lanes (P3) Early Works – AR project (TIP ID 6580)
- Include \$2 million in AC funding for PE in FY 2017 for the I-395 Early Works – Federal project (TIP ID 6581)
- Remove \$3.905 million in Surface Transportation Program (STP) funding from FY 2017 for the TIP Grouping project for Preventive Maintenance and System Preservation (TIP ID 5524)
- Remove \$5 million in STP funding from FY 2017 and add \$1.274 million in National Highway Performance Program (NHPP) funding to FY 2017 for the TIP Grouping for Preventive Maintenance for Bridges (TIP ID 5525)
- Add \$16.434 million in STP funding to FY 2017 for the TIP Grouping project for Maintenance: Traffic and Safety Operations (TIP ID 5526)
- Add \$2.349 million in advanced construction (AC) funding to FY 2017 and \$442,346 in Federal Lands Access Program (FLAP) funding to FY 2017 for the TIP Project Grouping: Construction: Federal Lands Highway (TIP ID 6441); and

WHEREAS, these projects were included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP or are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to include funding for two new projects and to adjust funding for four TIP project groupings as follows:

- Include \$5.5 million in AC funding for PE in FY 2017 for the I-395 Express Lanes (P3) Early Works – AR project (TIP ID 6580)
- Include \$2 million in AC funding for PE in FY 2017 for the I-395 Early Works – Federal project (TIP ID 6581)
- Remove \$3.905 million in STP funding from FY 2017 for the TIP Grouping project for Preventive Maintenance and System Preservation (TIP ID 5524)
- Remove \$5 million in STP funding from FY 2017 and add \$1.274 million in NHPP funding to FY 2017 for the TIP Grouping for Preventive Maintenance for Bridges (TIP ID 5525)
- Add \$16.434 million in STP funding to FY 2017 for the TIP Grouping project for Maintenance: Traffic and Safety Operations (TIP ID 5526)
- Add \$2.349 million in AC funding to FY 2017 and \$442,346 in FLAP funding to FY 2017 for the TIP Project Grouping: Construction: Federal Lands Highway (TIP ID 6441), as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on March 3, 2017.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

February 23, 2017

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

RE: National Capital Region FY 2017-2022 Transportation Improvement Program
Amendments for I-395 Express Lanes Early Works

Dear Ms. Newton:

The Virginia Department of Transportation (VDOT) requests amendments to the FY 2017-2022 Transportation Improvement Program (TIP) to add funding to the following projects:

VDOT UPC #	Project	Phase	New Funding	Comments
110604	I-395 Express Lanes (P3) Early Works -AR	PE	\$5,500,000	AC reimbursed by private sector
110605	I-395 Express Lanes Early Works - Federal	PE	\$2,000,000	AC reimbursed from Federal funds

The \$7.1 million in new funding will support early Preliminary Engineering work for the I-395 Express Lanes Extension project, which is included in the TPB's approved 2016 CLRP and Air Quality Conformity Analysis. Both projects will utilize Advance Construction (AC) funding.

The funding amounts and sources reflect recent updates to total costs and planned obligations included in the Six Year Improvement Program as adopted by the Virginia Commonwealth Transportation Board. The amendments, shown in more detail in the attached TIP tables, do not impact the fiscal constraint status of the TIP.

VDOT requests that these amendments be placed on the agenda of the Transportation Planning Board's Steering Committee at its meeting on March 3rd, 2017. VDOT's representative will attend the meeting and will be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in blue ink that reads "Helen Cuervo".

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

cc:

Ms. Ms. Rene'e Hamilton, VDOT-NoVA
Ms. Wendy Thomas, VDOT
Ms. Maria Sinner, P.E., VDOT-NoVA
Mr. Norman Whitaker, AICP, VDOT-NoVA



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

February 23, 2017

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

RE: National Capital Region FY 2017-2022 Transportation Improvement Program Amendments for VDOT Project Groupings

Dear Ms. Newton:

The Virginia Department of Transportation (VDOT) requests amendments to the FY 2017-2022 Transportation Improvement Program (TIP) to add funding to the following Project Groupings:

VDOT UPC #	Project	Phase	New Funding	Comments
6441	Construction: Federal Lands Highway	PE, CN	\$921,000 \$1,869,996	Add UPC's 106489 &106494
5525	Maintenance: Preventive Maintenance for Bridges	CN	\$1,274,000	Release \$5,000,000 STP FY 17
5524	Maintenance: Preventive Maintenance and System Preservation		\$0	Release \$3,904,733 STP FY 17
5526	Maintenance: Traffic Safety Operations	CN	\$16,434,204	

The approximately \$20.5 million in new funds reflect recent updates to total costs and planned obligations approved by Virginia's Commonwealth Transportation Board and do not impact the fiscal constraint status of the TIP. The amendments, which also include adjustments to funds in years prior to 2017 and releases of funds, are shown in more detail in the attached TIP tables.

The projects including in these Groupings have been determined to have no significant air quality impacts and are exempt from Air Quality Conformity Analysis. Consistent with FHWA regulations, funding from the Project Groupings will be allocated district-wide as eligible projects are identified.

VDOT requests that these amendments be placed on the agenda of the Transportation Planning Board's Steering Committee at its meeting on March 3rd, 2017. VDOT's representative will attend the meeting and will be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in blue ink that reads "Helen Cuervo".

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

cc:

Ms. Ms. Rene'e Hamilton, VDOT-NoVA
Ms. Wendy Thomas, VDOT
Ms. Maria Sinner, P.E., VDOT-NoVA
Mr. Norman Whitaker, AICP, VDOT-NoVA

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

FY 2017 - 2022

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP Grouping project for Preventive Maintenance and System Preservation										
TIP ID: 5524 Agency ID: TIPGRP005		Title: TIP Grouping project for Preventive Maintenance and System Pre					Project Cost: \$86,157		Complete:	
Facility: Preventive Maintenance and System Preserv	STBG	100/0/0	30,590 c	13,464 c	19,131 c				32,595	
From: NoVA District										
To:	STP	100/0/0		-3,905 c		16,242 c	20,571 c	20,654 c	57,467	
Total Funds:									90,062	

Description: This listing covers a number of projects/programs throughout Northern Virginia District. The nature/scope of these projects are Preventive Maintenance and System Preservation. These projects have been determined to be exempt from conformity requirements and are eligible for a Categorical Exclusion (CE) under NEPA and hence may be grouped as per April 9, 2008 MOA between FHWA, FTA, VDOT & VDRPT which was subsequently adopted by the NCR-TPB. Individual projects within the STIP Group are found in Appendix A.

Amendment: Release Funding **Approved on: 3/3/2017**
Release \$3.905 million in STP funding for construction in FY 2017.

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP Grouping for Preventive Maintenance for Bridges										
TIP ID: 5525 Agency ID: TIPGRP006		Title: TIP Grouping for Preventive Maintenance for Bridges					Project Cost: \$17,741		Complete:	
Facility: Bridges	NHPP	100/0/0		1,274 c					1,274	
From: NoVA District										
To:	STBG	100/0/0	10,880 c		670 c				670	
	STP	100/0/0		-5,000 c	3,220 c	2,734 c	3,462 c	3,476 c	12,892	
	STP/E	100/0/0		2,905 c					2,905	
Total Funds:									17,741	

Description: TIP Grouping for Preventive Maintenance for Bridges.

Amendment: Amend Funding Amounts **Approved on: 3/3/2017**
Release \$5 million in STP funding for construction in FY 2017 and add \$1.274 million in NHPP funding for construction in FY 2017.

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP Grouping project for Maintenance: Traffic and Safety Operations										
TIP ID: 5526 Agency ID: TIPGRP007		Title: TIP Grouping project for Maintenance: Traffic and Safety Operatio					Project Cost: \$39,434		Complete:	
Facility: Traffic and Safety Operations	STBG	100/0/0	49,152 c	18,259 c	4,278 c				22,537	
From: NoVA District										
To:	STP	100/0/0		4,047 c		3,632 c	4,600 c	4,618 c	16,897	
Total Funds:									39,434	

Description: TIP Grouping project for Maintenance: Traffic and Safety Operations. See CLRP for the derivation of STIP Grouping and how they are part of TIP. Individual projects within the STIP Group are found in Appendix A.

Amendment: Add Funding **Approved on: 3/3/2017**
Add \$16.434 million STP funding for construction to FY 2017.

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

FY 2017 - 2022

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
Construction : Federal Lands Highway											
TIP ID: 6441	Agency ID:	Title: Project Grouping: Constuction : Federal Lands Highway					Project Cost: \$10,541		Complete:		
Facility:	AC	100/0/0		921 a			4,428 a			6,777	
From:				1,428 c							
To:	FLAP	100/0/0	2,198 a 2,137 c	442 c						442	
Total Funds:										7,219	

Description: Grouping for federally funded transportation improvements on federal lands.
TIP AMD to add Federal Lands grouping - add \$163,363 (PB - FLAP) FFY15 CN phase (lco 05/27/15)

Amendment: Add Funding **Approved on: 3/3/2017**
Add \$921,000 in advanced construction funding for PE and \$1.428 million in advanced construction for construction in FY 2017, and add \$442,346 in FLAP funding for construction in FY 2017.

395 Express Lanes Project in Northern Virginia											
TIP ID: 6580	Agency ID: 110604	Title: I-395 EXPRESS LANES (P3) EARLY WORKS - AR					Project Cost: \$5,500		Complete:		
Facility: I 395 Express Lanes	AC	100/0/0		5,500 a						5,500	
From: VA 236 Duke Street											
To: Eads Street											
Total Funds:										5,500	

Description: FROM: Turkeycock Run Near Duke Street TO: Vicinity of Eads Street

Amendment: Add New Project **Approved on: 3/3/2017**
Amend this project into the TIP with \$5.5 million in advanced construction funding in FY 2017 for PE.

395 Express Lanes Project in Northern Virginia											
TIP ID: 6581	Agency ID: 110605	Title: I-395 EARLY WORKS - FEDERAL					Project Cost: \$2,000		Complete:		
Facility: I 395	AC	80/20/0		2,000 a						2,000	
From: VA 236 Duke Street											
To: Eads Street											
Total Funds:										2,000	

Description: FROM: Turkeycock Run Near Duke Street TO: Vicinity of Eads Street

Amendment: Add New Project **Approved on: 3/3/2017**
Amend this project into the TIP with \$2 million in advanced construction funding in FY 2017 for PE.



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: March 9, 2017

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



U.S. Department
of Transportation

Federal Transit Administration
Region III
1760 Market Street, Suite 500
Philadelphia, PA 19103
215-656-7100
215-656-7260 (fax)

Federal Highway Administration
DC Division
1990 K Street, N.W., Suite 510
Washington, DC 20006
202-219-3570
202-219-3545 (fax)

FEB 27 2017

The Honorable Bridget Newton, Chairman
National Capital Region Transportation Planning Board
c/o Mr. Kanti Srikanth, Director of Transportation Planning
Metropolitan Washington Council of Governments
777 North Capital Street, NW, Suite 300
Washington, D.C. 20002-4201

Re: Air Quality Conformity Determination for the 2016 Constrained Long Range Plan (CLRP) Amendment and the Fiscal Year (FY) 2017-2022 Transportation Improvement Program (TIP) for the Washington Metropolitan Region

Dear Chairman Newton:

The 1990 Amendments to the Clean Air Act require transportation air quality conformity determinations for Metropolitan Transportation Plans, Transportation Improvement Programs (TIP), sections of a State Transportation Improvement Program (STIP) covering rural nonattainment/maintenance areas, and projects in areas that are designated as air quality nonattainment and maintenance areas. Section 176 (d) of the Clean Air Act establishes priority requirements for programs supported by the Federal government that target nonattainment or maintenance areas in order to provide for timely implementation of eligible portions of air quality plans.

The Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) coordinated the transportation air quality conformity determinations submittal with the Environmental Protection Agency (EPA) and are jointly making this air quality conformity determination. This determination was triggered as a result of having completed the review of the 2016 Constrained Long Range Plan (CLRP) Amendment and the Fiscal Year (FY) 2017-2022 TIP for the Washington Metropolitan Region. On February 14, 2017, in an e-mail to FHWA's District of Columbia Division regarding the review of the 1997 8-Hour Ozone, 2008 8-hour Ozone, Carbon Monoxide and 1997 Fine Particulate Matter (PM 2.5) Standards Conformity (enclosed), the EPA included technical documentation that supports the conformity finding of the region's 2016 CLRP Amendment.

FTA and FHWA find that the analytical results provided by the Transportation Planning Board (TPB) to demonstrate conformity are consistent with EPA's Transportation Conformity Rule (40 CFR Part 93), as amended. FTA and FHWA find that the 2016 CLRP Amendment and 2017-2022 TIP conform to the region's State Implementation Plans, and that the conformity determination has

Re: Air Quality Conformity Determination for the 2016 CLRP for the Washington Metropolitan Region

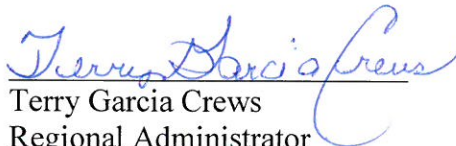
been performed in accordance with the requirements specified in the Transportation Conformity Rule (40 CFR Part 93), as amended.

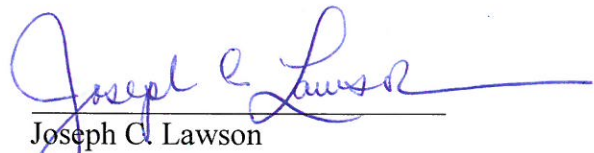
FTA and FHWA find that the TPB website serves as the primary documentation of the region's long range plan. The process of amending the CLRP as well as being developed based on a continuing, cooperative, and comprehensive transportation planning process carried on cooperatively by the TPB, the Washington Metropolitan Area Transit Authority (WMATA), the states of Maryland and Virginia, and the District of Columbia in accordance with the requirements of 23 USC 134 and Section 5303 of the Federal Transit Act (49 USC).

Based on our transportation planning regulatory requirements, our day-to-day involvement, and extensive review of technical analysis reports, and in accordance with the provisions of Section 134(h)(2)(B), Title 23 USC, FTA and FHWA find the financial information needed to support our fiscal constraint determination is complete.

Any questions concerning this determination should be directed to Ms. Melissa McGill, Community Planner of the FTA DC Metropolitan Office, at (202) 219-3565 or Ms. Sandra Jackson, Community Planner of the FHWA District of Columbia Division, at (202) 219-3521.

Sincerely,


Terry Garcia Crews
Regional Administrator
Federal Transit Administration, Region III


Joseph C. Lawson
Division Administrator
Federal Highway Administration

Enclosure

cc:
Kwame Arhin, FHWA Maryland Division
Ivan Rucker, FHWA Virginia Division
Edward Sundra, FHWA Virginia Division



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
1650 Arch Street
Philadelphia, Pennsylvania 19103-2029

FEB 14 2017

Mr. Joseph C. Lawson
Division Administrator
Federal Highway Administration
District of Columbia Division
1990 K Street, NW, Suite 510
Washington, D.C. 20006-1103

Dear Mr. Lawson:

The United States Environmental Protection Agency (EPA), Region III has reviewed the 2008 8-Hour Ozone National Ambient Air Quality Standards (NAAQS) Conformity Determinations of the 2016 Constrained Long Range Plan (CLRP) and the Fiscal Year (FY) 2017-2022 Transportation Improvement Program (TIP) for the Washington Metropolitan Region as adopted by the National Capital Region Transportation Planning Board (TPB) and submitted to us by the Federal Highway Administration (FHWA) on January 13, 2017. EPA has reviewed the Conformity Determination in accordance with the procedures and criteria of the Transportation Conformity Rule contained in 40 CFR part 93.

Our review of the conformity determinations for the Washington, D.C. Metropolitan Area indicates that the determination meets the requirements of the Clean Air Act and the applicable regulations promulgated under 40 CFR part 93. Enclosed, please find EPA's detailed evaluation located in the technical support document. It should be noted that in our technical support document, we are again deferring to the FHWA on the question of whether the CLRP and TIP are fiscally constrained. Therefore, our concurrence on the overall conformity determination is predicated upon FHWA determining that the Plan and TIP are fiscally constrained.

Please feel free to call Mr. Brian Rehn, Acting Associate Director, Office of Air Program Planning at (215) 814-2178 or Mr. Gregory Becoat, at (215) 814-2036 to discuss this review.

Sincerely,

Cristina Fernandez, Director
Air Protection Division

Enclosure

cc: Kwame Arhin (FHWA, MD)
Sandra Jackson (FHWA, DC)
Ed Sundra (FHWA, VA)
Brian Hug (MDE)
Ron Kirby (TPB)
Melissa Barlow (FTA)



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Customer Service Hotline: 1-800-438-2474

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
1650 Arch Street
Philadelphia, Pennsylvania 19103

DATE:

SUBJECT: Technical Support Document for the Review of the 2008 8-Hour Ozone National Ambient Air Quality Standards (NAAQS) Conformity Determination for the Fiscal Year (FY) 2017-2022 Transportation Improvement Program (TIP) and 2016 Constrained Long Range Plan (CLRP) for the Metropolitan Washington Region

FROM: Gregory Becoat *Gregory Becoat 2/8/17*
Office of Air Program Planning (3AP30)

TO: Administrative Record of the Environmental Protection Agency (EPA) Review of the 2008 8-Hour Ozone NAAQS Conformity Determination for the FY 2017-2022 TIP and 2016 CLRP for the Metropolitan Washington Region

Brian Rehn 2/13/17
THRU: Brian Rehn, Acting Associate Director
Office of Air Program Planning (3AP30)

I. Background

The purpose of this document is to review the 2008 8-Hour Ozone NAAQS Conformity Determination of the 2016 CLRP and the FY 2017-2022 TIP as prepared by the Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board (TPB). The purpose is to determine whether or not the conformity determination meets the requirements of the Clean Air Act (CAA) and the applicable regulations promulgated thereunder at 40 CFR part 93. On January 13, 2017, EPA Region III received the Metropolitan Washington Region TIP and CLRP conformity determination under a cover letter dated January 12, 2017, from the District of Columbia Division of the United States Federal Highway Administration (FHWA). The conformity determination was reviewed in accordance with the procedures and criteria of the Transportation Conformity Rule contained in 40 CFR part 93, sections 93.102(b)(1), (b)(2)(iv), (b)(2)(v), and (b)(3), 93.106, 93.108, 93.110, 93.111, 93.112, 93.113(b), and (c), and 93.118.

Transportation conformity is required under section 176(c) of the CAA to ensure that federally supported highway and transit projects, and other activities are consistent with (i.e., conform to) the state implementation plan (SIP). The CAA requires federal actions in nonattainment and maintenance areas to "conform to" the goals of SIP. This means that such actions will not cause or contribute to violations of a NAAQS; worsen the severity of an existing violation; or delay timely

attainment of any NAAQS or any interim milestone. Actions involving Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) funding or approval are subject to the Transportation Conformity Rule (40 CFR part 93, subpart A). Under this rule, metropolitan planning organizations (MPOs) in nonattainment and maintenance areas coordinate with state air quality and transportation agencies, EPA, FHWA, and FTA to demonstrate that their metropolitan transportation plans and TIPs conform to applicable SIPs. This is typically determined by showing that estimated emissions from existing and planned highway and transit systems are less than or equal to the motor vehicle emission budgets (MVEBs) contained in a SIP.

EPA designated the Washington, DC-MD-VA Area as a marginal nonattainment area for the 2008 8-hour ozone NAAQS on May 21, 2012 (77 FR 30088), with an effective date of July 20, 2012. The Washington Area currently has MVEBs for the 1997 8-hour ozone NAAQS. On April 15, 2004, EPA designated the Washington, DC-MD-VA Area as a moderate 8-hour nonattainment area under the 1997 ozone NAAQS. Until new mobile budgets are developed, the Washington, DC-MD-VA Area must conform to currently approved MVEBs. For the 8-hour ozone conformity analysis for ozone, under section 93.109 of the Federal conformity rule, the existing 2009 Attainment Plan and 2010 Contingency Plan budgets for volatile organic compounds (VOCs) and nitrogen oxides (NO_x), which EPA declared adequate on February 7, 2013, are applicable to the ozone conformity determinations. Those budgets are 66.5 tons/day of VOCs and 146.1 tons/day of NO_x for the 2009 Attainment Plan and 144.3 tons/day of NO_x for the 2010 Contingency Plan. In this case, the NO_x and VOC budgets are from different plans which is acceptable because the VOC budgets were found adequate through the 2009 attainment plan and the NO_x budgets were found adequate through the 2010 contingency plan.

On December 17, 2004, EPA designated the Washington, DC-MD-VA Area as a nonattainment area for 1997 annual PM_{2.5} NAAQS. On January 12, 2009 (74 FR 1146), EPA determined that the entire Washington Area had attained the 1997 annual PM_{2.5} standard, based on ambient air quality monitoring data. The District Department of the Environment (DDOE), the Maryland Department of the Environment (MDE), and the Virginia Department of Environmental Quality (VADEQ) submitted a redesignation request and maintenance plan on the following dates: June 3, 2013 (DDOE & VADEQ), and July 10, 2013 (MDE). On October 6, 2014 (79 FR 60081), EPA approved the maintenance plan which was developed by DC, Maryland, and Virginia, which included MVEBs for years 2017 and 2025 for both NO_x and PM_{2.5}. The MVEBs for 2017 are 41,709 tons/year of NO_x and 1,787 tons/year of PM_{2.5}. The MVEBs for 2025 are 27,400 tons/year of NO_x and 1,350 tons/year of PM_{2.5}. On August 24, 2016 (81 FR 58010), EPA published a final rulemaking notice revoking the 1997 annual PM_{2.5} NAAQS for transportation conformity purposes, effective October 24, 2016. As of October 24, 2016, the TPB no longer needs to demonstrate conformity to the 1997 annual PM_{2.5} NAAQS.

Currently, the Washington, DC-MD-VA Area is attaining the CO NAAQS and submitted a ten-year maintenance plan with MVEBs covering the period 1996-2007. EPA approved the maintenance plan and the associated MVEBs effective March 16, 1996 (January 30, 1996, 96 FR 1104). The Washington, DC-MD-VA Area submitted the required revised second ten-year maintenance plan with MVEBs covering through March 2016. EPA approved the second 10-year

maintenance plan and MVEBs on April 4, 2005 (70 FR 16958). Consequently, after March 2016 the TPB no longer needs to demonstrate conformity to the CO NAAQS.

II. Review of the Submitted Modeling Utilizing the Motor Vehicle Emission Simulator (MOVES2014a)

To evaluate the submitted motor vehicle emissions inventory, it was necessary to review the supporting modeling completed using EPA’s Motor Vehicle Emission Simulator (MOVES2014a). The submitted files include run specifications (RunSpecs) describing the scenario parameters, input databases containing local fleet data, and an output database containing the modeling results. The submitted RunSpecs, input databases, and output database(s) were reviewed against the EPA document: *MOVES2014 Technical Guidance: Using MOVES to Prepare Emissions Inventories for State Implementation Plans and Transportation Conformity*. This document provides guidance on the use of the MOVES model to develop inventories for SIPs as well as analysis of emissions for transportation conformity determinations.

EPA reviewed the RunSpecs, input databases, and output database used in the analysis to ensure that they were completed consistent with the recommendations outlined in the aforementioned MOVES Technical Guidance. EPA also reviewed these materials to ensure that they are representative of the modeling domain and analysis year. Table 1 presents a summary of the review of the RunSpecs and the selections made for each parameter. Table 2 presents a summary of the review of each MOVES input parameter from the submittal. Table 3 presents a summary of the review of the output and post-processing methodology.

The RunSpecs, input databases, and output database were reviewed and found to have followed the applicable EPA guidance provided in the *MOVES2014 Technical Guidance: Using MOVES to Prepare Emissions Inventories for State Implementation Plans and Transportation Conformity*. Additionally, sufficient documentation was provided to support the data, decisions, and assumptions made for each parameter.

Domain/Scale	County scale was selected – allowing for appropriate detail necessary for regulatory analysis.
Time Spans Panel	Hourly time aggregation was selected. All appropriate months, days, and hours were selected. The appropriate year was selected for the scenario being modeled.
Geographic Bounds	The appropriate county was selected for each run.
Vehicles/Equipment	Gasoline, ethanol, diesel, and compressed natural gas (CNG) fuels were selected. All source types were selected.
Road Type	All road types were selected
Pollutants and Processes	NO _x , and/or VOCs were selected. All processes were included in the analysis.

Table 2. Review of MOVES input databases for years 2016, 2017, 2025, 2030, and 2040 for the Metropolitan Washington Region	
Parameter	Submittal
Age Distribution	All source types were included with fractions for ages (0-30 years).
Average Speed Distribution	Average speed distributions were provided for all source types, for each combination of road type and hour of the day.
Fuel (fuel formulation, fuel supply, fuel usage, and AVFT)	A complete fuel supply table was provided with all fuel types present in the region. Appropriate fuel properties were included in the fuel formulation table, including Reid Vapor Pressure (RVP), ethanol content, and sulfur levels. The fuel usage table was provided and described the ethanol use by E-85 capable vehicles. The alternative vehicles and fuels (AVFT) table was provided. Any and all changes to the default fuels have been sufficiently documented.
Meteorology Data	Local meteorology data (temperature and humidity) was provided for each hour of the day for each month.
Ramp Fraction	Local fractions of ramp driving times were provided for restricted access roadways.
Road Type Distribution	The vehicle miles traveled (VMT) fraction for each road type was provided for each source type and road type.
Source Type Population	The number of vehicles of each source type was provided.
Vehicle Type VMT (includes inputs for annual VMT, daily VMT fraction, hourly VMT fraction, and monthly VMT fraction)	Annual VMT was provided for the five MOVES HPMS vehicle categories. Monthly VMT fractions were provided for all source types and month. Daily VMT fractions were provided for all days and source types. Hourly VMT fractions were provided for each day type and source type.
Hoteling	The hoteling activity (auxiliary power unit (APU) use vs extended idle vs. engine off) was described for all model years.
Inspection/Maintenance (I/M) Programs	The existing I/M program was accurately described.

Table 3. Review of the output database and post-processing steps for years 2016, 2017, 2025, 2030, and 2040 for the Metropolitan Washington Region

MOVESrun table	Appropriate version of MOVES was used. All calculation bundles were processed.
MOVES error table	No errors were produced in any of the runs.
MOVESoutput	The output contains emission results for all necessary source types, processes, and pollutants.
Output processing	The output was appropriately summed to generate the emissions inventory. The methodology was documented.

III. EPA’s Evaluation

For MVEBs to be approvable, they must meet, at a minimum, EPA’s adequacy criteria found at 40 CFR 93.118(e)(4). EPA’s adequacy criteria are: (1) the submitted control strategy implementation plan was endorsed by the Governor or designee and was subject to a state public hearing; (2) consultation among federal, state, and local agencies occurred; full implementation plan documentation was provided to EPA; and EPA’s stated concerns, if any, were addressed before the control strategy implementation plan was submitted; (3) the MVEBs are clearly identified and precisely quantified; (4) the MVEBs, when considered together with all other emissions sources, are consistent with applicable requirements for maintenance; (5) the MVEBs are consistent with and clearly related to the emissions inventory and the control measures in the submitted control strategy implementation plan; and (6) revisions to previously submitted maintenance plans explain and document any changes to previously submitted budgets and control measures, impacts on point and area source emissions, any changes to established safety margins, and reasons for the changes (including the basis for any changes related to emission factors or estimates of vehicle miles traveled).

For all areas where transportation conformity applies, Table 1 – Conformity Criteria, found in 40 CFR 93.109(b), lists the conformity criteria that apply for transportation plans, TIPS, and projects in 40 CFR 93.110 through 93.119. A transportation plan or TIP conformity determination must include a regional emissions analysis that meets the requirements of 40 CFR 93.122. This regional emissions analysis must use latest planning assumptions (40 CFR 93.110); use the latest emissions model (40 CFR 93.111); and pass the appropriate conformity test – the budget test and/or the interim emissions test(s) (40 CFR 93.118 and 93.119). In addition, other requirements must be met and documented in the transportation plan and TIP conformity determination including interagency consultation and public participation (40 CFR 93.112) and timely implementation of Transportation Control Measures (TCMs) in approved SIPs (40 CFR 93.113). Table 4 below demonstrates how the document prepared by the TPB satisfies the requirements for conformity determinations.

Table 4. EPA's Evaluation of the Conformity Determination of the Plan and TIP Submitted by the District of Columbia Division Office of the Federal Highway Administration on behalf of TPB to EPA on January 13, 2017

CRITERIA APPLICABLE TO PLAN AND/OR TIP			
SECTION OF 40 CFR PART 93	CRITERIA	Y/N	COMMENTS
93.106(a)(1)	Are the horizon years correct?	Y	The years chosen (2016, 2017, 2025, 2030, and 2040) are the appropriate horizon years for the 2008 8-hour ozone NAAQS. The 2016 analysis year represents the 2016 CLRP. The 2017 analysis year is a near-term year. The 2025 and 2030 analysis years are interim years to ensure there is not more than 10 years between any two analysis years. The 2040 analysis year is the end year of the plan.
93.106(a)(2)(i)	Does the plan quantify and document the demographic and employment factors influencing transportation demand?	Y	The conformity determination summarized: population, employment, and household data for the Metropolitan Washington, DC area which was utilized in this analysis. These forecasts were based upon the Round 9.0 forecast.
93.106(a)(2)(ii)	Is the highway and transit system adequately described in terms of the regionally significant additions or modifications to the existing transportation network which the transportation plan envisions to be operational in the horizon years?	Y	Appendix B of the Air Quality Conformity Analysis document includes regionally significant additions or modification projects. The project list includes transit, highway, and high occupancy vehicle (HOV)/high occupancy toll (HOT) projects.
93.108	Is the transportation plan fiscally constrained?	Y	EPA is deferring to TPB and the State of Maryland, the Commonwealth of Virginia, and the District of Columbia transportation agencies who have determined that the plan is fiscally constrained.
93.110	Is the conformity determination based upon the latest planning assumptions? (a) Is the conformity determination, with respect to all other applicable criteria in 40 CFR §§93.111 - 93.119, based	Y	(a & b) The latest planning assumptions have been utilized. The latest planning assumptions include the new Round 9.0 forecasts, which includes forecasts for population and employment

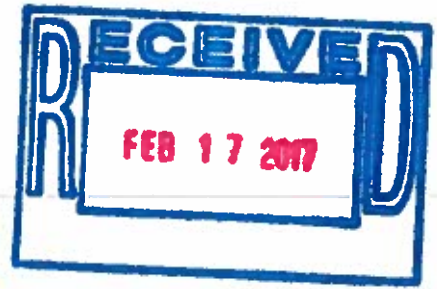
	<p>upon the most recent planning assumptions in force at the time of the conformity determination?</p> <p>(b) Are the assumptions derived from the estimates of current and future population, employment, travel, and congestion most recently developed by the MPO or other designated agency and is the conformity based upon the latest assumptions about current and future background concentrations?</p> <p>(c) Are any changes in the transit operating policies (including fares and service levels) and assumed transit ridership discussed in the determination?</p> <p>(d) Does the conformity determination include reasonable assumptions about transit service and increases in transit fares and road and bridge tolls over time?</p> <p>(e) Does the conformity determination use the latest existing information regarding the effectiveness of Transportation Control Measures (TCMs) and other implementation plan measures which have already been implemented?</p> <p>(f) Are key assumptions specified and included in the draft documents and supporting materials used for the interagency and public consultation required by 40 CFR §93.105?</p>	<p></p> <p>Y</p> <p></p> <p>Y</p> <p></p> <p>Y</p> <p></p> <p>Y</p>	<p>data. The latest travel time changes were used in the travel demand model.</p> <p></p> <p>(c) Charges made by each transit provider as well as updated charges were used for future analyses.</p> <p></p> <p>(d) Increases in transit fares are incorporated.</p> <p></p> <p>(e) All of the TCMs listed in the 8-hour and 1-hour Ozone SIPs for the Metropolitan Washington, DC area were implemented. The latest information regarding TCMs and other implementation plan measures effectiveness has been used.</p> <p></p> <p>(f) Documents containing key assumptions and supporting materials were available during the interagency and public consultation periods. This document was developed through the interagency and public consultation process detailed on pages 17-19 and Appendix C of the Air Quality Conformity Report.</p>
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93.111	Is the conformity determination based upon the latest emissions model?	Y	This conformity determination used MOVES2014a, an acceptable EPA emissions model to do the emissions analysis.
93.112	Did the MPO make the conformity determination according to the consultation procedures of the conformity rule or the state's conformity SIP?	Y	<p>Consultation procedures were followed in accordance with the TPB consultation procedures. These procedures are based on the procedures of the state conformity SIP.</p> <p><u>Interagency Consultation</u> The TPB has consulted with all appropriate agencies. This includes the District of Columbia Department of the Environment, Maryland Department of the Environment, Maryland Department of Transportation, Maryland Office of Planning, Virginia Department of Environmental Quality, Virginia Department of Transportation, Federal Highway Administration, EPA, and county representatives of the counties of the Metropolitan Washington, DC area.</p> <p><u>Public Consultation</u> The TPB has provided opportunities for public comment on the Conformity Determination. On October 13, 2016, the TPB released for public comment for 30 days, the draft air conformity analysis for the TIP and CLRP.</p>
93.113(b) and 93.113(c)	Are TCM's being implemented in a timely manner.	Y	All the TCMs listed in the 1-hour and 8-hour Ozone SIPs for the Metropolitan Washington, DC area were implemented. The latest information regarding TCMs and other implementation plan measures effectiveness has been used. Documentation regarding the timely implementation of each project is included in Appendix G of the Air Quality Conformity Report.
93.118	For areas with SIP Budgets: Does the Transportation Plan and TIP meet the required emission reduction test?	Y	On February 7, 2013, EPA declared adequate mobile emissions budgets contained in the 2009 Attainment Plan and 2010 Contingency Plan for Maryland, Virginia, and the District of Columbia. Therefore, those mobile budgets are the applicable budgets to be used in this conformity determination. All three of these attainment

		mobile budgets are identical and are in tons/day (tpd).
		<u>2009/2010 Budgets:</u> <u>2016 Analysis:</u> 66.50 tpd (VOC) 55.5 tpd (VOC) 144.30 tpd (NO _x) 109.2 tpd (NO _x)
		<u>2009/2010 Budgets:</u> <u>2017 Analysis:</u> 66.50 tpd (VOC) 49.6 tpd (VOC) 144.30 tpd (NO _x) 86.2 tpd (NO _x)
		<u>2009/2010 Budgets:</u> <u>2025 Analysis:</u> 66.50 tpd (VOC) 35.4 tpd (VOC) 144.30 tpd (NO _x) 40.1 tpd (NO _x)
		<u>2009/2010 Budgets:</u> <u>2030 Analysis:</u> 66.50 tpd (VOC) 25.3 tpd (VOC) 144.30 tpd (NO _x) 26.8 tpd (NO _x)
		<u>2009/2010 Budgets:</u> <u>2040 Analysis:</u> 66.50 tpd (VOC) 19.2 tpd (VOC) 144.30 tpd (NO _x) 19.0 tpd (NO _x)

IV. CONCLUSION

Pursuant to FHWA's January 13, 2017 request, EPA has reviewed the 2008 8-Hour Ozone NAAQS Conformity Determination for the 2016 CLRP and the FY 2017-2022 TIP prepared by the Metropolitan Washington Council of Governments, National Capital Region TPB for the Washington DC-MD-VA Area. EPA has determined that the 2016 CLRP and the FY 2017-2022 TIP meet the requirements of the CAA and the applicable regulations promulgated at 40 CFR part 93.



February 10, 2017

Bridget Donnell Newton
777 North Capitol NE, Suite 300
Washington, DC 20002

Dear Ms. Newton:

Thank you on behalf of the General Manager, for taking the time to share your concerns and suggestions related to Metro's Fiscal Year 2018 budget and potential service changes.

We appreciate your support of Metro, especially during a time when tough decisions are being considered to balance the budget. We do not take these matters lightly and we are sure you also understand the challenges of delivering important public services with finite resources.

The Board's Finance Committee will be meeting on March 9 to review the extensive public feedback that Metro has received regarding proposed service changes and fare increases. The objective is for the Board of Directors to approve the operating budget on March 23, to allow adequate time to implement any service or fare adjustments.

Thank you again for sharing how the potential service changes would impact traditionally-disadvantaged communities and for your continued support for Metro.

Sincerely,

Barbara Moulton
Senior Director
Office of Customer Care
Department of Customer Service, Communications, and Marketing

Washington
Metropolitan Area
Transit Authority

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

By Metrorail:
Farragut Square—Red Line
Mile City Place-Chinatown—
Red, Green and
Yellow Lines
By Metrobus:
Routes D1, D3, D6, P6,
70, 71, 80, X2

District of Columbia,
Maryland and Virginia
Transit Partnership



February 24, 2017

Bridget Donnell Newton
777 North Capitol St NE
Suite 300
Washington, DC 20002

Dear Ms. Newton:

Thank you for your February 3, 2017 letter to the Board of Directors. We appreciate you taking the time to share your concerns and suggestions related to Metro's Fiscal Year 2018 budget and potential service changes.

We appreciate your support of Metro, especially during a time when tough decisions are being considered to balance the budget. We do not take these matters lightly and we are sure you also understand the challenges of delivering important public services with finite resources.

The Board's Finance Committee will be meeting on March 23 to review the extensive public feedback that Metro has received regarding proposed service changes and fare increases. The objective is for the Board of Directors to approve the operating budget on March 23, to allow adequate time to implement any service or fare adjustments.

Thank you again for sharing how the potential service changes would impact your constituents and for your continued support for Metro.

Sincerely,

Barbara Moulton
Senior Director
Office of Customer Care
Department of Customer Service, Communications, and Marketing

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Metropolitan Area
Transit Authority

600 Fifth Street, NW
Washington, DC 20001
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A District of Columbia,
Maryland and Virginia
Transit Partnership



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: March 9, 2017

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



MEMORANDUM

TO: COG Board of Directors
FROM: Chuck Bean, Executive Director
SUBJECT: Metrorail Safety Commission (MSC) Status Update
DATE: March 1, 2017

Introduction

This memorandum is background information to support the MSC Update agenda item for the March 8 COG Board meeting. This memorandum summarizes the status of activities to establish a Metrorail Safety Commission (MSC) interstate compact and highlights the subsequent implementation steps to stand up the MSC as an independent safety commission under federal transportation law (Fixing America's Surface Transportation (FAST) Act [Pub. Law No. 114-94]). I defer to the MSC lead policy officials from the District, Maryland, and Virginia in the event that I have mischaracterized either the status of legislative activities or the subsequent implementation steps.

Steady and substantive progress has and continues to be made toward completion of all requirements to establish the MSC, led by senior policy officials ("Policy Work Group") and legal staff from the District of Columbia, Maryland, and Virginia, with assistance of COG and TPB staff and expert legal consultants. Our appreciation goes to COG Board Members Senator Barker, Senator Feldman, Chairman Mendelson and others who sponsored or championed the MSC bills in their respective legislative chambers.

The activities are described further below and fall into two primary areas: (1) legal and legislative work to enact the MSC Compact by the District of Columbia, Maryland, Virginia and the United States Congress, thereby authorizing the MSC to carry out its mission including having the authority to compel WMATA to take safety corrective actions developed by the MSC; and (2) implementation actions creating the new organizational entity including appointment of Commissioners, hiring staff and transitioning oversight for Metro from the Federal Transit Administration (FTA) to the MSC.

Legislative Actions to Enact the Metrorail Safety Commission Compact

The Council of the District of Columbia passed the MSC Compact on December 14th and the Mayor has signed the legislation.

Similar Compact legislation was introduced and has passed in the Virginia General Assembly, separately, by the Commonwealth of Virginia's House of Delegates (HB 2136) and Senate (SB 1251) and is awaiting the Governor's signature. There was also an amendment passed by both chambers requiring that the Virginia Secretary of Transportation in coordination with the Northern Virginia Transportation Commission engage with their District and Maryland counterparts for purposes of revising the WMATA Compact and implementing WMATA reforms. The amendment is independent of the action to establish the MSC.

Similar Compact legislation was introduced in the Maryland General Assembly (House Bill 2185 and Senate Bill 0265). A Senate public hearing was held on February 8th and the House Public Hearing

was held on February 16th. The House Bill passed on February 27th and will now be reconciled with the Senate for final passage. A final Bill is anticipated to be enacted by the General Assembly before the end of its session on April 11, 2017.

The compact legislation enacted in the three jurisdictions also must be ratified by the United States Congress. A Bill to ratify the MSC compact has been introduced in both the House (HJ Res 16) and Senate (SJ Res. 22). The completion of the legal activities for creating the MSC by the two states and District of Columbia should be completed in the next several weeks and subsequent action by the United States Congress is expected to follow soon thereafter; enactment of the compact enables the new organization to be established, the elements of which are described in the next section.

Establishing the Metrorail Safety Commission Organization

The elements of the MSC include appointment of commissioners, adoption of operational by-laws, recruitment of an Executive Director and hiring staff, housing the entity, and transition from the FTA and Tri-State Oversight Committee (TOC) to the MSC. Planning for these elements has been underway over the past year and is led by senior representatives of the Maryland, Virginia, and District transportation departments with decision support provided by COG staff. The requirements to stand up the new organization are mandated by the FTA under a “Certification Work Plan” and is being carried out in close coordination with FTA staff. The work plan includes a series of milestones that must be met to enable the FTA to certify the MSC as a State Safety Oversight (SSO) Agency conforming to the FAST Act.

Some of the activities recently completed include: developing a Conflict of Interest Policy that centers on the policies and procedures for identifying, documenting, eliminating, or sufficiently mitigating instances where the MSC is not legally or financially independent from WMATA as required by law, and developing a Program Standard describing the Washington MSC’s approach to implementing the requirements of its SSO program over the Metrorail system.

Other organizational management activities to complete the work required to stand up the MSC include the following items below. The MSC Policy workgroup continues to work on these and other items as work on the enabling legal activities is being completed.

1. Appointment of the MSC Commissioners
2. Incorporation of the MSC
3. Executive Director Recruitment and Hiring
4. Search and identification and securement of office space
5. Determine and retain in-house staffing and administrative support; establishment of procurement policies and equipment purchases (vehicles, field equipment, etc.) develop requirements for and retain needed contracted support; establish Information Technology & Document Control System
6. Determine and complete in-house staff training
7. Formation of MSC Implementation Committee to assist and guide in the transition of the Tri-State Oversight Committee (TOC) to the MSC
8. Secure formal and full FTA certification for the MSC
9. Assume key oversight activities from the TOC

The MSC Policy Group remains committed to completing all of the above activities and secure FTA certification of the MSC as expeditiously as possible.



MSC Compact Legislative Update

March 8, 2017

Todd McIntyre, Deputy Chief of Staff, DDOT
Mark Viani, Bean Kinney and Korman, P.C.

Presentation Overview

- I. MSC Compact Highlights
- II. Jurisdiction Legislative History and Planned Enactment
- III. Congressional Ratification
- IV. Next Steps



MSC Compact Highlights

- ❑ The MSC's Board will be legally independent of WMATA.
- ❑ Unlike TOC, there will be no jurisdictional quorum or voting veto by a jurisdiction.
- ❑ The MSC's Board will act by majority action once quorum is established except for station shutdowns, which must be unanimously approved by those present.
- ❑ The MSC will oversee safety through approval of safety plans, investigations, approval and enforcement of corrective action plans and audits of WMATA.



3

MSC Compact Highlights Continued

- ❑ The MSC has enforcement authority to:
 - take legal action
 - issue citations or fines
 - direct WMATA to prioritize spending on safety-critical items
 - remove a vehicle, infrastructure element or hazard
 - restrict, suspend or prohibit rail service
 - direct WMATA to remove an individual from a "Safety Sensitive Position" under certain conditions
 - compel WMATA's Office of the Inspector General to conduct safety-related audits or investigations
 - take other actions it deems appropriate



4

District of Columbia

- DC Council passed B21-0828 on December 20, 2016
- Signed by Mayor Bowser on February 10, 2017
- Transmitted to Congress on February 24, 2017 and expected enactment date of April 7, 2017



5

Maryland

- Passed House Bill 119 with an enactment date of June 1, 2017
- Currently being considered by Senate and expected to pass after crossover
- Crossover deadline is March 20, 2017



6

Virginia

- Passed SB1251 and signed by committee on February 24, 2017
- Presented to Governor McAuliffe for signature on February 28, 2017
- Governor has until March 27, 2017 to act on the bill



7

Congressional Ratification

- District of Columbia bill transmitted to Congress on February 24, 2017
- Congressional approval expected after enactment by all jurisdictions
- H.J.Res. 76 for Congressional consent and approval introduced by Rep. Hoyer on February 16, 2017
- Current planned enactment date is June 1, 2017



8

Next Steps

- Draft Framework
- Appointment of Commissioners
- Hiring of Executive Director
- Organizational Buildout
- Seek FTA Certification





MEMORANDUM

TO: National Capital Region Transportation Planning Board
FROM: Stuart A. Freudberg, Deputy Executive Director *SAF*
SUBJECT: COG Chief Administrative Officers Metro Technical Panel Status Update
DATE: March 9, 2017

Attached please find a status update on the Chief Administrative Officers Metro Technical Panel established by the COG Board of Directors in June, 2016.

The Technical Panel is charged by the COG Board with providing policy officials the technical foundation defining the level of funding required by WMATA to assure that the Metrorail system is restored to a safe, reliable system, maintained in a state of good repair. The Technical Panel is further charged with assessing revenue options, identifying performance metrics, and analyzing the economic value of Metro to the region.

A final report to the COG Board of Directors is scheduled for April 26, 2017.

1. Background

The COG Board of Directors established the Chief Administrative Officers (CAO) Metro Technical Panel on June 8, 2016.

Mission:

The Technical Panel is charged by the COG Board with providing policy officials the technical foundation defining the level of funding required by WMATA to assure that the Metrorail system is restored to a safe, reliable system, maintained in a state of good repair. The Technical Panel is further charged with assessing revenue options, identifying performance metrics and benchmarks, and analyzing the economic value of Metro to the region.

Tasks:

- **Funding needs:**
Define WMATA's long-term operating and capital funding needs
- **Revenue options:**
Identify and analyze revenue options to support WMATA's funding needs; may provide recommendations
- **Performance metrics:**
Identify and quantify operating benchmarks and performance metrics in the areas of safety, reliability, customer experience, and financial management that inform policy officials and the public about progress and goals.
- **Economic value:**
Quantify economic value of Metrorail to the region and the economic consequences of insufficient investment to the regional economy.

Technical Panel Membership:

- City and County Managers from WMATA compact jurisdictions
- District of Columbia Chief Financial Officer (CFO)

Collaborative participation by:

- WMATA's CFO and senior staff representatives of the CEO/General Manager
- Transit officials from Maryland and Virginia
- CAOs supporting technical staff

Reporting Timetable to COG Board of Directors:

Interim Technical Report: October 26, 2016

Final Technical Report: April 26, 2017

2. Interim Technical Report to COG Board of Directors (October 26, 2016)

Funding Needs:

- DC CFO developed funding model endorsed by Technical Panel

Key model assumptions:

- WMATA 6-year CIP as base; FY 17 operating budget as base; +100M/year preventative maintenance
- Jurisdiction/state operating subsidies increase 3%/year
- Jurisdiction capital contributions increase 3% annually
- PRIAA funding continues at \$150M/year (federal) matched by DC, MD, VA @ \$50M/year.
- Federal transit administration grants continue at ~\$310M/year
- Personnel costs increase by 3%/year
- Passenger revenues decline by 10 percent in FY2017; remain flat until FY 2022 – then grow at 3 percent/year

Preliminary working draft needs estimates (as of 10/26/2016) – FY 2017-FY2026

- Operating funding gap: \$2.1B (revenues-\$21.05B, needs-\$18.93B)
- Capital funding gap: \$3.3B (revenues-\$8.133B, needs-\$11.734B)
 - Based on needs capped at \$1.2B annually (WMATA spending capacity)
- Annual average gap: \$540 million/year (pay-go)
- If capital needs bond funded, annual debt service \$80M/yr and annual funding gap \$290M/year

Metrics:

- Initial metrics prepared for safety, reliability, customer experience

Economic value:

- Property tax revenues \$3.1B/year generated within ½ mile of Metro stations
- Property tax valuation premium +6-9% higher within ¼ to ½ mile of Metro station
- 105 million square feet of development planned within ½ mile of Metro stations
 - WMATA estimates value of ongoing and planned construction value ~ \$50B

Impacts of underinvestment:

- Cost of delay – 2014-2015: \$51M-\$61M/year
- Cost of delay 2015-2016: \$153M-\$253M/year (preliminary)
- Failure to invest in Metro could conservatively reduce regional economic growth from 2.5%/year by 10%-20% to between 2%/year and 2.25%/year, resulting in regional tax revenues reduction of \$1B to \$2B annually

3. Final Report to COG Board of Directors (April 26, 2017)

- **Operating and Capital Needs** – Ongoing analyses (preliminary)
 - Being Updated based on FY 2018 WMATA budgets, Capital Needs Inventory (CNI)
 - Analysis focused on achieving state of good repair coupled with ongoing preventative maintenance
 - Metro system overall infrastructure value is \$40 billion (per CNI)
 - Recent analyses indicate 10 year capital funding gap larger, operating funding gap lower than October estimates.
 - Overall annualized funding gap appears to be at approximately the same level (~\$500 million/year) as October Interim Report.
 - Similar to October conclusion, recent analyses suggest dedicated funding starting in FY 2019 coupled with debt financing could support state of good repair capital needs gap plus operating cost gap

- **Regional Revenue Options Being Analyzed to Fund Needs Gap**
 - Sales tax
 - Gas tax
 - Property tax
 - Entire WMATA compact area
 - Within ½ mile of Metro stations
 - Value Added tax
 - Commuter Tax

- **Revised metrics** for safety, reliability, customer experience, financial management

- **Updates on economic value** – tax revenues, cost of delay, reduction in regional economy due to underinvestment



MEMORANDUM

TO: Transportation Planning Board
FROM: Nicholas Ramfos, TPB Transportation Operations Programs Director
SUBJECT: U.S. DOE FY 2017 Vehicles Technologies Deployment Grant Proposal
DATE: March 9, 2017

The TPB's Commuter Connections program has partnered with the University of Maryland, D.C. Department of For-Hire Vehicles, D.C. Department of Energy and Environment Central Maryland Regional Transit, and Local Motors to submit a proposal to the U.S. Department of Energy on their FY 2017 Vehicles Technologies Deployment Funding Opportunity (Announcement DE-FOA-0001639). The proposed project is titled "A Shared, Electrified, and Automated Energy Efficient Mobility System in the D.C.-Baltimore Region with Multi-Jurisdictional Interoperability," and will focus on energy efficient mobility systems (EEMS) projects.

The Washington D.C. and Baltimore regions have long been leaders in promoting shared mobility, electric vehicle (EV), alternative-fuel (AFV), and automated vehicle (AV) solutions for an EEMS. Many of the region's state and local agencies have invested in and successfully grown EEMS programs that are ready for ROI assessment.

The project team's proposal will consist of incentive-based ridesharing, first mile/last mile solutions, and a focus on EV's and AV's. Objectives include the following:

1. Further develop and deploy rideshare and EV projects in the region through a "Living Lab" that improves mobility and energy efficiency for urban and rural travel.
2. Demonstrate and deploy electric, automated vehicles for ridesharing and first mile/last mile neighborhood ride services.
3. Develop and implement a multi-agency interoperable incentive program that encourages EEMS technology adoption and maximizes the effectiveness of ridesharing, EV, AFV and AV incentives
4. Comprehensively assess the ROI of individual EEMS technologies respectively, and their collective effectiveness when deployed as an integrated EEMS.

The project team submitted a project abstract to the USDOE in February for consideration and was selected to submit a full proposal which is due by March 24th. The project grant request will include a \$2 million federal share and at a minimum, a \$2 million cost share during the grant period which will be October 2017 – September 2020. Pending state funding agency approval, Commuter Connections will be providing in-kind services through its CCWP as part of the cost share arrangement during the grant period. No new funding commitment will be necessary for the grant application if it is selected for implementation.



Regional Safe Routes to School meeting showcased efforts to make it safer for kids to walk and bike to school

Posted by [TPB NEWS](#) on [MARCH 7, 2017](#)

The TPB's Bicycle and Pedestrian Subcommittee recently co-hosted a regional network meeting of Safe Routes to School of Greater Washington. The TPB and Safe Routes to School share goals for improving bicycle and pedestrian safety, and several TPB funding opportunities support projects aimed at making it safer for kids to walk or bike to school.

Safe Routes to School and shared regional goals

The Safe Routes to School National Partnership is a network of organizations across the United States working to encourage safe walking and biking to and from schools. The Greater Washington Regional Network brings together advocacy, education, health, transportation, and planning professionals to support local programs and policies to create safer communities.

While the national partnership focuses on high-level policy proposals and advises the regional and state programs, the regional network focuses on safety interventions at the school level. In schools, Safe Routes coordinators educate children about safety, work with the community and parents to encourage kids to walk and bike, and identify potential infrastructure enhancements, like crosswalks, sidewalks, or better road design.



District of Columbia Public School students finish up a group ride. The TPB supports Safe Routes to School because encouraging biking and walking and promoting safety are regional priorities. (DCPS)

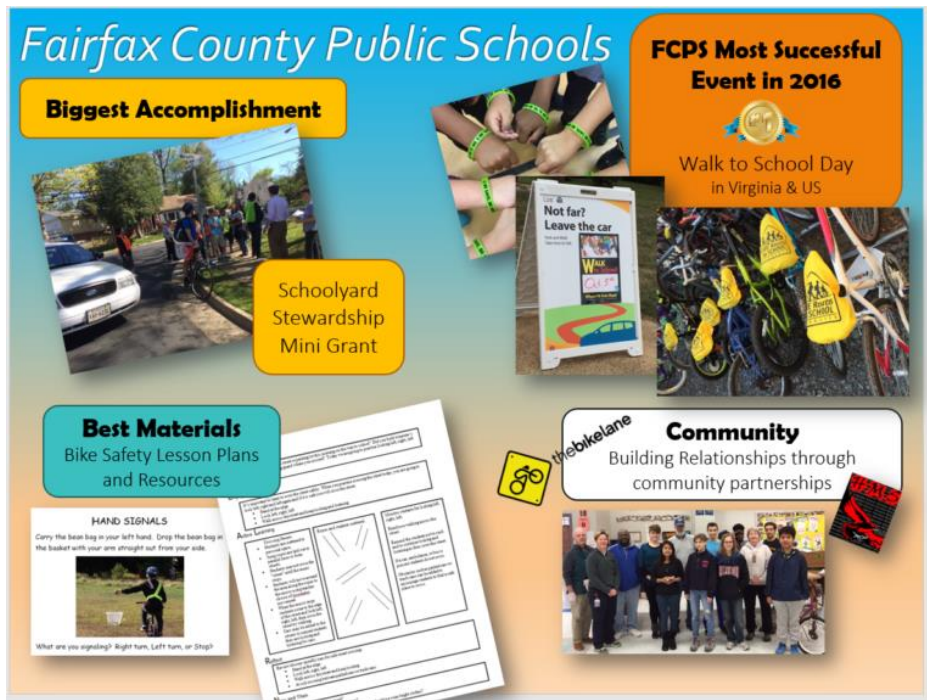
The TPB supports Safe Routes to School because encouraging biking and walking and promoting safety are regional priorities. The TPB’s Regional Transportation Priorities Plan specifically highlights these issues as key areas of focus. Encouraging kids to bike and walk also has other benefits, including fostering independence, helping kids stay healthy through physical activity, and even reducing congestion by removing trips that parents make driving their children to school.

Local school districts’ Safe Routes education efforts

The February 28 network meeting provided a chance for Safe Routes coordinators, educators, planners, and volunteers from across the region to share updates and accomplishments from their respective school districts. A panel of coordinators and planners from Fairfax County, the District of Columbia, and Montgomery County highlighted their achievements.

In Fairfax County, the Safe Routes program recorded more kids participating in Walk to School Day—an annual event that occurs each fall—than any other district in the country. The school system has been working on improving the environment around schools with a School Yard Stewardship grant that funded air quality data collection at drop-off locations, signs promoting walking and biking to school, a student travel tally, and a walk-about with parents, teachers, administrators, and planners to identify potential safety improvements. The school district also provided bikes to 24 schools for bike safety lessons and five schools have their own fleet of bikes.

Fairfax County's Safe Routes program has accomplished a lot, including having the most successful Walk to School Day event in the country. (Fairfax County Public Schools)



In the District of Columbia, the Safe Routes program has wide institutional support from the District Department of Transportation (DDOT) and District of Columbia Public Schools (DCPS). The

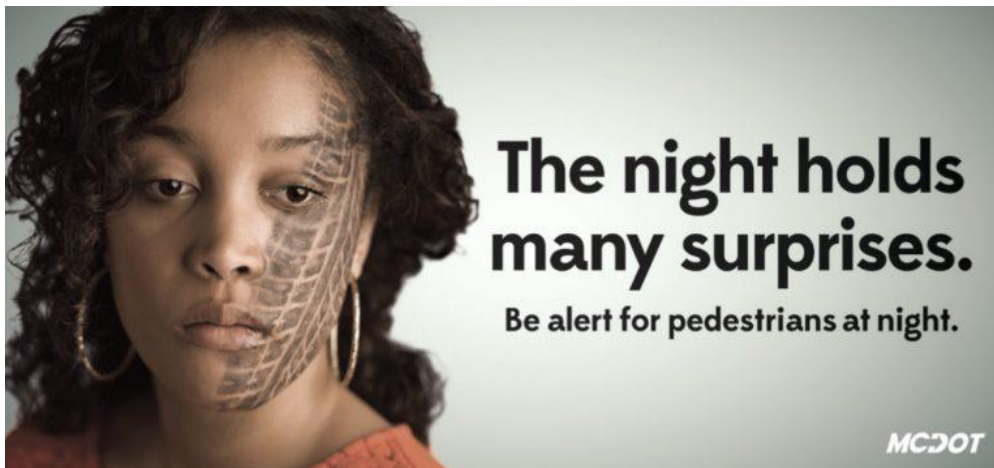
District's Safe Routes coordinator plays an all-encompassing role that includes overseeing safety classes as well as infrastructure enhancements and safety initiatives like crossing guards.

The school system's physical education curriculum also includes teaching all second-graders how to ride a bike. DCPS is sharing the learn-to-ride curriculum and experiences with other jurisdictions in the region. While no other school district has started a district-wide bike education program, Alexandria is starting a pilot program at select schools based on the DCPS curriculum.



All second-grade students in DCPS schools learn to ride a bike as part of their physical education curriculum. (DCPS)

In Montgomery County, Safe Routes has launched new safety classes for kids. Teachers can use signs and lead students in singing safety-themed songs to help them learn and remember how to safely cross the street. The program allows children to practice in the school gym before heading out on the sidewalk. And the county is also considering a draft Vision Zero policy—an international road traffic safety project that aims to achieve a highway system with no fatalities or serious injuries. If passed, the policy would further support Safe Routes efforts in safety education and safer infrastructure in the county.



Montgomery County's "YOLO" campaign uses the Street Smart template with student models. Students wrote the messages to accompany the images. (MCDOT)

Along with the reports from the local school districts, TPB staff also shared how the TPB is supporting safety education region-wide. The TPB's twice-yearly Street Smart campaign broadcasts mass media messages about road safety for all users, reminding motorists, pedestrians, and cyclists alike about being safe on the roads. Some Safe Routes to School programs in the region have used similar messaging with their students. Montgomery

County developed their “YOLO” campaign using the Street Smart template. YOLO, internet slang for “you only live once,” incorporates key Street Smart messages but features students posing as the “tired faces” in the campaign.

Building better infrastructure and finding ways to pay for it

Making it safer for children to walk and bike to school also requires better street design and efforts to keep areas around schools safe from traffic.

At the February 28 event, planners from Toole Design Group, a planning consulting firm, led an exercise in learning the steps for planning temporary “pop-up” safety enhancements—short term or one-time road or trail changes using signs, chalk, planters, or tape to show how some simple changes can make the areas leading to the school safer or more appealing for people walking.



Attendees at the Feb. 28 meeting worked in small groups as part of a “design your own pop-up” exercise led by planners from Toole Design Group. “Pop-up” interventions like temporary signage and sidewalk and trail markings can demonstrate the value of more permanent Safe Routes improvements. (TPB)

Some pop-ups change traffic patterns to show how new signage can change the traffic flow so there are safer places to cross the street. In some cases, a pop-up demonstration can be so successful that it could be made into a permanent change.

At a pop-event in Georgia, temporary changes to traffic patterns showed how the modifications would improve safety for those on foot or bicycle. (Toole Design Group)



Getting these kinds of improvements funded and built can sometimes be a challenge. This is where TPB support can help. Through its Transportation/Land Use Connections (TLC) program, the TPB provides free technical assistance for planning or designing projects that promote safety, biking and walking, access to transit, and connecting Activity Centers. And, through its role selecting projects to receive federal Transportation Alternatives Program (TAP) funding, the TPB can also award construction funds to such projects.

RELATED: [How TLC helped jumpstart a trail project in Prince George’s County](#)

MORE: [Learn about TAP and other funding opportunities for bicycle and pedestrian projects in Maryland](#)

Gearin’ Up Bicycles showcased its community outreach efforts

Once kids learn to ride, they still may need a bike and many neighborhoods don’t have access to affordable bike shops. Enter Gearin’ Up Bicycles, a DC-based nonprofit that teaches kids how to repair their own bikes and also provides pop-up shops in neighborhoods without bicycle repair shops.

Gearin’ Up Bicycles Executive Director Sterling Stone spoke at the February 28 Safe Routes meeting. He explained that kids from all over the region can learn to fix up a bike. Once they learn how, kids can start to build their own bike through the earn-a-bike program at the shop or in school-based programs. Once they graduate from Gearin’ Up, some get jobs in area bike shops. The organization also has classes for adults so that everyone can repair or build their own bikes and get back to riding.



Kids can learn how to fix bikes and eventually build their own through Gearin' Up Bicycles' Earn-a-Bike program. (Gearin' Up Bicycles)

Stone explained that Gearin' Up has given kids new feelings of freedom and also helped them focus. He said that it has also exposed kids to others from other parts of the region and created opportunities for them to bond in the shop and biking on the region's trails.

More: [Get all the presentations and learn more about Safe Routes to School of Greater Washington](#)

Cover photo by Safe Routes to School National Partnership

ITEM 7 – Action
March 29, 2017

Approval of Amendment to the
FY 2017 Unified Planning Work Program (UPWP), and
Approval of FY 2017 Carryover Funding to FY 2018

Staff

Recommendation: Adopt Resolutions R12-2017 and R13-2017 to approve the amendment to the FY 2017 UPWP and the FY 2017 carryover funding to FY 2018.

Issues: None

Background: Certain projects and budgets in the current FY 2017 UPWP have been identified to be carried over to FY 2018. The board will be briefed on the enclosed amendment to the FY 2017 UPWP and associated FY 2017 carryover funding to FY 2018.

TPB R12-2017
March 29, 2017

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

**RESOLUTION TO AMEND THE FY 2017 UNIFIED PLANNING WORK PROGRAM (UPWP)
TO REVISE THE BUDGET AND WORK ELEMENTS**

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 Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

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

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

WHEREAS, the FY 2017 UPWP for the Washington Metropolitan Area was approved by the TPB on March 16, 2016; and

WHEREAS, revised work statements and budgets for projects in the FY 2017 UPWP have been developed by staff, the District Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT), and the Washington Metropolitan Area Transit Authority (WMATA) to modify projects and identify funding which will be carried over into FY 2018, as described in the attached materials; and

WHEREAS, at its March 3, 2017 meeting, the TPB Technical Committee was briefed on the proposed revised work statements and budgets for projects in the FY 2017 UPWP and recommended approval by the TPB;

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board amends the FY 2017 UPWP to include revised work statements and budgets, as described in the attached Memorandum of March 9, 2017 entitled: "FY 2017 Unified Planning Work Program (UPWP) Amendments to Budgets and Work Activities."

TPB R13-2017
March 29, 2017

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

**RESOLUTION TO APPROVE
CARRYOVER FUNDING FROM FY 2017 TO THE
FY 2018 UNIFIED PLANNING WORK PROGRAM (UPWP)**

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 Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the Joint Planning Regulations issued February 14, 2007 by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) require a Unified Planning Work Program for Transportation Planning (UPWP); and

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

WHEREAS, the FY 201 UPWP for the Washington Metropolitan Area was approved by the TPB on March 16, 2016; and

WHEREAS, project work statements and budgets for carryover from FY 2017 to FY 2018 have been developed for the core program and the Technical Assistance Programs of the District Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT), and the Washington Metropolitan Area Transit Authority (WMATA);

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board approves the work statements and budgets for carryover funding from FY 2017 to FY 2018 as described in the attached Memorandum of March 9, 2017 entitled "FY 2017 Unified Planning Work Program (UPWP) Amendments to Budgets and Work Activities."



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, TPB Plan Coordination and Program Director
SUBJECT: FY 2017 Unified Planning Work Program (UPWP) Amendments to Budgets and Work Activities
DATE: March 9, 2017

A Unified Planning Work Program (UPWP) is an annual or biennial statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. Metropolitan Planning Organizations (MPOs) are required to develop UPWPs to govern work programs for the expenditure of FHWA and FTA planning funds [23 CFR 450.308(b)]. In short, the UPWP is the staff budget to carry out the TPB's priorities and federally required activities for each year. The fiscal year starts July 1, and these budgets must be approved in March to give the Federal and State funding agencies time to issue approvals and authorizations before work can begin. In January and February, the TPB received presentations and materials on the Draft FY 2018 UPWP, which is the TPB's budget for next year.

The TPB will be taking three actions at the March 15, 2017 meeting to approve the budget for next year and to effectively maximize our ability to spend the federal funding in the most efficient way possible. The first action is to amend the TPB's current 2017 UPWP to identify funding and activities that staff will not be completing in FY 2017 (Resolution R12-2017). The second action the TPB will take is to "carryover" this funding and make it available to program into the FY 2018 UPWP (Resolution R13-2017). The third action is to approve the new FY 2018 UPWP (Resolution R14-2017).

This memorandum describes the proposed amendments to revise the budget of the TPB's FY 2017 UPWP to carryover previously approved work activities and budgets into the next fiscal year (Resolution R12-2017). The recommended amendments were reviewed by the State Departments of Transportation (who provide the largest funding match and who have MPO oversight authority) and the Technical Committee at its March 3, 2017 meeting.

SUMMARY OF BUDGET REVISIONS

Staff recommends that the current FY 2017 UPWP be amended to reduce the total budget by \$2,703,540 to reflect work activities that are not anticipated to be completed during the remaining part of this fiscal year (ends June 30, 2017). Staff also recommends that this amount be carried over to the FY 2018 UPWP to support continued work on these activities and all of the other activities planned for FY 2018. The amended FY 2017 UPWP Budget amounts and distribution are listed in Tables 1 and 2 at the end of this memo.

CHANGES TO FY 2017 UPWP ACTIVITIES AND BUDGETS

Of the \$2,703,540 recommended reduction in budget, the Core programs work activity budget will be reduced by \$1,925,627 and the combined Technical Assistance program budget will be reduced by \$877,913. These amounts will be carried over to the FY 2018 UPWP Core program.

The breakdown of the funds within the Core program recommended to be carried over is as follows:

1. Activity 2 – Performance-Based Planning and Programming: Carryover \$50,000 from FY2017 to reflect revised timelines of federal rulemaking on PBPP requirements. This funding will support PBPP activities planned for FY 2018.
2. Activity 4 – Planning Programs: Carryover \$150,000 from FY2017 UPWP resulting from a few planned work activities that are not being pursued for this fiscal year. The funds will be used to support the planned activities during the next fiscal year as noted below.
 - a. Congestion Management Process: Consistent with FAST Act. Work to leverage the Congestion Management Plan and its Technical report to develop a Regional Congestion Management Plan.
 - b. Systems Performance, Operations and Technology Planning: Develop a comprehensive update to the Regional ITS Architecture document.
 - c. Regional Public Transportation Planning: Publish the regional “State of Public Transportation” report.
 - d. Freight Planning: Hold a regional Freight Forum to explore strategies to address current challenges for efficient freight movement, particularly for last mile deliveries in dense urban and suburban areas, and to explore opportunities offered by advancements in freight movement including shared mobility and autonomous vehicles.
3. Activity # 6 Travel Monitoring and Data Programs: Carryover \$1,525,627 in funding for the Household Travel Survey to commence and complete the major “once in a decade” region-wide household travel survey. This amount being carried over reflects UPWP funding allocations from both FY 2017 and FY 2016. Given the significant resources needed for this work activity (currently estimated at about \$3 million) funding for this activity has traditionally been allocated over multiple fiscal years. While data collection for this survey was originally scheduled to begin in the FY 2017, it was decided to defer the start of the survey data collection until FY 2018 after completion of the main stages of the Metrorail SafeTrack program. This carryover funding together with the funding proposed in the FY 2018 UPWP budget will provide the funding needed to conduct and complete the data collection for this survey.
4. Activity 7 Cooperative Forecasting and Transportation Planning Coordination: Carryover \$100,000 in funding into the next fiscal year. There have been no updates to the Cooperative forecasts (Round 9.0) and no updates are anticipated to be completed during the remaining term of this fiscal year. These additional funds will support work with the region’s Planning Directors to identify and evaluate potential land use strategies and scenarios for improving transportation system performance outcomes as part of planned TPB’s Long Range Plan Task Force work activities and the quadrennial update of the TPB’s Constrained Long Range Plan element.

The Technical Assistance program provides funding to the three State Departments of Transportation (DOT) and WMATA to assist in planning studies and travel monitoring activities that support regional planning. Working with the DOTs staff has identified budget amounts that will not be expended in the remaining part of this fiscal year. The breakdown of the funds within the Technical Assistance program recommended to be carried over is as follows:

Of the total \$877,913 in funds being carried over: the DC Technical Assistance budget will be reduced by \$105,118, the MD Technical Assistance budget by \$498,367 and the VA Technical Assistance budget by \$251,428 and WMATA by \$23,000. The carryover amounts in this fiscal year are unusually large and reflect discontinued plans to explore a few technical work activities at this time. The carryover funds will form the largest basis of support for the TPB's Long Range Plan Task Force which is considering developing a set of unfunded or underfunded projects, program and policies initiatives that together can provide a substantive improvement in the performance outcomes of the region's transportation system in the long run.



March 9, 2017

TABLE 1
FY 2017 UPWP - PROPOSED AMENDED FUNDING BY SOURCE

	FTA SECT 5303 80% FED & 20% STA/ LOC	FHWA SECT 112 80% FED & 20% STA/ LOC	TOTALS	
ALLOTMENTS PROVIDED BY DDOT				
NEW FY 2017	\$424,752	\$1,761,989	\$2,186,741	(\$560,683)
UNOBLIGATED FY 2015	\$68,477	\$279,993	\$348,470	
CARRYOVER FY 2016	\$79,400	\$318,784	\$398,184	
SUBTOTAL	\$572,629	\$2,360,766	\$2,933,395	
ALLOTMENTS PROVIDED BY MDOT				
NEW FY 2017	\$938,268	\$2,730,376	\$3,668,644	(\$1,329,637)
UNOBLIGATED FY 2015	\$194,173	\$538,451	\$732,624	
CARRYOVER FY 2016	\$257,977	\$742,683	\$1,000,660	
SUBTOTAL	\$1,390,418	\$4,011,510	\$5,401,928	
ALLOTMENTS PROVIDED BY VDRPT & VDOT				
NEW FY 2017	\$802,976	\$2,261,865	\$3,064,841	(\$913,220)
UNOBLIGATED FY 2015	\$147,559	\$522,208	\$669,767	
CARRYOVER FY 2016	\$190,056	\$575,638	\$765,694	
SUBTOTAL	\$1,140,591	\$3,359,710	\$4,500,301	
TPB BASIC PROGRAM				
TOTAL NEW FY 2017	\$2,165,996	\$6,754,230	\$8,920,226	
TOTAL UNOBLIGATED FY 2015	\$410,209	\$1,340,652	\$1,750,861	
SUBTOTAL	\$2,576,205	\$8,094,881	\$10,671,086	
TOTAL CARRYOVER FY 2016	\$527,433	\$1,637,105	\$2,164,538	
TOTAL BASIC PROGRAM	\$3,103,638	\$9,731,986	\$12,835,624	(\$2,703,540)
FAA - CASP PROGRAM			\$250,000	
GRAND TOTAL	\$3,103,638	\$9,731,986	\$13,085,624	(\$2,703,540)

New FY2017 funds are newly authorized funds for the FY2017 UPWP

Unobligated FY2015 funds are unexpended funds from the completed FY2015 UPWP

Carryover FY2016 funds are programmed from the FY2016 UPWP to complete specific work tasks in the FY2016 UPWP



TABLE 2
FY 2017 UPWP - PROPOSED AMENDED WORK PROGRAM BUDGETS BY SOURCE

WORK ACTIVITY	TOTAL COST	FTA/STATE /LOCAL	FHWA/STATE /LOCAL	OTHER FUND
CORE PROGRAMS				
1. Long-Range Planning	\$1,104,800	\$269,479	\$835,321	
2. Performance-Based Planning and Programming	\$469,145	\$114,432	\$354,713	(\$50,000)
3. Mobile Emissions Planning	\$1,598,800	\$389,974	\$1,208,826	
4. Planning Programs	\$1,564,200	\$381,534	\$1,182,666	(\$150,000)
5. Travel Forecasting	\$2,266,800	\$552,910	\$1,713,890	
6. Travel Monitoring and Data Programs	\$1,861,573	\$454,068	\$1,407,505	(\$1,525,627)
7. Cooperative Forecasting and Transportation Planning Coordination	\$760,000	\$185,376	\$574,624	(\$100,000)
8. Public Participation and Human Transportation Service Coordination	\$830,200	\$202,499	\$627,701	
9. Transportation Alternatives and Land Use Connection Programs	\$422,700	\$103,103	\$319,597	
10. TPB Support and Management	\$825,785	\$201,422	\$624,363	
Core Program Total	\$11,704,003	\$2,854,798	\$8,849,205	(\$1,825,627)
TECHNICAL ASSISTANCE				
A. District of Columbia	\$245,000	\$202,145	\$42,855	(\$105,118)
B. Maryland	\$317,000	\$261,551	\$55,449	(\$498,367)
C. Virginia	\$420,000	\$346,534	\$73,466	(\$251,428)
D. WMATA	\$149,620	\$149,620	\$0	(\$23,000)
Technical Assistance Program Total	\$1,131,620	\$959,850	\$171,770	(\$877,913)
Total, Basic Program	\$12,835,623	\$3,814,648	\$9,020,975	
CONTINUOUS AIRPORT SYSTEM PLANNING				
A. Process 2015 Air Passenger Survey - Phase 2	\$125,000			\$125,000
B. Ground Access Forecast and Element Update	\$125,000			\$125,000
Continuous Airport System Planning Total	\$250,000			\$250,000
GRAND TOTAL UPWP	\$13,085,623	\$3,814,648	\$9,020,975	(\$2,703,540)

ITEM 8 – Action
March 29, 2017

Approval of the FY 2018 Unified Planning Work Program
(UPWP)

Staff

Recommendation: Adopt Resolution R14-2017 to approve the FY 2018 Unified Planning Work Program.

Issues: None

Background: At the February 15th meeting, the board was briefed on the draft FY 2018 Unified Planning Work Program (UPWP). The board will be briefed on the final draft of the FY 2018 UPWP and will be asked to approve it.

TPB R14-2017
March 29, 2017

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

**RESOLUTION TO APPROVE
THE FY 2018 UNIFIED PLANNING WORK PROGRAM (UPWP)**

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 Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the Joint Planning Regulations issued February 14, 2007 by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) require a Unified Planning Work Program (UPWP) for Transportation Planning; and

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

WHEREAS, the FY 2017 Unified Planning Work Program for Transportation Planning for the Washington Metropolitan Region was approved by the Transportation Planning Board (TPB) on March 16, 2016; and

WHEREAS, on February 9, 2017, the TPB released the draft FY 2018 UPWP for public comment; and

WHEREAS, the TPB had the opportunity to review the outline and budget on January 18, 2017 and the draft document on February 15, 2017; and

WHEREAS, the TPB Technical Committee reviewed the outline and budget on January 6, 2017 and the draft document on February 3, 2017, and recommended approval by the TPB of the final draft FY 2018 UPWP at its meeting on March 3, 2017; and

WHEREAS, on March 29, 2017, the TPB adopted resolution R13-2017 which identifies certain projects for carryover funding from FY 2017 to FY 2018, and these projects and budgets will be incorporated into the final version of the FY 2018 UPWP;

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board approves the FY 2018 Unified Planning Work Program for Transportation Planning for the Metropolitan Washington Region.

UNIFIED PLANNING WORK PROGRAM

FY 2018

Unified Planning Work Program (UPWP) for Transportation Planning for the
Washington Metropolitan Region for FY 2018

March 2017 - Draft 3/9/17

DRAFT



National Capital Region
Transportation Planning Board

UNIFIED PLANNING WORK PROGRAM (UPWP): FY 2018

Adopted on March 15, 2017 - **DRAFT 3/9/17**

The preparation of this program document was financially aided through grants from the District Department of Transportation; Maryland Department of Transportation; Virginia Department of Transportation; and the U.S. Department of Transportation.

ABOUT THE TPB

The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, 23 local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

ACCOMMODATIONS POLICY

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I. INTRODUCTION

Purpose

The FY 2018 Unified Planning Work Program (UPWP) for Transportation Planning for the Washington Metropolitan Region incorporates in one document all federally assisted state, regional, and local transportation planning activities proposed to be undertaken in the region from July 1, 2017 through June 30, 2018. The UPWP provides a mechanism for the coordination of transportation planning activities conducted by the National Capital Region Transportation Planning Board (TPB), and is required as a basis and condition for all federal funding assistance for transportation planning by the joint planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The Metropolitan Washington Council of Governments (COG) serves as the administrative agent for the TPB. The TPB is staffed by COG's Department of Transportation Planning. COG provides the administrative functions necessary to meet federal fiducial and other regulatory requirements required in order to receive FHWA and FTA funds.

This work program describes all transportation planning activities utilizing federal funding, including FHWA metropolitan planning funds (PL Funds), FTA Section 5303 metropolitan planning funds, and Federal Aviation Administration Continuing Airport System Planning (CASP) funds. The work program identifies state and local matching dollars for these federal planning programs, as well as other closely related planning projects utilizing state and local funds.

Planning Requirements

The planning activities outlined in this work program respond to a variety of regulatory requirements. On May 27, 2016, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) jointly published a final rule on **Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning**. The planning rule updates federal surface transportation regulations with changes adopted in the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act.

MAP-21 introduced and the FAST Act continues the implementation of performance management requirements through which States and metropolitan planning organizations (MPOs) will "transition to a performance-driven, outcome-based program that provides for a greater level of transparency and accountability, improved project decision-making, and more efficient investment of Federal transportation funds." In addition, MAP-21 and the FAST Act included a number of modest modifications to the planning process, policy board composition, participants in the process, and contents of the metropolitan long-range transportation plan. This work program has been developed to work towards compliance with the new requirements regarding metropolitan planning.

On November 16, 2016, the TPB approved the 2016 Amendment to the Financially Constrained Long Range Transportation Plan (CLRP) for the National Capital Region and the FY 2017-2022 Transportation Improvement Program (TIP). In February 2017, FHWA and FTA found that the 2016 CLRP and FY 2017-2022 TIP conform to the region's State Implementation Plans.

On November 16, 2016, the TPB, the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) self-certified that the metropolitan transportation planning process is addressing the major issues in the metropolitan planning area and is being carried out in accordance with all federal metropolitan planning applicable requirements. The Self-Certification Statement describes how the federal metropolitan transportation planning process is being conducted by the TPB in accordance with all the applicable requirements, as described under 23 CFR 450.334. The Self-Certification Statement is signed by three state DOTs and the TPB.

The Self Certification Statement can be found here:

http://old.mwcog.org/clrp/resources/2016/SelfCertification_2016.pdf

In June 2015, the FHWA and FTA jointly certified that the TPB's planning process complies with metropolitan planning regulations and issued a certification report. On October 28 and 29, 2014, FHWA and FTA conducted a certification review of the metropolitan planning process in the Washington, DC-VA-MD Transportation Management Area (TMA) which is the responsibility of the TPB and the Fredericksburg Metropolitan Area Metropolitan Planning Organization (FAMPO). While the recommendations from the certification report were addressed in FY 2016, improvements and enhancements identified in the report continue to be integrated into the TPB's ongoing planning process.

The TPB will continue its rich tradition of coordination across MPO boundaries with its adjacent MPOs and with those MPOs it shares DOTs with. According to the newly enacted Metropolitan Planning Organization Coordination and Planning Area Reform Rule, this type of coordination is now codified, and the TPB will not only continue to coordinate, but will look to enhance all coordination opportunities.

THE CLEAN AIR ACT

The Clean Air Act Amendments (CAAA) of 1990 requires that the transportation actions and projects in the CLRP and Transportation Improvement Program (TIP) support the attainment of federal health standards for ozone. The CLRP and TIP have to meet specific requirements as specified by the Environmental Protection Agency (EPA) regulations issued on November 24, 1993, with amendments on August 15, 1997 and supplemental guidance on May 14, 1999, regarding criteria and procedures for determining air quality conformity of transportation plans, programs and projects funded or approved by the FHWA and FTA. These conformity requirements are also addressed in this document.

TITLE VI AND ENVIRONMENTAL JUSTICE: ENSURING NON-DISCRIMINATION

It has been the long-standing policy of both COG and TPB to actively ensure nondiscrimination under Title VI of the Civil Rights Act of 1964. Title VI states that "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Executive Order 12898, issued February 11, 1994, requires that the TPB identify and address, as appropriate, disproportionately high or adverse effects of its programs, policies, and activities on minority populations and low-income populations. While COG, as the TPB's

administrative agent, has the primary responsibility for meeting Title VI requirements, ensuring non-discrimination is an underlying tenet that permeates this work program. The TPB has a two-pronged approach to ensuring nondiscrimination: 1) analysis of the long-range plan for disproportionately adverse impacts, and 2) engaging traditionally transportation-disadvantaged populations in the planning process. The specific tasks related to Title VI analysis is under Activity 1: Long Range Planning. Engaging transportation disadvantaged-populations, primarily through the Access for All Advisory Committee, is found in Activity 8: Public Participation. COG's Title VI Plan (including the Language Assistance Plan), the Title VI notice to the public, and complaint procedures can be found at www.mwcog.org/nondiscrimination.

On February 22, 2016, USDOT issued a determination that the COG Title VI Program satisfies the Title VI program requirements. The next triennial Title VI program update is due to FTA on June 1, 2018. The Maryland Department of Transportation (MDOT) also approved the Title VI Plan on January 5, 2017.

Federal Requirements for Performance-Based Planning and Programming

MAP-21 and FAST call for metropolitan planning organizations, public transportation providers and states **to establish and use a performance-based approach to transportation decision making**. The USDOT has established performance measures related to seven goal areas for the federal-aid highway system. The goal areas include: safety, infrastructure, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. Additional goal areas for public transportation address transit safety and transit asset management.

FHWA and FTA have largely completed the issuance of final rulemaking for the performance measures. TPB will be working with the states and public transportation providers over the next year to collect the data, make forecasts for performance, and establish performance targets in support of those measures; and the TPB will subsequently have up to 180 days to establish performance targets coordinated with those of the states and public transportation providers. After these targets are set, the metropolitan transportation plan and the transportation improvement program (TIP) are required to include a description of the performance measures and targets used in assessing the performance of the transportation system. The metropolitan transportation plan will also have to include a system performance report evaluating the condition and performance of the transportation system with respect to the established targets. The TIP is also required to include a description of the anticipated effect of the TIP toward achieving the performance targets set in the plan.

Regional Planning Goals

In 1998, the TPB adopted a set of policy goals that have since served to guide its planning work program. These goals are:

- The Washington metropolitan region's transportation system will provide reasonable access at reasonable cost to everyone in the region.

- The Washington metropolitan region will develop, implement, and maintain an interconnected transportation system that enhances quality of life and promotes a strong and growing economy throughout the entire region, including a healthy regional core and dynamic regional activity centers with a mix of jobs, housing, services and recreation in a walkable environment.
- The Washington metropolitan region's transportation system will give priority to management, performance, maintenance, and safety of all modes and facilities.
- The Washington metropolitan region will use the best available technology to maximize system effectiveness.
- The Washington metropolitan region will plan and develop a transportation system that enhances and protects the region's natural environmental quality, cultural and historic resources, and communities.
- The Washington metropolitan region will achieve better inter-jurisdictional coordination of transportation and land use planning.
- The Washington metropolitan region will achieve enhanced funding mechanisms for regional and local transportation system priorities that cannot be implemented with current and forecasted federal, state, and local funding.
- The Washington metropolitan region will support options for international and inter-regional travel and commerce.

Known as the TPB Vision, these goals are broad in scope, and also encompass a variety of strategies and objectives. Together, these goals, strategies, and objectives provide a framework for setting out core principles for regional transportation planning. MAP-21 requires the planning process to consider projects and strategies that address eight planning factors. These eight planning factors are encompassed by the TPB Vision's policy goals and are considered when developing the CLRP. Each planning factor is included in one or more of the TPB Vision goals, objectives and strategies, except for security, which is implicitly addressed in the TPB Vision.

On January 15, 2014, after a three-year process, the TPB approved the Regional Transportation Priorities Plan (RTPP) for the National Capital Region. The Priorities Plan developed a comprehensive set of regional transportation goals and challenges, and then identified three regional priorities that local, state, and regional agencies should consider when developing projects. In FY 2017, the Priorities Plan will influence policy actions, funding strategies and potential projects considered for potential incorporation into the CLRP.

Responsibilities for Transportation Planning

The National Capital Region Transportation Planning Board (TPB) is the organization responsible for conducting the continuing, cooperative, comprehensive (3-C) transportation planning process for the Metropolitan Washington Region. The TPB is the official Metropolitan Planning Organization (MPO) for transportation planning for the Washington metropolitan region, designated by the Governors of Maryland and Virginia and the Mayor of the District of Columbia.

The TPB is composed of representatives from the 21 cities and counties, including the District of Columbia, that are members of the Metropolitan Washington Council of Governments (COG), the two

state and the District transportation agencies, the Washington Metropolitan Area Transit Authority (WMATA), the Metropolitan Washington Airports Authority (MWAA), four federal agencies, the General Assemblies of Maryland and Virginia, and private transportation service providers. When matters of particular importance are before the TPB, a special voting procedure may be invoked that weights the votes of local jurisdiction members according to population.

Figure 2 lists the organizations represented on the TPB and its Technical Committees. Figure 3 shows the geographical location of each of the participating local jurisdictions. The TPB also serves as the transportation policy committee of COG. This relationship serves to ensure that transportation planning is integrated with comprehensive metropolitan planning and development, and is responsive to the needs of the local governments in the area.

Policy coordination of regional highway, transit, bicycle, pedestrian and intermodal planning is the responsibility of the TPB. This coordinated planning is supported by the three state departments of transportation (DOTs), FTA, FHWA, and the member governments of COG. The TPB coordinates, reviews, and approves work programs for all proposed federally assisted technical studies as part of the UPWP. The relationship among land use, environmental and transportation planning for the area is established through the continuing coordinated land-use, environmental and transportation planning work programs of COG and TPB. Policy coordination of land use and transportation planning is the responsibility of COG, which formed the Region Forward Coalition in 2010 to foster collaboration in these areas, and the Transportation Planning Board. COG's regional land use cooperative forecasts are consistent with the adopted regional Long Range Transportation Plan.

The chairman of the TPB and the state transportation directors are members of the Metropolitan Washington Air Quality Committee (MWAQC), which was formed under the authority of the governors of Maryland and Virginia and the mayor of the District of Columbia to recommend the region's air quality plans. These recommendations are forwarded to the governors and mayor for inclusion in the State Implementation Plans (SIPs) they submit to EPA.

In the Washington metropolitan region, the roles and responsibilities involving the TPB, the three state DOTs, the local government transportation agencies, WMATA, and the local government public transportation operators for cooperatively carrying out regional transportation planning and programming have been established over several years. As required under the final planning regulations, the TPB, the state DOTs and the public transportation operators have documented their transportation planning roles and responsibilities in the Washington Metropolitan Region in a Memorandum of Understanding (MOU) that was executed by all parties on January 16, 2008. The 2008 MOU will be reviewed in FY2017 and changes will be identified for updating the MOU following the promulgation of FAST planning regulations. The MOU is included in the Appendices and the responsibilities for the primary planning and programming activities are indicated in Figure 4.

With regards to coordination with other MPOs near the TPB's planning area, there are two agreements in place that lay out responsibilities for planning, programming and air quality conformity analysis. Both of these agreements can be found in the Appendices. In Virginia, the TPB has an agreement with the Fredericksburg Area MPO (FAMPO) from 2004 in which FAMPO assumes responsibility for meeting the transportation management area (TMA) planning and programming requirements within the Washington, DC-VA-MD Urbanized Area portion of Stafford County and producing the required planning documents for the TPB's current planning cycle. This agreement was reviewed in 2012 by both FAMPO and TPB staff, and it was mutually agreed that no changes

were necessary. In Maryland, the TPB formalized an agreement between the TPB, the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO) and Calvert County, MD regarding the conformity analysis of transportation plans, programs, and projects in Calvert County. Calvert County is in the Washington, DC-MD-VA 8-Hour Ozone Nonattainment area, and is also a member of the new southern Maryland MPO. The agreement between the three parties was signed in January 2016.

FY 2018 Regional Planning Priorities

In March 2015, the USDOT issued **planning emphasis areas** for MPOs to consider in Unified Planning Work Programs. The three areas are 1) MAP-21 implementation: Transition to performance-based planning and programming; 2) Regional coordination of transportation planning beyond traditional boundaries; and 3) Ladders of opportunity. This section provides a summary of how the work activities in this UPWP addresses these three priority areas.

TRANSITION TO PERFORMANCE-BASED PROGRAMMING AND PLANNING

An overview of the transition to performance-based programming and planning was provided earlier in this Introduction. This transition is an articulated priority of the TPB as demonstrated in Activity 2 “Performance-Based Planning and Programming” in this UPWP. Efforts continue to address establishing performance measures and targets in coordination with the three state DOTs, WMATA and the local government public transportation operators in accordance with the federal planning regulations and performance management requirements for MPOs.

Focusing on the TPB's desire to improve the performance outcomes of the CLRP, an unconstrained long range plan (LRP) was developed during FY 2017. The TPB will be working on a set of regionally significant multi-modal priorities in FY2018 to identify a subset of currently unfunded regionally significant projects/programs/policies that would improve the performance of the region's transportation system. This work will be designed to be integrated into the next quadrennial update of the TPB's long-range plan in 2018.

REGIONAL COORDINATION BEYOND TRADITIONAL BOUNDARIES

As a multi-state MPO, the TPB fully embraces the need for regional cooperation and coordination across state and agency boundaries. Each work activity in this UPWP reflects regional coordination between jurisdictions and agencies in D.C., Virginia and Maryland, notably in the development of performance measures and targets, the unfunded regional priority projects, MATOC, congestion management, safety, public transportation, and freight. As stated earlier, the TPB will review the 2008 planning agreement with the State DOT's and WMATA after FAST planning regulations are issued. The TPB coordinates with MPOs near its planning area, such as with FAMPO, the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO) and Baltimore Regional Transportation Board (BRTB). With regards to air quality conformity analysis, transportation projects and land use forecasts from these other MPOs are reflected in the technical analysis. Formal agreements on the coordination and consultation processes for transportation planning exist with FAMPO and C-SMMPO, as described above under “Responsibilities for Transportation Planning.”

The Transportation-Land Use Connections (TLC) program continues to improve the coordination between land use and transportation planning in the region. The Public Transportation Subcommittee plays a key role in fostering cooperation and coordination among the many public transit providers in the region. COG has been designated by the Governor of Maryland, the Governor of Virginia and the Mayor of the District of Columbia to coordinate with the State DOTs in the development of an agency to oversee Metrorail safety, as required under MAP-21.

LADDERS OF OPPORTUNITY: ACCESS TO ESSENTIAL SERVICES

The TPB has identified connectivity gaps in accessing essential services for older adults, people with disabilities and those with low-incomes in its Coordinated Human Service Transportation Plan, adopted by the TPB in November 2014. These unmet transportation needs are used to develop priorities for FTA's Enhanced Mobility of Seniors and Individuals with Disabilities grant program. COG serves as the designated recipient for this program in the Washington DC-VA-MD Urbanized Area and the TPB solicits and selects the projects; these projects provide key access to essential services such as health care, education, employment and recreation.

In FY2016, an expanded analysis of the Constrained Long Range Transportation Plan (CLRP) identified potentially vulnerable populations and examined access to employment, hospitals and educational institutions by these populations. The TPB's efforts to develop a list of unfunded regional priority projects will include the consideration of infrastructure needs that improve connectivity to essential services for traditionally-disadvantaged populations. The TPB's Bicycle and Pedestrian plan identifies improvements and policies to encourage more walking and biking. The Access for All Advisory Committee provides input to the TPB on projects, programs and services that are important to low-income individuals, minority communities, and persons with disabilities.

Federal Metropolitan Planning Provisions

The **Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning** Rule was issued on May 27, 2016. The planning rule updates federal surface transportation regulations with changes adopted in the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act. For Metropolitan Planning Organizations (MPOs), such as the TPB, the most significant change is the performance-based planning and programming requirements which must be adopted by May 27, 2018 and included in all subsequent TIPs and long-range plans. This UPWP will provide for an ongoing review of the metropolitan planning provisions and USDOT guidance with a consideration of what additional work activities may be called for by the new Administration. The TPB must respond to any guidance on how MPOs should implement the provisions. As new USDOT planning regulations or guidance are released, the UPWP will integrate such new work activities. The TPB will work with the state DOTs, public transit providers and other stakeholders to identify any specific changes or amendments that will be necessary to address them. Figure 1 below provides an overview of the new federal changes to metropolitan planning provisions that are being integrated into the UPWP, organized by work activity; note that this is not an exhaustive list of all of the changes called for in the new planning rule or recent USDOT guidance.

Figure 1: Federal Provisions for Consideration in the UPWP by Work Activity

UPWP Work Activity	Provisions for Consideration in the UPWPs
Long-Range Planning (Activity 1)	<ul style="list-style-type: none"> • The TIP and Plan will need to identify and consider “intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities, and commuter vanpool providers”; • A ninth planning factor was added: system resiliency and reliability and reduce or mitigate storm water impacts on surface transportation; • Capital investments in the Plan should include strategies to reduce vulnerability due to natural disasters; and • In addition to other consultation, MPOs are encouraged to consult with State agencies that plan for tourism and natural disaster risk reduction.
Performance-Based Planning and Programming (Activity 2)	<ul style="list-style-type: none"> • The definition of travel demand reduction was expanded to include intercity bus operators and employer-based commuting programs; and
Planning Programs (Activity 4)	<ul style="list-style-type: none"> • The Congestion Management Process (CMP) requirement was retained, but a Congestion Management Plan is optional; and • If the Congestion Management Plan is continued, it shall include projects and strategies to reduce congestion and improve connections between low-income households and jobs.
Public Participation (Activity 8)	<ul style="list-style-type: none"> • Interested parties also include public ports, intercity bus operators, and commuter vanpool providers.
Transportation and Land Use Connection Programs (Activity 9)	<ul style="list-style-type: none"> • The Transportation Alternatives Program (TAP) was repealed but virtually the same program continues under the Surface Transportation Block Grant Program (STBGB); and • MPO involvement with the selection of STBGB projects as a portion of the State allocation was retained and for some of this funding, there are additional eligible activities.

Figure 2: Organizations Represented on the TPB and/or Its Technical Committees

VIRGINIA

Arlington County	City of Manassas Park
Fairfax County	Northern Virginia Transportation Authority
Loudoun County	Northern Virginia Regional Commission
Fauquier County	Northern Virginia Transportation Commission
Prince William County	Virginia Department of Transportation
City of Alexandria	Virginia Department of Rail and Public Transportation
City of Fairfax	Virginia Department of Aviation
City of Falls Church	Virginia General Assembly
City of Manassas	Potomac and Rappahannock Transportation Commission

MARYLAND

Frederick County	City of Greenbelt
Montgomery County	City of Rockville
Prince George's County	City of Takoma Park
City of Bowie	Maryland-National Capital Park and Planning Commission
City of College Park	Maryland Department of Transportation
City of Frederick	Maryland General Assembly
City of Gaithersburg	

DISTRICT OF COLUMBIA

DC Council
DC Department of Transportation
DC Office of Planning

REGIONAL, FEDERAL, AND PRIVATE SECTOR

Washington Area Metropolitan Transit Authority
Private Transportation Service Providers
Metropolitan Washington Airports Authority
Federal Highway Administration
Federal Transit Administration
National Capital Planning Commission
National Park Service

Figure 3: Membership of the National Capital Region Transportation Planning Board

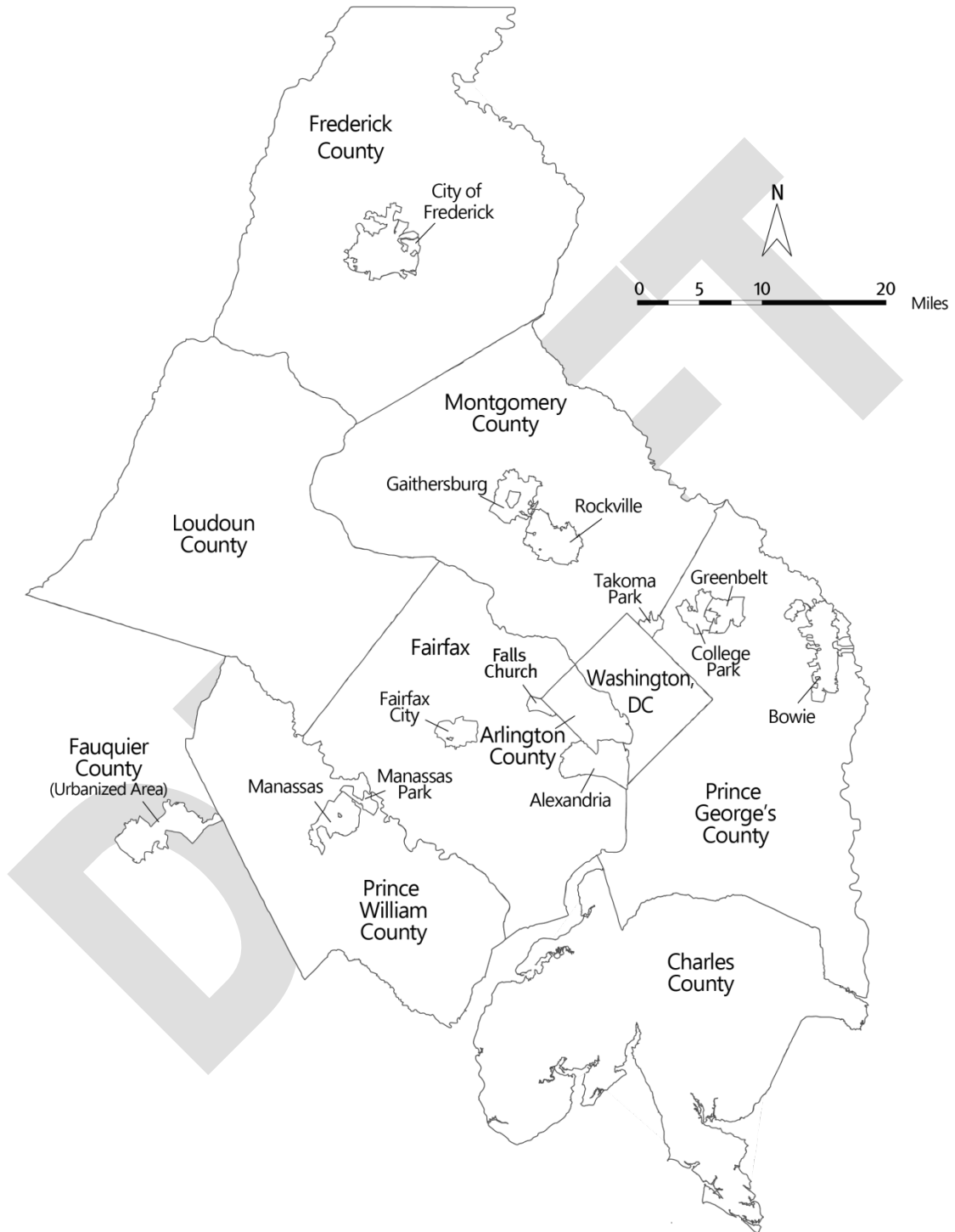


Figure 4: Transportation Planning and Programming Responsibilities

RESPONSIBILITY	AGENCIES
UPWP Development	TPB, DOTs, WMATA, Local Governments
Planning Certification	TPB, DOTs
Performance-Based Planning	TPB, DOTs, WMATA, Public Transportation Providers
CLRP Development	
Transportation/Land-Use Planning	TPB, MDPC, Local Governments
Plan Inputs/Update	DOTs, WMATA, Local Governments, NVTA, PRTC, FAMPO
Project Selection	TPB, DOTs, WMATA, Local Governments
Air Quality Conformity	TPB, FAMPO
Financial Plan	TPB, DOTs, WMATA, Local Governments
Congestion Management Process	TPB, DOTs, Local Governments, FAMPO
Safety Element	TPB, DOTs, Local Governments
Participation Plan	TPB
Freight Plan	TPB, DOTs, Local Governments
TIP Development	
TIP Inputs	DOTs, WMATA, Local Governments, NVTA, PRTC
Project Selection	TPB, DOTs, WMATA
Air Quality Conformity	TPB, FAMPO
Financial Plan	TPB, DOTs, WMATA, Local Governments, NVTA, PRTC
Human Service Transportation Coordination Planning	TPB, WMATA, Human Service Agencies
Private Enterprise Participation	TPB, WMATA, Local Governments, NVTC, PRTC
Public Involvement Plan	TPB
Projects Federal Funding	TPB, DOTs, WMATA
Air Quality 2010 Attainment Plan	MWAQC, TPB, DOTs
CO2 Mobile Emissions Reduction	WMATA, State Air Quality Agencies
Climate Change Adaptation	TPB, DOTs, WMATA, Local Governments
Corridor Studies	DOTs, WMATA, TPB
Travel Demand Forecasting	TPB
Travel Monitoring	TPB, DOTs, WMATA, Local Governments

Figure 5: Transportation Planning Studies within the Washington Metropolitan Area 2017

STUDY	PRIMARY AGENCIES	SCHEDULE	PRODUCTS
Regional			
Amendments to the Constrained Long-Range Plan	TPB, DOTs, WMATA, Local Governments	2016	CLRP
Station Area Plans (multiple stations)	WMATA	On-going	Plans
Station Access Studies (multiple stations)	WMATA	On-going	Plans
Station Capacity Studies	WMATA	On-going	Plans
Bus Service Evaluation Studies	WMATA	On-going	Studies
Red Line Core Capacity Grant Study	WMATA	On-Going	Plan
Short-Term Ridership Forecast	WMATA	2017	Model
Bus Lane Enforcement	WMATA	2017	Studies
Vienna and Franconia-Springfield Station Study	WMATA	2016	Studies
Metro Operating Cost Model Improvements	WMATA	2017	Application/Model
Updated Silver Line Phase II Forecast, Operating Plan	WMATA	2017	Plan
National Park Service Long Range Transportation Plan	NPS	2018	Plan
MARYLAND			
I-95/I-495 Capital Beltway Study (American Legion Bridge to Woodrow Wilson Bridge)	MDOT/SHA, MTA, Montgomery and Frederick Counties	On-hold	DEIS
I-270/US 15 Multimodal Corridor Study (I-370, North of Biggs Ford Road)	MDOT/SHA, Montgomery County	On-hold	FEIS
I-495 West/American Legion Bridge Strategic Plan (495 Express Lanes (VA) to I-270)	MDOT/SHA	TBD	TBD

Figure 5 (continued): Transportation Planning Studies within the Washington Metropolitan Area 2017

STUDY	PRIMARY AGENCIES	SCHEDULE	PRODUCTS
MARYLAND (continued)			
MD 3 Widening/Upgrade Study (US 50 to MD 32)	MDOT/SHA	On-hold	DEIS
MD 5 Transportation Study (I-95/I-495 to US 301)	MDOT/SHA	Ongoing	DEIS
MD 28/MD 198 Corridor Study (MD 97 to I-95)	MDOT/SHA	2017	TBD
MD 97 Montgomery Hills Study (MD 390 to MD 192)	MDOT/SHA	2017	CE
MD 97 Bus Rapid Transit Study (MD 586 to MD 108)	MDOT/SHA, Montgomery County	Cancelled	n/a
MD 223 Corridor Study (Steed Road to MD 4)	MDOT/SHA, Prince George's County	2016	Report
MD 355 Bus Rapid Transit Study (MD 410/MD 187 to Clarksburg)	MDOT/SHA/MTA, Montgomery and Frederick Counties	2017	Report
MD 586 Bus Rapid Transit Study (MD 97 to MD 355)	MDOT/SHA/MTA, Montgomery County	2017	Report
US 15/US 40 Frederick Freeway Study	MDOT/SHA	2020	TBD
US 29 Bus Rapid Transit Study (MD 410 to MD 198)	MDOT/SHA/MTA, Montgomery County	2017	Report
US 301 South Corridor Transportation Study (I-595/US 50 to Potomac River)	MDOT/SHA, Charles County	On-hold	TBD
US 301 Waldorf Study (TB to South of Waldorf)	MDOT/SHA, Charles County	2018	Feasibility Study
US 50 Feasibility Study (DC Line to Capital Beltway)	MDOT/SHA, Prince George's County	2016	Feasibility Study
Commuter Bus Long Range Plan	MTA	2017	Plan
Bus Facilities Master Plan	MTA	2017	Plan

Figure 5 (continued): Transportation Planning Studies within the Washington Metropolitan Area 2017

STUDY	PRIMARY AGENCIES	SCHEDULE	PRODUCTS
District of Columbia			
First Place and Galloway NE Redesign (Fort Totten Metrorail Station)	DDOT, WMATA	On-going	Report/Design
DC Streetcar – Union Station to Georgetown	DDOT, FTA, FHWA	2017	NEPA
DC Streetcar – Benning Rd Ext Environmental	DDOT, FTA, FHWA	2017	EA
Long Bridge Environmental	DDOT, FRA	2019	NEPA
C Street NE Implementation Study	DDOT	2017	Design
Florida Avenue NE Study	DDOT	2017	Design
16th Street NW Transit Priority	DDOT	2017	Design
East End Bike Lane Study	DDOT	2017	Design
New York Avenue Streetscape and Trail	DDOT	2017	Study
Florida Avenue NE Study	DDOT	2017	Design
Downtown West	DDOT	2017	Study
Pennsylvania Avenue East of the White House	DDOT/NPS	2017	Study
New York Avenue / South Dakota Avenue Interchange Study	FHWA	2017	Study
Alabama Avenue Safety Study	DDOT	2017	Study
Metrorail Walkshed Improvement Project (TLC)	COG/DDOT	2017	Study

Figure 5 (continued): Transportation Planning Studies within the Washington Metropolitan Area 2017

STUDY	PRIMARY AGENCIES	SCHEDULE	PRODUCTS
VIRGINIA			
Household Travel Survey	TPB, DOTs, WMATA, Local Governments	2018	Report
Regional Emergency Preparedness Effort	NVTC, Transit Agencies, Emergency Management personnel, VDOT	2018	Plans
Amendments to the Constrained Long-Range Plan	TPB, DOTs, WMATA, Local Governments	2018	CLRP
STARS Liberia Avenue Corridor Improvement Study	VDOT	2018	Report
Significant Projects Ratings Study (HB 599) – Round 2	VDOT	2018	Ratings
I-395 Express Lanes Northern Extension Environmental Study	VDOT	2018	Report
VA Rte. 28 Corridor Feasibility Study	Prince William County / City of Manassas	2018	Improvement Options
Fairfax County Pkwy Corridor Study – Long-Term / Vision	FCDOT	2018	Report
VRE Gainesville-Haymarket Extension Study and NEPA	VRE	2017	NEPA Document
I-495 West / Americal Legion Bridge Strategic Plan Study from I-270 West Spur to the Virginia Hot Lanes	MDSHA Coordinating with VDOT	2018	Report
TransAction Update	NVTA	2018	Report

II. PROPOSED FY 2018 TPB WORK PROGRAM AND BUDGET

Program Structure

The TPB is responsible for the federally required planning process, serves as a forum for regional coordination, and provides technical resources for decision-making. This work program presents the work activities that support the TPB responsibilities. The tasks to be completed under each of the activities are described in the following sections. The staff of the COG Department of Transportation Planning will carry out these activities, with the assistance of staff in other COG departments and supplementary consultant support.

The work program identifies the major work products to be developed, the linkages between them, and the TPB entity responsible for oversight of the products. The next several pages provide revenue and expenditure tables, and a series of figures which illustrate the relationship between and among the TPB work activities. The first four major activities support the coordination, preparation and documentation of the policy and planning products required by federal law and regulations.

1. LONG-RANGE TRANSPORTATION PLANNING

The first major activity, **Long-Range Transportation Planning**, includes preparation for the quadrennial update of the long-range plan in 2018. It also includes developing an unconstrained element which will identify a subset of currently unfunded regionally significant projects that would improve the performance of the region's transportation system.

2. PERFORMANCE-BASED PLANNING

The second major activity, **Performance-Based Planning**, includes establishing a performance-based planning framework for regional transportation decision-making and coordinating the development of measures and targets to be incorporated into performance-based planning for the long-range plan and TIP. It also includes supporting the FY 2017-2022 TIP by updating the projects and programs in it and processing any administrative modifications and amendments.

3. MOBILE EMISSIONS PLANNING

The third major activity, **Mobile Emissions Planning**, includes developing input data and running the mobile emissions (MOVES) model and completing the air quality conformity analysis for the CLRP and the TIP.

4. PLANNING PROGRAMS

The fourth major activity, **Planning Programs**, encompasses a number of activities that ensure inclusion of specific aspects in the metropolitan transportation planning process:

- Regional congestion management process (CMP);
- Systems performance, operations and technology (SPOT) planning;
- Emergency preparedness;
- Safety;
- Freight planning;
- Bicycle and pedestrian planning;
- Public transportation planning, and
- Planning support for the Metropolitan Area Transportation Operations Coordination (MATOC) Program.

5. TRAVEL FORECASTING

The fifth major activity, **Travel Forecasting**, includes developing the highway and transit networks in support of the long-range planning activities and maintaining and improving the TPB's travel demand model and forecasting methods.

6. TRAVEL MONITORING AND DATA PROGRAMS

The sixth major activity, **Travel Monitoring and Data Programs**, provides empirical travel information from traffic counts, high occupancy vehicle (HOV) monitoring, and household survey and analysis activities. The data programs include GIS technical support for all planning activities and the regional transportation data clearinghouse.

7. COORDINATION OF COOPERATIVE FORECASTING AND TRANSPORTATION PLANNING

The seventh major activity, **Coordination of Cooperative Forecasting and Transportation Planning**, coordinates local, state and federal planning activities in order to integrate land use and transportation planning in the region.

8. PUBLIC PARTICIPATION AND HUMAN SERVICE TRANSPORTATION COORDINATION

The eighth major activity, **Public Participation and Human Service Transportation Coordination**, includes all public involvement activities; outreach activities to low-income, older adults, minorities, and persons with disabilities; and communication activities to support of the development of the CLRP, TIP, and all other TPB activities. It also maintains the coordinated human service

transportation plan for the region supports the MPO role in the FTA Section 5310 Enhanced Mobility program for elderly persons and persons with disabilities.

9. TRANSPORTATION ALTERNATIVES AND LAND-USE CONNECTIONS PROGRAM

The ninth major activity, **the Transportation Alternatives and Land-Use Connections Program**, strengthens the integration of land use and transportation planning by offering short-term consultant technical assistance to local jurisdictions to advance their planning activities and incorporates the MPO role in the MAP-21 Transportation Alternatives Program.

10. TPB SUPPORT AND MANAGEMENT

The tenth major activity, **TPB Support and Management**, includes the staff and administrative management to provide support for the meetings of TPB, its committees and special work groups and the development and administration of the annual UPWP.

11. TECHNICAL ASSISTANCE

The eleventh major activity, **Technical Assistance**, activity responds to requests from state and local governments and transit operating agencies for applying TPB methods and data to support corridor, project, and sub-area transportation and land use studies related to regional transportation planning priorities.

12. CONTINUOUS AIRPORT SYSTEM PLANNING (CASP)

Finally, the twelfth major activity, **Continuous Airport System Planning (CASP)** utilizes the methods and data work activities for airport and airport-serving facilities in the region.

Work Activity Budgets

Funding for the TPB Basic Work Program is similar to the FY 2017 level. The proposed budget levels for the 12 activities by funding source, which include FTA and FHWA funds together with state and local match, are shown in Table 1 on the next page. The proposed expenditures for each of these 12 tasks are identified in Table 2 on page 20. A detailed breakdown of staffing, consultant costs and other budgetary requirements is provided in Table 3 on page 23. The TPB committee structure is shown in Figure 7 on page 23. The TPB committee or sub-committee responsible for the activities listed in Figure 6 are shown under the descriptions for each task starting on page 25. Figure 8 illustrates the relationship between and among the TPB work activities.

Table 1: Revenue - FY 2018 TPB Proposed Funding by Federal, State, and Local Sources
(July 1, 2017 to June 30, 2018)

	FTA SECT 5303	FHWA PL FUNDS	FAA CASP 90% / 10% FED / LOC	TOTALS
	80% FED & 20% STA/ LOC	80% FED & 20% STA/ LOC		
DDOT ALLOCATIONS				
NEW FY 2018	\$538,004	\$2,209,419		\$2,747,423
UNEXPENDED FY 2016	\$80,386	\$331,484		\$411,870
CARRYOVER FY 2017	\$108,663	\$428,585		\$537,248
SUBTOTAL - DC	\$727,054	\$2,969,488		\$3,696,541
MDOT ALLOCATIONS				
NEW FY 2018	\$1,288,745	\$3,709,536		\$4,998,281
UNEXPENDED FY 2016	\$240,479	\$668,726		\$909,204
CARRYOVER FY 2017	\$339,484	\$986,969		\$1,326,453
SUBTOTAL - MD	\$1,868,708	\$5,365,231		\$7,233,938
VDRPT & VDOT ALLOCATIONS				
NEW FY 2018	\$1,050,257	\$2,927,804		\$3,978,061
UNEXPENDED FY 2016	\$165,308	\$477,834		\$643,143
CARRYOVER FY 2017	\$238,323	\$601,516		\$839,839
SUBTOTAL - VA	\$1,453,888	\$4,007,154		\$5,461,042
TOTAL FHWA/FTA FUNDING ALLOCATIONS				
TOTAL NEW FY 2018	\$2,877,006	\$8,846,759		\$11,723,765
SUB-TOTAL UNEXPENDED FY 2016	\$486,173	\$1,478,044		\$1,964,217
SUB-TOTAL CARRYOVER FY 2017	\$686,470	\$2,017,070		\$2,703,540
SUB-TOTAL - FHWA-FTA	\$4,049,649	\$12,341,873		\$16,391,522
TOTAL BASIC UPWP	\$4,049,649	\$12,341,873		\$16,391,522
FAA - CASP PROGRAM			\$362,235	\$362,235
GRAND TOTAL UPWP	\$4,049,649	\$12,341,873	\$362,235	\$16,753,757

New FY 2018 funding amounts above are same as in FY 2017 UPWP.

Unobligated FY 2016 funds are unexpended funds from the FY 2016 UPWP reprogrammed by DOTs.

Carryover FY 2017 funds are funds from Core and Technical Assistance work activities from the FY 2017 UPWP. These funds will be used to carry out FY 2018 Core program activities including any FY 2017 UPWP Core program activities carried over to FY 2018.

Table 2: FY 2018 UPWP Expenditures

WORK ACTIVITY	FY 2018 TOTAL COST ESTIMATE
CORE PROGRAMS	
1. Long-Range Planning	\$1,615,200
2. Performance-Based Planning and Programming	\$687,807
3. Mobile Emissions Planning	\$1,587,817
4. Planning Programs	\$1,840,950
5. Travel Forecasting	\$2,409,905
6. Travel Monitoring and Data Programs	\$3,550,657
7. Cooperative Forecasting & Transportation Planning Coordination	\$993,576
8. Public Participation & Human Transportation Service Coordination	\$1,055,345
9. Transportation Alternatives and Land Use Connection Programs	\$440,215
10. TPB Support and Management	\$865,054
Sub-total: Core Program	\$15,046,525
11. TECHNICAL ASSISTANCE	
A. District of Columbia	\$274,742
B. Maryland	\$499,828
C. Virginia	\$397,806
D. WMATA	\$172,620
Sub-total: Technical Assistance Program	\$1,344,997
Total - Basic UPWP	\$16,391,522
12. AIR SYSTEMS PLANNING	
1. Continuous Airport System Planning (CASP)	\$362,235
Sub-total: CASP	\$362,235
GRAND TOTAL UPWP	\$16,753,757

Table 3: TPB FY 2018 Work Program by Funding Sources

WORK ACTIVITY	DIRECT LABOR		INDRIECT COSTS				OTHER DIRECT COSTS			TOTAL
	DTP	Other. COG	Mgmt/Admn	Leave	Fringe Ben.	Non-personnel	PC/DATA	Consultants	Other	PROGRAM
CORE PROGRAMS										
1. Long-Range Planning	\$428,879	\$40,500	\$115,467	\$114,454	\$180,419	\$300,512	\$3,000	\$425,000	\$6,968	\$1,615,200
2. Performance-Based Planning & Programming	\$242,427	\$0	\$59,637	\$59,114	\$93,184	\$155,210	\$1,200	\$25,000	\$52,035	\$687,807
3. Mobile Emissions Planning	\$528,689	\$74,221	\$148,316	\$147,015	\$231,746	\$386,004	\$28,438	\$10,000	\$33,387	\$1,587,817
4. Planning Programs	\$669,450	\$15,907	\$168,598	\$167,119	\$263,437	\$438,789	\$1,000	\$100,000	\$16,649	\$1,840,950
5. Travel Forecasting	\$781,383	\$0	\$192,220	\$190,534	\$300,348	\$500,268	\$25,438	\$350,000	\$69,713	\$2,409,905
6. Travel Monitoring and Data Programs	\$543,637	\$0	\$133,735	\$132,562	\$208,963	\$348,055	\$55,000	\$1,925,627	\$203,079	\$3,550,658
7. Cooperative Forecasting & Transp. Plng. Coord.	\$141,394	\$230,663	\$91,526	\$90,723	\$143,011	\$238,204	\$2,500	\$0	\$55,553	\$993,575
8. Public Partici. & Human Transp. Ser.Coord.	\$280,100	\$0	\$68,904	\$68,300	\$107,664	\$179,329	\$2,000	\$245,757	\$103,290	\$1,055,345
9. Transp. Alt. & Land Use Conectn.Programs	\$50,152	\$20,700	\$17,430	\$17,277	\$27,234	\$45,362	\$1,000	\$260,000	\$1,060	\$440,215
10. TPB Support and Management	\$255,808	\$0	\$62,929	\$62,377	\$98,327	\$163,777	\$1,000	\$10,000	\$210,837	\$865,055
Core Program Total	\$3,921,920	\$381,992	\$1,058,762	\$1,049,475	\$1,654,334	\$2,755,511	\$120,576	\$3,351,384	\$752,571	\$15,046,525
11. TECHNICAL ASSISTANCE										
1. District of Columbia	\$51,452	\$0	\$12,657	\$12,546	\$19,777	\$32,941	\$0	\$110,000	\$35,369	\$274,742
2. Maryland	\$70,808	\$0	\$17,419	\$17,266	\$27,217	\$45,333	\$0	\$160,000	\$161,786	\$499,828
3. Virginia	\$42,999	\$0	\$10,578	\$10,485	\$16,528	\$27,529	\$0	\$100,000	\$189,688	\$397,806
4. WMATA	\$7,164	\$0	\$1,762	\$1,747	\$2,754	\$4,587	\$0	\$130,000	\$24,606	\$172,620
Technical Assistance Program Total	\$172,422	\$0	\$42,416	\$42,044	\$66,275	\$110,390	\$0	\$500,000	\$411,449	\$1,344,996
Total Basic Program	\$4,094,342	\$381,992	\$1,101,178	\$1,091,519	\$1,720,610	\$2,865,901	\$120,576	\$3,851,384	\$1,164,020	\$16,391,521
12. CONTINUOUS AIRPORT SYSTEM PLANNING PROGRAM (CASP)										
PROGRAM (CASP)	\$144,053	\$0	\$35,437	\$35,126	\$55,371	\$92,227	\$0	\$0	\$0	\$362,235
GRAND TOTAL	\$4,238,394	\$381,992	\$1,136,615	\$1,126,645	\$1,775,981	\$2,958,128	\$120,576	\$3,851,384	\$1,164,020	\$16,753,756

Figure 6: Major Components of UPWP Work Activities



Figure 7: TPB Committee Structure

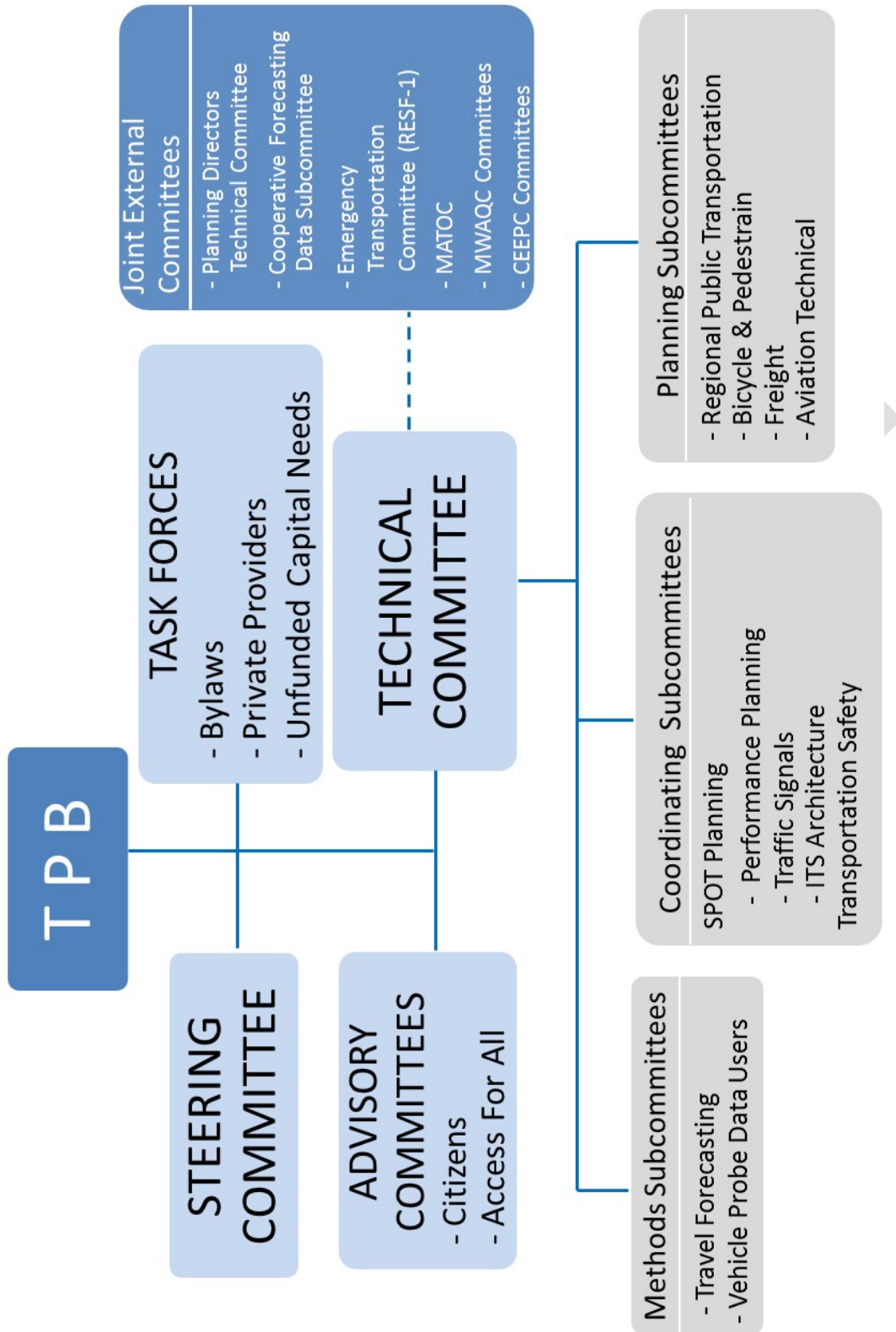
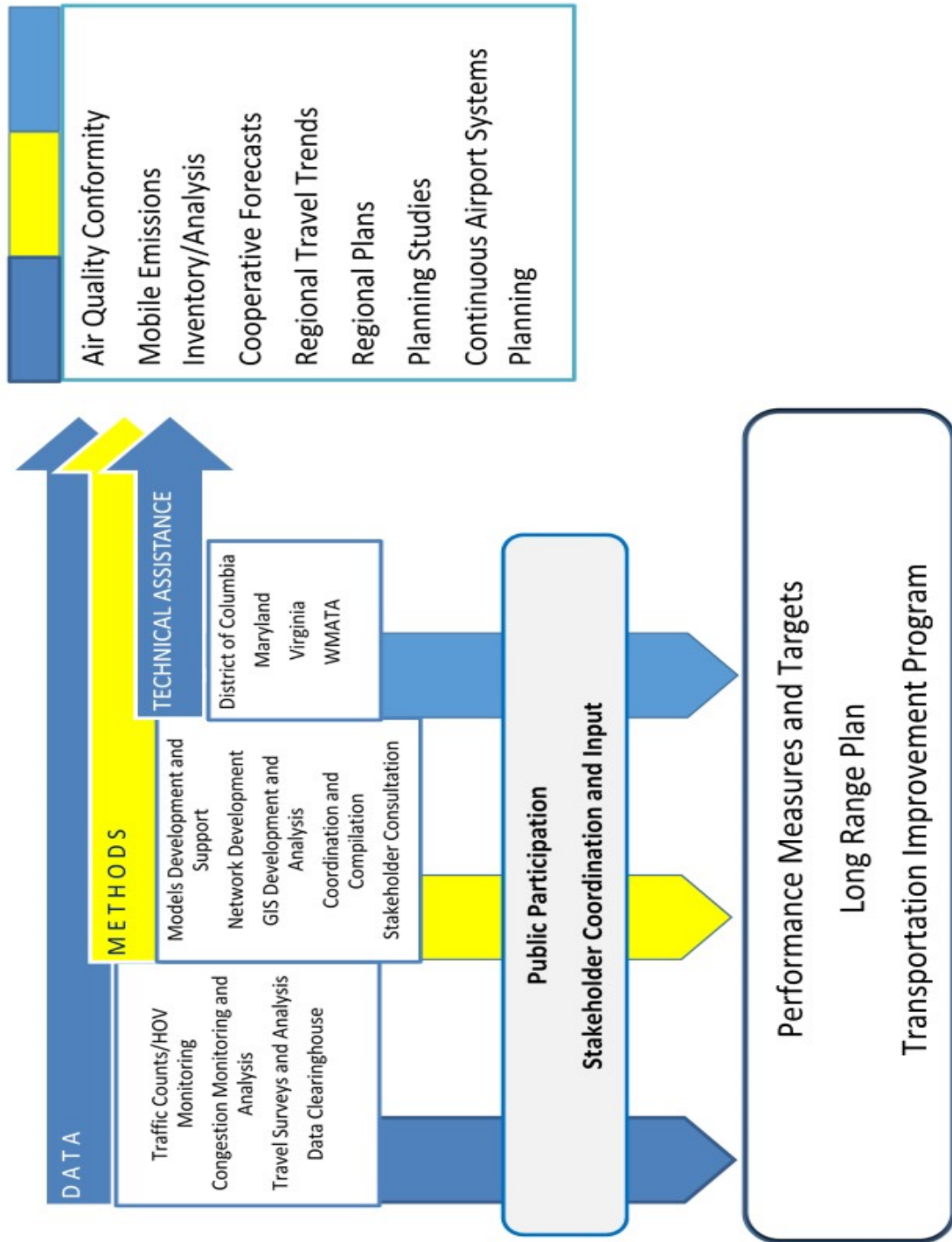


Figure 8: Overview of Planning Products and Supporting Processes



III. MAJOR WORK ACTIVITIES

1. Long-Range Transportation Planning

Long-range planning activities in FY 2018 will include the development of the quadrennial update of the TPB’s Long-Range Transportation Plan, which will include a “Constrained Element” that meets federal requirements (serving essentially the same purpose as the current CLRP) and an unfunded element reflecting regional aspirations. Activities under this item will also include analysis and outreach for the TPB’s Long-Range Plan Task Force.

OVERSIGHT

Technical Committee

MAJOR PRODUCTS

- 2018 quadrennial long-range transportation plan update, including plan documentation, performance analysis, environmental justice analysis, and financial analysis
- 2018 Long-Range Plan Call for Projects

TOTAL COST ESTIMATE

\$1,615,200

1.1 LONG-RANGE TRANSPORTATION PLAN

During FY 2018, the following activities will be undertaken to support the development of the quadrennial update of the region’s long-range transportation plan. The final plan will be approved in the fall of 2018.

- **Stakeholder and Public Outreach:** Prior to the release of the Call for Projects in the fall of 2018, the TPB will conduct outreach to sharpen the region’s articulation of its transportation policies and objectives. A variety of activities and outreach tools will be used to engage a range of stakeholders and residents. This outreach will be designed to do the following: educate the public on established regional policies (particularly, the Regional Transportation Priorities Plan); conduct discussions on anticipated changes in the region (land use, technology, etc.); describe planned transportation projects, including those that are anticipated to be funded and those that are not; identify and provide new detail about the preferences of stakeholders and the public regarding regional transportation policies and strategies. A report on this outreach (for use in the Call for Projects) will reaffirm and refine regional policies and objectives.
- **Financial Element of the Plan:** The financial plan is developed every four years to gather and synthesize information on revenues and expenditures. These forecasts provide the basis for the long-range plan’s financial constraint, a requirement of federal law. The financial plan development process includes the following activities: projection of future revenues, identification of anticipated expenditures; identification of funding for additional expenditures or anticipated shortfalls; reconciliation of revenues and expenditures. The financial plan will be developed by a subcommittee that will meet on a monthly basis.
- **Constrained Element of the Plan:** The Constrained Element of the LRTP will meet federal requirements as the free-standing CLRP did in the past. This element will be designed to do the

following: provide a list of projects that are anticipated to be funded over the life of the plan; conduct air quality analysis to ensure conformity; conduct focused public involvement activities, include two public comment periods: 1) on project submissions, and 2) on the final plan, including the financially constrained component; ensure the final plan document includes a constrained element that meets all federal requirements. Activities, which will be comparable to tasks for past CLRP updates, will include the following key milestones: Release Call for Funded Projects, TPB approval of project submissions, conformity analysis, performance analysis.

- **Unconstrained Element of the Plan:** The work of the Long-Range Plan Task Force will be incorporated into the Plan.
- **Title VI and Environmental Justice Analysis:** A separate Title VI analysis will evaluate the plan for disproportionately high and adverse effects on low-income and minority population groups; this analysis will build upon activities in FY2017 that developed a more robust methodology for analysis that takes into consideration specific concentrations of low-income and minority population groups, areas of potentially vulnerable populations, and additional measures of benefits and burdens for the CLRP, per the 2014 FWHA and FTA planning certification recommendation.
- **Integration of Long-Range Planning Activities and Documentation:** As a process and a final document, the long-range plan will be commonly understood to represent a synthesis of the region's transportation goals and an articulation of the realities we face. The TPB will work to ensure that all previously described pieces of the planning process are coordinated. This includes the development of a compelling title and graphic branding (and any other overarching identifiers) to unify all planning activities. It will also feature new information, provided in useful and attractive formats, which will seek to develop a common understanding of challenges and opportunities, agreed-upon strategies, and approved projects. Key integration activities will include the following: agreement upon a title and necessary branding; development of a website and other communications tools; development of publications at key intervals, as well as the final plan document.

1.2 LONG-RANGE PLAN TASK FORCE

Staff will implement activities as defined in Resolution R16-2017. This includes the following types of activities:

- Staffing and coordinating all task force meetings,
- Developing products to support task force activities (compiling previous work efforts, summarizing TPB and COG governing documents, reviewing best practices from MPOs for similar work, summarizing local best practices, etc),
- Exploring funding sources and financing strategies,
- Procuring and managing a consultant to support and execute the various charges of the task force, and
- Other related duties as deemed necessary.

2. Performance-Based Planning and Programming

OVERSIGHT

Technical Committee

MAJOR PRODUCTS

- Preliminary performance measures and targets
- Updated projects and programs in FY 2017-2022 TIP
- Annual Obligated Projects List
- Enhanced TIP/LRP database

TOTAL COST ESTIMATE

\$687,807

2.1 PERFORMANCE-BASED PLANNING

Federal surface transportation law, as developed in MAP-21 and continued under FAST, requires “a transition to performance-driven, outcome-based approaches” for the federal highway and transit programs. Metropolitan planning organizations, states, and public transportation providers will establish and use a performance-based approach to transportation decision making in planning and programming.

To implement this mandate, rulemakings on performance provisions have been issued by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The **Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Rule**, issued on May 27, 2016, provides for the implementation of performance-based planning within the planning process. The basic framework of the planning process is largely untouched from previous federal surface transportation reauthorization acts. However, the law directs changes to the planning process by requiring States, MPOs, and providers of public transportation to select performance targets and link investment priorities in the TIP and long-range transportation plan to the achievement of performance targets.

The performance-based planning and programming (PBPP) framework requires coordination between States, MPOs, and public transportation providers. Integration of elements of other performance-based plans into the metropolitan planning process are also required, including the:

- Highway Safety Improvement Plan including the State Highway Safety Plan
- Public Transportation Agency Safety Plan
- NHS and Transit Asset Management Plans
- Congestion Mitigation and Air Quality Program Performance Plan
- State Freight Plan

TPB working groups in each area of expertise are undertaking the development of regional performance measures and targets for the metropolitan planning area. TPB staff are coordinating with the local DOTs and public transportation providers on the requirements for data collection, analysis, and reporting. Both the collection of current data and the forecasting of future performance

are being evaluated. As implementation of PBPP continues, working groups will propose necessary revisions to the data processes used to establish measured performance.

Under the final PBPP rulemakings, the states and public transportation providers are required to establish performance targets in support of those measures; and the MPO subsequently has 180 days to establish performance targets for the metropolitan planning area coordinated with those of the states and public transportation providers. After these targets are set, the long-range transportation plan and TIP are required to include a description of the performance measures and targets used in assessing the performance of the transportation system. The long-range transportation plan will also include a system performance report evaluating the condition and performance of the transportation system with respect to the established targets. The TIP will also include a description of the anticipated effect of the TIP toward achieving the performance targets set in the long-range transportation plan.

This task includes:

- Coordinate with DDOT, MDOT and VDOT on their setting of the state performance targets in support of the performance measures, and also coordinate with the DOTs to develop the specific performance targets in relation to the applicable performance measures for the TPB's metropolitan planning area. Similarly, coordinate with WMATA, VDRPT, and other public transportation agencies on their setting of performance targets for transit state of good repair and safety.
- Coordinate with adjacent MPOs, DOTs and other highway owners, and providers of public transportation in the region to jointly agree upon and document in writing the coordinated processes for:
 - Collection of performance data,
 - Selection of performance targets for the metropolitan area,
 - Reporting of metropolitan area targets, and
 - Reporting of actual system performance (related to those targets).
- Re-design the Transportation Improvement Program (TIP) to track projects that are consistent with and reflect long-range transportation plan investment priorities; demonstrate progress toward achieving transportation system performance targets; link investment priorities to the performance targets; and describe the anticipated effect of the TIP toward achieving the performance targets.

2.2 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Federal surface transportation law, as developed in MAP-21 and continued under FAST, calls for MPOs, states, and public transportation providers to establish and use a performance-based approach to transportation decision making. States and MPOs must integrate performance based plans into their planning process, including goals, objectives, performance measures, and targets, either directly or by reference. The USDOT will establish performance measures and subsequently states and public transportation providers will establish performance targets in support of those measures. The MPO subsequently has 180 days to establish performance targets coordinated with those of the states and public transportation providers. After these targets are set, the CLRP and TIP

are required to include a description of the performance measures and targets used in assessing the performance of the transportation system. The MPO should use targets to track progress towards attainment of critical performance outcomes for MPO region.

Under the performance provisions, the TIP shall do the following, in coordination with the long-range metropolitan transportation plan:

- Contain projects consistent with the metropolitan transportation plan.
- Reflect investment priorities from the metropolitan transportation plan.
- Be designed to make progress toward achieving transportation system performance targets.
- Describe the anticipated effect of the TIP toward achieving the performance targets established in the metropolitan transportation plan.
- Link investment priorities to performance targets.

This task includes:

- Prepare and review amendments and administrative modifications to the currently approved TIP.
- Enhance documentation of the TIP with additional analysis as a part of the CLRP/TIP brochure and the CLRP web site.
- Provide public access to CLRP and TIP project data through an improved online searchable database and a linked GIS database.
- Enhance the TIP/LRP database.
- Prepare an annual listing of projects for which federal funds have been obligated in the preceding year for the FY 2017-2022 TIP.
- Support the development of the FY 2019-2024 TIP.

3. Mobile Emissions Planning

OVERSIGHT

Technical Committee in consultation with MWAQC

MAJOR PRODUCTS

- Transportation modeling inputs for the LRP scenario analysis
- Technical report on the LRP scenario analysis
- Development of Call for Projects and Work Scope for the Air Quality Conformity analysis of the FY 2018 CLRP
- Technical documentation supporting SIP-related activities
- 2017 VIN Inventory Survey data collection and analysis

TOTAL COST ESTIMATE

\$1,587,817

3.1 AIR QUALITY CONFORMITY

The 1990 Clean Air Act Amendments require MPOs to conduct detailed systems-level technical analyses to assess whether or not future transportation emissions resulting from the region’s plans and programs are consistent with federally approved budgets. The Air Quality Conformity (AQC) analysis includes a formal solicitation of transportation projects from programming agencies and staff consultation with transportation agencies, state air agencies and the public. The analysis also involves the substantial travel demand and mobile emissions modeling.

The AQC analysis of the 2016 CLRP was approved on November 2016 (during FY 2017). The next scheduled AQC analysis cycle is planned to begin in the fall of 2017, at which time the quadrennial update of the CLRP will begin. In the event that an AQC analysis is necessary due to an “off-cycle” amendment to the 2016 CLRP, an AQC analysis will be conducted through a technical assistance arrangement.

Consequently, during FY 2018, the Air Quality Conformity activity will essentially focus on:

- 1) Development of future scenarios as directed by the Long Range Plan Task Force. The scenarios will explore combinations of plans, programs, policies and technologies, beyond that what is assumed in the CLRP, in order to measurably reduce future congestion; and
- 2) Initiation and completion of a substantial number of activities related to the AQC analysis of the FY 2018 CLRP. As a part of this activity, staff will:
 - Prepare technical inputs in support of the Long Range Plan (LRP) Task Force scenario analysis, including the development of network, land activity and policy-related inputs to multiple scenarios. Travel modeling and mobile emissions modeling will be undertaken to explore system expansions, land use alternatives and other policy options as specified by the LRP Task force;
 - Facilitate consultant–assisted sketch planning analysis as a means of evaluating the LRP scenarios;

- Conduct travel demand and mobile emissions modeling for selected LRP scenarios, as deemed necessary;
- Determine Performance Based Planning and Programming (PBPP) requirements for the FY 2018 CLRP analysis, including coordinating with state DOTs to establish MPO CMAQ emissions reductions targets, GHG emissions reductions targets, and reporting;
- Solicit project inputs from programming agencies and organize into conformity project input table for TPB approval;
- Develop the conformity scope of work, specifying planning assumptions and technical methods supporting the analysis, for TPB approval;
- Prepare technical inputs, begin network coding and travel demand modeling activities for all required analysis years;
- Consult with transportation agencies, air agencies, and the public during each milestone step of the conformity cycle as outlined in the consultation procedures; and
- Keep abreast of federal requirements as related to Air Quality Conformity determinations;

3.2 MOBILE EMISSIONS ANALYSIS

This task conducts a range of analyses to quantify mobile emissions levels of various pollutants in support of air quality planning and Transportation Emissions Reduction Measures (TERMS). TPB staff is also actively involved with State Implementation Plan (SIP) activities that determine how metropolitan areas will attain and maintain national air quality standards. SIP activities include the establishment of mobile emission budgets for criteria pollutants that are analyzed in air quality conformity work. FY 2018 activities will include:

- Develop and review input data to the mobile emissions (MOVES) modeling runs for the 2018 CLRP & FY2019-24 TIP Air Quality Conformity Assessment;
- Execute MOVES sensitivity tests to assess the impacts of changes to model inputs, changes in MOVES software, or changes in hardware platforms;
- Develop on-road mobile emissions inventories related to air quality conformity using MOVES emissions model;
- Follow established TPB interagency and public consultation procedures and coordinate with the COG/DEP staff to involve the Metropolitan Washington Air Quality Committee (MWAQC) in the public and interagency consultation process;
- Conduct 2017 Vehicle Identification Number (VIN) inventory for the Washington, D.C. non-attainment jurisdictions and secure consultant assistance for decoding information from the VIN numbers. VIN surveys are conducted every three years and provide a “snapshot” of vehicle fleet characteristics in the region. Fleet characteristics, especially age, are important inputs to the mobile emission (MOVES) model;
- Support travel demand modeling and mobile emissions modeling in support of SIP planning activities, including the establishment of mobile emissions inventories and budgets;
- Respond to technical requests from COG’s Department of Environmental programs and from TPB member jurisdictions for mobile emissions information;

- Support CMAQ-related activities and provide support with “Hot-Spot” analyses conducted by local transportation agencies;
- Provide continued technical support for software used to estimate mobile emissions, such as the EPA MOVES model, including any supporting software applications.
- Provide training to DTP staff regarding mobile emissions software, such as MOVES2014.
- Keep abreast of mobile emissions software (MOVES) updates and best practices; and
- Provide technical support to the on-going COG Multi-Sector Working Group (MSWG) to reduce future Greenhouse Gas (GHG) emissions.

DRAFT

4. Planning Programs

OVERSIGHT	Various (see below)
MAJOR PRODUCTS	See program-specific products below
TOTAL COST ESTIMATE	\$1,840,950

4.1 CONGESTION MANAGEMENT PROCESS

Under this task, the regional Congestion Management Process (CMP) informs the CLRP on current congestion on the region's roadways by analyzing congestion data as well as identifying potential multi-modal congestion management strategies.

The CMP addresses FAST and MAP-21 requirements for performance-based planning congestion reduction and system reliability measurements, on both recurring and non-recurring congestion.

This task includes:

- Development of a regional Congestion Management Plan (CMPL), which is identified as an option in FAST. The CMPL will compile the congestion management strategy identification and analysis elements into a document that will advise the overall Long-Range Plan, and will supersede the previous biennial CMP Technical Reports.
- Produce three other major aspects of the CMP:
 - CMP components of the CLRP that specifically address CMP and its subtopics, fully incorporated as elements of the CLRP publication;
 - CMP Documentation Form Information addresses federally-required CMP considerations associated with individual major projects, to be included with overall project information submitted by implementing agencies to the CLRP Call for Projects, and incorporated into the regional CMP; and
 - National Capital Region Congestion Report, released quarterly on the TPB website, reviewing recent information on congestion and reliability on the region's transportation system and featured CMP strategies, with a "dashboard" of key performance indicators.
- Obtain data from cost-effective public-sector and private-sector sources, including the I-95 Corridor Coalition Vehicle Probe Project (VPP), the Regional Integrated Transportation Information System (RITIS) of the Metropolitan Area Transportation Operations Coordination (MATOC) Program, the FHWA National Performance Management Research Data Set (NPMRDS), and, if needed, specialized data collection efforts. Compile, format, and review transportation systems performance data from these sources.
- Analyze congestion on the region's freeway networks, non-freeway arterials, the transit-significant roadways and the freight-significant roadway network.
- Provide CMP technical input to the Performance-Based Planning and Programming (PBPP) task.
- Produce related analyses, such as following a major event, on an as-needed basis.

- In conjunction with the CMP, support the Vehicle Probe Data Users Group (VPDUG) in its role to foster technical and methodological coordination in the application of vehicle probe data by member agencies and jurisdictions, including conducting regular Users Group meetings and maintaining reference materials on the TPB website.

OVERSIGHT

Systems Performance, Operations, and Technology Subcommittee (SPOTS)

MAJOR PRODUCTS

- **Updated CMP portions of the CLRP**
- **Congestion Management Plan**
- **VPDUG website reference materials**
- **Documentation for FAST/MAP-21 performance and target reporting requirements**

4.2 SYSTEMS PERFORMANCE, OPERATIONS AND TECHNOLOGY PLANNING

The performance outcomes of the existing and planned regional transportation system rely on systems management, operations, and deployment of technologies. This task addresses these considerations in metropolitan transportation planning, in conjunction with the federal requirements for regional transportation systems management and operations (RTSMO).

This task includes:

- Conduct planning for operations including systems monitoring, traffic incident management and response, multi-modal coordination, traffic signal coordination, public traveler information, and related strategies that address regional transportation systems management. Support the regional Traffic Signals Subcommittee and its information exchange, as well as annual regional surveys on traffic signal timing and power back-up systems.
- Conduct resiliency and reliability planning, focusing on outcomes-based applications of technology and operations strategies. Consider the resiliency of the region’s transportation systems to operate during and recover in a timely fashion from major disruptive events, (such as climate/extreme weather events), as well as its everyday reliability considering non-recurring congestion. Conduct related operations performance analyses. Resiliency and reliability are defined as metropolitan transportation planning factors in FAST.
- Advise the metropolitan transportation planning process regarding emerging technologies, including understanding and planning for connected and autonomous vehicles (CAVs) and related emerging “shared economy” aspects of transportation.
- Support and update the longstanding regional Intelligent Transportation Systems (ITS) Architecture.
- In conjunction with FAST/MAP-21 performance-based planning requirements advise on congestion and reliability-related aspects of the FAST/MAP-21 requirements.
- Support the regional Systems Performance, Operations and Technology Subcommittee (SPOTS) (successor to the Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee). Also coordinate SPOTS activities with the Metropolitan Area

Transportation Operations Coordination (MATOC) Program, including SPOTS' defined advisory role for the MATOC Program on long-range planning topics.

- Maintain coordination with related member agency activities, and related COG and TPB committees including the Regional Emergency Support Function 1 (RESF-1) Emergency Transportation Committee.

OVERSIGHT

Systems Performance, Operations, and Technology Subcommittee (SPOTS)

MAJOR PRODUCTS

- **Technology, operations and systems performance documentation for the CLRP**
- **Regional ITS architecture update**
- **Annual regional surveys on traffic signal timing and power back-up systems**
- **Documentation for FAST/MAP-21 performance and target reporting requirements**

4.3 TRANSPORTATION EMERGENCY PREPAREDNESS PLANNING

This task provides support and coordination for the transportation sector's role in overall regional emergency preparedness planning, in conjunction with the Metropolitan Washington Council of Governments (COG) Board of Directors and its public safety programs. This is a component of a much larger regional set of emergency preparedness activities funded primarily outside the UPWP by U.S. Department of Homeland Security (DHS) and COG local funding. The Regional Emergency Support Function #1 (RESF-1) Transportation Committee, within the COG public safety committee structure, advises these efforts and coordinates with emergency management agencies, police, fire, and other emergency response (RESF) committees. Regular meetings of the RESF-1 Committee as well as subject matter-specific special events will be supported.

This task includes:

- Plan for the role of transportation as a support agency to emergency management in catastrophic or declared emergencies.
- Undertake emergency coordination and response planning through the emergency management and Homeland Security Urban Area Security Initiative (UASI) processes.
- Coordinate planning for transportation-related emergency communications, technical interoperability, and related capabilities.
- Plan for transportation aspects of public outreach for emergency preparedness.
- Coordinate with regional critical infrastructure protection and related security planning.
- Advise emergency preparedness training and exercises.
- Advise conformance with U.S. Department of Homeland Security (DHS) directives and requirements.
- Advise applications for and management of UASI and other federal Homeland Security funding.
- Support the RESF-1 Emergency Transportation Committee.

OVERSIGHT

**Regional Emergency Support Function #1
Transportation Committee in coordination with the
Technology, Operations, and Performance
Subcommittee**

MAJOR PRODUCTS

- Documentation pursuant to DHS and UASI requirements

4.4 TRANSPORTATION SAFETY PLANNING

The Washington metropolitan area is a diverse and rapidly growing region, a major tourist destination, and a gateway for immigrants from all over the world. Growing numbers of pedestrians and bicyclists are using the region's multimodal transportation system, especially in suburban areas where they were not as common as in years past, thereby increasing the exposure of these vulnerable road users to collisions with vehicle traffic. The FAST Act emphasizes safety as part of the metropolitan planning process and requires MPOs to set safety performance targets for non-motorized as well as motorized users. These and other factors, along with heightened awareness of the importance of safety planning, continue to demonstrate the need for the regional transportation safety planning program.

This task includes:

- Consider engineering, education, enforcement, and emergency medical services strategies in the metropolitan planning process to reduce fatalities, serious injuries, and crashes in the region. This includes planning for safety aspects of the region's transportation system and coordinating with the Strategic Highway Safety Plan development and implementation efforts of the District of Columbia, Maryland, and Virginia, as well as other state, regional, and local efforts.
- Maintain active collaboration with the Street Smart pedestrian and bicycle safety outreach campaign.
- Address regional MAP-21/FAST traffic safety performance measure requirements, including compilation and analysis of safety data, tracking of regional performance measures for safety, and coordinating with member states on the setting of safety targets.
- Encourage the consideration of safety in all aspects of metropolitan transportation planning and ensuring that safety is addressed during CLRP and TIP development.
- Support the Transportation Safety Subcommittee, as well as coordinating with member agencies and transportation safety stakeholders.

OVERSIGHT

Transportation Safety Subcommittee

MAJOR PRODUCTS

- Safety element of the CLRP
- Documentation for FAST/MAP-21 performance and target reporting requirements

4.5 BICYCLE AND PEDESTRIAN PLANNING

The enhancement of pedestrian and bicycle facilities, activities, and safety in the region is a critical component of the metropolitan transportation planning process. Advised by the regional Bicycle and Pedestrian Subcommittee, the 2015 Regional Bicycle and Pedestrian Plan provides the framework for this effort.

This task includes:

- Complete a major update of the Bicycle and Pedestrian Plan for the National Capital Region. Report to the TPB on progress towards implementation of the Bicycle and Pedestrian Plan.
- Maintain the Bicycle and Pedestrian Plan database on the TPB Web site for member agency and public access, including an on-line mapping and visualization of projects identified in the plan.
- Compile Bicycle and pedestrian project recommendations for the Transportation Improvement Program (TIP) and monitor Regional Complete Streets and Green Streets activities.
- Provide technical advice on bicycle and pedestrian projects serving the goals of the Regional Transportation Priorities Plan for the TPB Long-Range Planning Task Force. In conjunction with the Subcommittee and the Capital Trails Coalition, coordinate on regional or long-distance bicycle routes/project needs, including potential circumferential "bicycle beltway" routes. Coordinate with the Capital Trails Coalition, GIS staff, and the Subcommittee on the compilation of jurisdiction GIS data on existing and planned trails and on-street bicycle facilities.
- Provide technical advice to the "Street Smart" regional pedestrian and bicycle safety public outreach campaign (Street Smart is supported by funding outside the UPWP); on the Capital Bikeshare system; on pedestrian and bicycle mapping and routing systems and information for the region; on pedestrian and bicycle safety; and on bicycle and pedestrian systems usage and consideration in the overall metropolitan transportation planning process.
- Conduct two or more regional bicycle and pedestrian planning or design training, outreach, or professional development opportunities for member agency staffs, at least one of which will have a primary focus on pedestrian planning.
- Support the Bicycle and Pedestrian Subcommittee in its coordination and advisory roles.

OVERSIGHT

MAJOR PRODUCTS

Regional Bicycle and Pedestrian Subcommittee

- **Compilation of bicycle and pedestrian facilities for the TIP**
- **Updated Bicycle and Pedestrian Plan for the National Capital Region**
- **Maintenance of the regional bicycle and pedestrian plan on the TPB website**
- **Recommendations on circumferential and regional bicycle routes**
- **Compilation of jurisdictional GIS data on existing and planned bicycle and pedestrian facilities**

- **Recommendations on unfunded bicycle and pedestrian projects**
- **Two or more regional outreach workshops**

4.6 REGIONAL PUBLIC TRANSPORTATION PLANNING

The region has a variety of local and commuter bus, rail transit, and commuter rail operators and other agencies involved in public transportation planning and operation. It also is served by a number of private providers. This task advises the consideration of public transportation activities and needs as an important part of the metropolitan transportation planning process.

This task includes:

- Provide support to the Regional Public Transportation Subcommittee for the coordination of public transportation planning in the region, and for incorporating regional public transportation plans into the CLRP and TIP.
- Evaluate federal rulemaking for the performance-based planning requirements, specifically transit safety and transit asset management, including data collection, analysis of the performance measures, forecasting, and setting of targets.
- Provide a forum for discussion of the development of the performance measures and selection of performance targets for the metropolitan planning area, in order to coordinate with relevant providers of public transportation to ensure consistency to the maximum extent practicable.
- Provide support to the TPB Private Providers Task Force and document the involvement of private providers of public transportation in the TIP. Also support quarterly meetings of the TPB Regional Taxicab Regulators Task Force.
- Evaluate the performance of the corridor projects implemented by the TPB's Transportation Investments Generating Economic Recovery (TIGER) Grant for Priority Bus in the National Capital Region, including the submission of one-year-after and two-year-after reports for projects concluded in calendar year 2016.
- Produce an annual report on the "State of Public Transportation" to provide informative public transportation operations, customer, and financial facts, including recent accomplishments and upcoming activities, and a summary of the Subcommittee's recommendations for improving services for consideration by the TPB.

OVERSIGHT

Regional Public Transportation Subcommittee

MAJOR PRODUCTS

- **Annual report, data compilation, reports on technical issues, and outreach materials**
- **Private Provider involvement documentation**

4.7 FREIGHT PLANNING

The TPB provides opportunities for consideration, coordination, and collaborative enhancement of planning for freight movement in the region. The Regional Freight Plan updated in FY2016 provides guidance for continued regional planning activities.

This task includes:

- Address the FAST Act requirements related to regional freight planning, including coordination with member jurisdictions on the establishment of a freight performance target.
- Provide opportunities for the consideration of freight issues within the metropolitan transportation planning process through outreach to the private-sector, regular interaction with the TPB and other committees on regional freight planning issues, and advising how freight is addressed during TIP and CLRP development.
- Coordinate with relevant jurisdictions and committees on regional rail issues.
- Compile and analyze readily available data to support regional freight planning.
- Continue “Freight Around the Region” outreach efforts focusing on individual jurisdictions' freight activities and their linkages to the regional freight picture.
- Maintain the Regional Freight Plan and supporting materials on the TPB Web site for member agency and public access.
- Support the TPB Freight Subcommittee in its coordination and advisory roles.

OVERSIGHT

Freight Subcommittee

MAJOR PRODUCTS

- **Freight Around the Region publication**
- **Documentation as necessary supporting MAP-21 and FAST requirements of freight planning**
- **Regional Freight Forum**

4.8 METROPOLITAN AREA TRANSPORTATION OPERATIONS COORDINATION PROGRAM PLANNING

TPB provides planning support for the Metropolitan Area Transportation Operations Coordination (MATOC) Program, in conjunction with the MATOC Steering Committee, subcommittees, and partner agencies. This task is the metropolitan transportation planning component of a larger set of MATOC Program activities, including operational and implementation activities, funded outside the UPWP. The Metropolitan Area Transportation Operations Coordination (MATOC) Program's mission is to provide situational awareness of transportation operations in the National Capital Region (NCR) through the communication of consistent and reliable information, especially during incidents. MATOC's information sharing is undertaken in large part through the Regional Integrated Transportation Information System (RITIS). RITIS is an automated system that compiles formats, and shares real-time traffic and transit data among the region's transportation agencies. RITIS was developed on behalf of the region by the Center for Advanced Transportation Technology Laboratory

at the University of Maryland. Data provided through RITIS is in daily use by the region's major transportation operations centers.

As a complement to the externally-funded operations activities of MATOC, this UPWP task is to provide ongoing TPB staff planning assistance to the MATOC Program, as a part of the TPB's metropolitan transportation planning activities.

This task includes:

- Provide administrative support of MATOC Steering Committee and subcommittee meetings, including preparation of agendas and summaries and tracking of action items.
- Provide briefings to the TPB on MATOC Program progress.
- Provide TPB staff input and advice to the MATOC Information Systems Subcommittee and Operations Subcommittee.
- Develop supporting or informational materials for the above activities as necessary.

OVERSIGHT

MATOC Steering Committee, in conjunction with the Systems Performance, Operations, and Technology Subcommittee (SPOTS)

MAJOR PRODUCTS

- **MATOC Steering Committee and Subcommittee Meeting Materials**

5. Travel Forecasting

OVERSIGHT

Travel Forecasting Subcommittee

MAJOR PRODUCTS

- A series of highway and transit networks reflecting the latest CLRP and TIP for input to the regional travel demand model together with technical documentation.
- Updated travel models; documentation of models development activities; and recommendations for continued updating of the travel demand modeling process.

TOTAL COST ESTIMATE

\$2,409,905

5.1 NETWORK DEVELOPMENT

This task includes preparing transportation network files, which are primary inputs to the regional travel demand model that is used for forecasting travel in the CLRP, project planning studies, special scenario studies, and in support of the travel model development activities.

This task includes:

- Prepare base- and forecast-year highway and transit networks, in accordance with the latest CLRP and TIP elements received from state and local agencies, in support of long range planning and any special regional studies.
- Update the TPB's base-year (2016) transit network to reflect the most current service in the Metropolitan Washington Region.
- Maintain and refine the TPB's existing GIS-based information system used to facilitate network coding and multi-year network file management.
- Support the application of the current regional travel demand model (Version 2.3.66 or its successor) for air quality planning work and other TPB planning studies, which could also include updates in the transportation networks due to the strategic plan for models development (described below).
- Respond to network-related technical data requests, including requests for transit line files, station files, and shapefiles associated with features of the regional highway or transit network.

5.2 MODELS DEVELOPMENT AND SUPPORT

This task involves maintaining and improving the travel forecasting model which supports the regional transportation planning process. During FY 2016, a seven-year strategic models development plan and a short-term implementation plan for improving the TPB trip-based travel forecasting capabilities were formulated. The short-term improvements, which were started during FY 2016, are planned to be completed in FY 2017.

This task includes:

- Continue the consultant-assisted effort to improve the current TPB trip-based travel model and begin development of an activity-based travel demand forecasting model (ABM) with existing data.
- Support the application of the current regional travel demand model (Version 2.3.66 or its successor) for air quality planning work and other TPB planning studies. This will include the update of travel modeling inputs as necessary (external trips and other exogenous trip tables), investigating technical problems that might arise during the course of application, and documenting refinements to the model.
- Work with local transportation agencies in formulating ways in which the regional travel model might be used to provide performance-based measures as called for in the new surface transportation authorization legislation (FAST Act).
- Assess model performance and reasonableness through comparison of travel model results with 2010 Census data and the TPB geographically focused household travel survey data.
- Provide staff support for the TPB Travel Forecasting Subcommittee, which is charged with overseeing technical practices and improvements to the TPB travel forecasting process.
- Keep abreast of new developments in travel demand forecasting, via participation with relevant groups, such as the Transportation Research Board (TRB) and the Travel Modeling Improvement Program (TMIP).
- Respond to model-related data requests from local partner agencies and their consultants.
- Provide continued support for software used to run the TPB travel demand model (Citilabs Cube Base, Cube Voyager, and Cube Cluster).
- Provide training to DTP staff regarding the travel demand model or its associated software, such as Citilabs Cube Base, Cube Voyager, or Cube Cluster.
- Coordinate with the COG Office of Information, Technology and Facilities Management (ITFM) to help maintain the computers used to run the regional travel demand model, including the maintenance of data storage systems for the back-up, archiving, and retrieval of model-related files.

6. Travel Monitoring and Data Programs

OVERSIGHT	Various (see below)
MAJOR PRODUCTS	See program-specific products below
TOTAL COST ESTIMATE	\$3,550,657

6.1 HOUSEHOLD TRAVEL SURVEY

A new large scale region-wide household travel data is needed to obtain updated information on the travel patterns of persons residing in the TPB modeled area and the key factors influencing their current travel choices and travel behavior. The last large scale region-wide household travel survey was conducted in 2007/2008. The data collected in this new regional household travel survey will also be used to develop and calibrate the next generation TPB regional travel demand forecasting model that will be used to forecast future travel demands based on projected household and employment growth and planned improvements to the regional transportation system. In FY 2018, a professional survey firm will complete data collection for this new household travel survey. This survey will be designed to obtain the participation of approximately 15,000 households in TPB modeled area jurisdictions.

This task includes:

- Completion of data collection for the 2017/2018 TPB Regional Household Travel Survey, a region-wide household travel survey designed to collect detailed information on the characteristics and daily travel of approximately 15,000 households in the TPB modeled area.
- Coordination of survey activities with state and local government staff as appropriate and response to inquiries from survey participants and the media about the survey.
- Analysis of household travel survey response patterns by jurisdiction and activity center strata and begin development of initial survey weighting factors.
- Tabulations of Census American Communities Survey (ACS) demographic, household, worker characteristic and commuting data by household travel survey jurisdiction and activity center strata for comparison with preliminary 2017/2018 TPB Regional Household Travel Survey data tabulations.
- Analysis and reporting on comparisons of preliminary 2017/2018 TPB Regional Household Travel Survey data tabulations with Census ACS demographic, household, worker characteristic and commuting data.
- Presentations and information reports on various aspects of daily household and vehicle travel in the region to support analysis of regional growth and transportation issues.
- Provision of data, documentation, and technical support to users of previous TPB Household Travel Surveys. Update user documentation as required.

OVERSIGHT

Travel Forecasting Subcommittee

MAJOR PRODUCTS

- **Collected survey data**
- **Presentation and Information Reports**
- **Technical support**

6.2 TRAVEL MONITORING COUNTS/STUDIES

This task involves the conduct of special traffic counts, travel time runs and other special travel monitoring studies to support regional travel demand model validation and refinement activities and other activities such as regional high-occupancy vehicle (HOV) facility performance analysis and the identification of high volume truck travel routes in the region. In FY 2018, a travel monitoring study of the region's high-occupancy vehicle (HOV) facilities will be conducted.

This task includes:

- Collection of AM peak period traffic volume, vehicle occupancy and travel time data on the region's HOV facilities.
- Processing, tabulation and analysis of the regional HOV volume, occupancy and travel time monitoring data collected.
- Preparation of a technical report summarizing the key findings and changes from previous TPB regional HOV facility monitoring studies

OVERSIGHT

Travel Forecasting Subcommittee

MAJOR PRODUCTS

- **HOV Monitoring Data**
- **Technical Report**

6.3 REGIONAL TRANSPORTATION DATA CLEARINGHOUSE

Efficient access to a comprehensive data set containing current and historic data on the characteristics and performance of the region's transportation system is vitally important for transportation planning, air quality analysis, models development, congestion management and project evaluations. Under this work item staff will continue to work with local, state, WMATA and other regional agencies to transfer data to and from the Clearinghouse and to update the it with updated highway and transit performance data as these data become available.

This task includes:

- Update of Clearinghouse traffic volume data with AADT and AAWDT volume estimates, hourly directional traffic volume counts and vehicle classification counts received from state DOTs and participating local jurisdiction agencies.
- Update of Clearinghouse transit ridership data with data received from WMATA, PRTC, VRE, MTA and local transit agencies including the Ride-On, The Bus, ART, DASH and the Fairfax Connector.

- Update of freeway and arterial road speed and level of service (LOS) data.
- Update of Clearinghouse highway network bridge and pavement condition data from most current National Bridge Inventory and Highway Performance Management System (HPMS) databases.
- With the Travel Forecasting and Mobile Emissions Planning Team, collectively develop specifications for a geodatabase of cadastral (parcel-level) data; evaluate data availability and collect relevant data (polygon, point) as required; begin initial development of a regional parcel level land use database to support travel forecasting model improvements and update Cooperative Forecasting land data by TAZ;
- Distribute Regional Transportation Clearinghouse Data to TPB participating agencies via a GIS web-based application.

OVERSIGHT

MAJOR PRODUCTS

Technical Committee

- **Updated clearinghouse database and documentation**
- **Web interface to access clearinghouse data**

6.4 GIS DATA

This activity provides Geographic Information System (GIS) data and technical support to users of the TPB GIS for many important planning activities, including the CLRP, the TIP, the LRP, Congestion Monitoring and Analysis, Cooperative Forecasting, Regional Transportation Data Clearinghouse, Network and Models Development, and Bicycle Planning.

This task includes:

- Provision of data and technical support to staff using GIS for development and distribution of data and information developed for TPB planning activities, including the CLRP and LRP, the TIP, Congestion Monitoring and Analysis, Cooperative Forecasting, Regional Transportation Data Clearinghouse, Network and Models Development, and Freight, Bike and Pedestrian Planning activities.
- Provide technical guidance and develop GIS-based products (web maps and applications, visualization, etc.) for TPB planning activities, including the CLRP and LRP, the TIP, Congestion Monitoring and Analysis, Cooperative Forecasting, Regional Transportation Data Clearinghouse, Network and Models Development, and Freight, Bike, and Pedestrian Planning activities, as appropriate.
- Response to requests for TPB GIS metadata, databases, and applications.
- Coordination of regional GIS activities with state DOTs, WMATA, and the local governments through COG's GIS Committee and subcommittees.
- Maintain and update GIS-related hardware and software used by staff for regional transportation planning activities.

OVERSIGHT

Technical Committee

MAJOR PRODUCTS

- Updated GIS software, databases, online web map applications, user documentation, support and coordination of COG/TPB GIS activities

DRAFT

7. Cooperative Forecasting and Transportation Planning Coordination

This activity coordinates local, state and federal planning activities, develops population, household, and employment forecasts that are used as input into TPB travel demand-forecasting model, and facilitates the integration of land use and transportation planning in the region.

- Support of the Planning Directors Technical Advisory Committee (PDTAC) in the coordination of local, state and federal planning activities and the integration of land use and transportation planning in the region.
- Analysis of changes in regional economic, demographic and housing trends drawing on the results from the Census American Communities Survey (ACS) and from other available federal, state, local data sources.
- Collaboration with members of the Cooperative Forecasting Subcommittee to enhance and improve the quality of small area (TAZ-level) employment data.
- Collaboration with the Cooperative Forecasting Subcommittee and the region's Planning Directors to assess the effects of significant transportation system changes on the Cooperative Forecasting land activity forecasts and the development of updated Round 9.1 Transportation Analysis Zone (TAZ)-level growth forecasts
- Documentation of key land use and transportation assumptions used in making updates to the Cooperative Forecasting land activity forecasts.
- Update and maintenance of Cooperative Forecasting land activity databases of TAZ-level population, household, and employment forecasts that are used as input into TPB travel demand-forecasting model.
- Mapping and analysis of Cooperative Forecasting growth forecasts in relation to COG Activity Centers and premium transit locations.
- Response to public comments on the Round 9.1 forecasts and the Cooperative Forecasting process.
- Preparation and publication of useful economic, demographic and housing-related information products including the Regional Economic Monitoring Reports (REMS) reports, the annual "Commercial Development Indicators" and economic and demographic data tables to be included in the Region Forward work program.
- Support the Cooperative Forecasting activities associated with the Long Range Plan Task Force land use scenario(s), as identified through the Long-Range Plan Task Force.

OVERSIGHT

Technical Committee

MAJOR PRODUCTS

- Updated Cooperative Forecasting land activity forecasts and documentation
- Analysis of Activity Center growth forecasts
- Information reports and products

TOTAL COST ESTIMATE

\$993,576

8. Public Participation and Human Service Transportation Coordination

OVERSIGHT

Transportation Planning Board

MAJOR PRODUCTS

- Public comment solicited and documented
- Support for Activity 1 – Long Range Planning
- CAC and AFA committee reports
- Information dissemination through the website, social media, and printed documents
- USDOT Triennial review of Title VI Program

TOTAL COST ESTIMATE

\$1,055,345

8.1 PUBLIC PARTICIPATION

The Update of the Participation Plan as approved by the TPB in September 2014 will guide all public involvement activities to support the development of the CLRP, TIP, and all other TPB planning activities. The TPB's Public Participation plan emphasizes involving traditionally-disadvantaged populations in the planning process, as part of the TPB's commitment to ensuring nondiscrimination in all its programs and activities as required under Title VI and the Environmental Justice Executive Order.

- Conduct regular public involvement as described in the TPB Participation Plan, including public comment sessions as the beginning of TPB meetings and official public comment periods prior to the adoption of TPB plans and programs as key TPB policies and documents.
- Provide staff support for the TPB Citizens Advisory Committee (CAC), including organizing monthly meetings and outreach sessions, and drafting written materials for the committee.
- Provide staff support for the TPB Access for All Advisory (AFA) Committee that includes leaders and representatives of low-income communities, minority communities, persons with disabilities and those with limited English skills as the TPB's primary strategy for engaging traditionally-disadvantaged population groups in the planning process. Staff will transmit AFA Committee comments to the TPB on transportation plans, projects, programs, services and issues that are important to AFA community groups.
- Develop and conduct workshops or events, as needed, to engage the public and community leaders on key regional transportation issues, including challenges reflected in the development of the Long Range Plan, the TIP, and the work of the Long-Range Plan Task Force.
- Conduct at least one session of the Community Leadership Institute, a two-day workshop designed to help community activists learn how to get more actively involved in transportation decision making in the Washington region.
- Support implementation of the TPB Participation Plan and conduct evaluation activities of the public involvement process.

- Conduct continuing evaluation activities of the public involvement process using the process for evaluation established in FY 2016.
- The next triennial Title VI program update is due to FTA on June 1, 2018. Staff will prepare for and participate in the Title VI program update.

8.2 COMMUNICATIONS

- Develop new written materials, tools and visualization techniques to better explain to the public how the planning process works at the local, regional and state levels.
- Produce regular on-line and print TPB newsletters.
- Produce the annual edition of the Region magazine highlighting significant TPB activities in the past year.
- Ensure that the TPB's website, publications and official documents are timely, thorough and user-friendly.
- Effectively use technology, including social media and other web-based tools, to spread information about regional transportation planning and engage the public in planning discussions and Produce regular on-line and/or print TPB newsletters

8.3 HUMAN SERVICE TRANSPORTATION COORDINATION

Under Federal regulations, a Coordinated Human Service Transportation Plan is required to guide funding decisions for the Federal Transit Administration (FTA) "Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities" program. COG is designated recipient of this program for the Washington DC-VA-MD Urbanized Area. In 2014, the TPB approved an update to the Coordinated Plan to respond to the requirements of the Enhanced Mobility program.

The TPB established the Human Service Transportation Coordination Task Force in 2006 to help develop the Coordinated Plan. In FY2016, the Task Force was incorporated into the Access for All Advisory Committee given overlapping membership and that the work of the Task Force is largely done.

This task includes:

- Review the Coordinated Human Service Transportation Plan with the AFA Committee for any revisions or updates to capture unmet transportation needs for people with disabilities and older adults.
- Plan for the next solicitation and selection of projects for Enhanced Mobility funding under FAST.
- Further the goals regional mobility management efforts to provide an array of transportation services and options to older adults and people with disabilities.

9. Transportation Alternatives and Land Use Connection (TLC) Programs

This work activity strengthens the coordination between local land use and transportation planning. Begun as a pilot in November 2006, the TLC program offers short-term technical assistance through consultant teams to local jurisdictions to advance their planning activities.

This activity will encompass the following work tasks in FY 2018:

- Offer short-term consultant team technical assistance to local jurisdictions to advance their land use and transportation planning activities.
- Fund at least six technical assistance planning projects at a level between \$20,000 and \$60,000 each.
- Fund at least one project for between \$80,000 and \$100,000 to perform project design to achieve 30% completion.
- Maintain and update the TLC Regional Clearinghouse and website.
- Develop tools and activities to facilitate regional learning about TLC issues among TPB member jurisdictions through the Regional Peer Exchange Network. Organize at least one regional meeting to facilitate an exchange of information about lessons learned from past TLC projects.
- Identify recommended implementation action steps in each planning project report, such as further study needs, more stakeholder collaboration, suggested land use or local policy changes, and transportation investment opportunities and priorities.
- Provide staff support for TLC Technical Assistance Projects to be conducted as part of the MDOT Technical Assistance Program and for other projects where additional funding is provided by state or local agencies.
- Conduct the selection process for small capital improvement projects using funding sub-allocated to the Washington metropolitan region through the state DOTs from the MAP-21 Transportation Alternatives Program (TAP).

OVERSIGHT

MAJOR PRODUCTS

Technical Committee

- Technical assistance, including final reports, provided by consultant teams to localities
- Updated website
- Peer exchange activities
- TAP coordination

TOTAL COST ESTIMATE

\$440,215

10. TPB Support and Management

This activity includes support for the Transportation Planning Board (TPB), management activities not attributable to specific tasks in the work program, and development of the Unified Planning Work Program (UPWP).

OVERSIGHT

Transportation Planning Board

MAJOR PRODUCTS

- Materials for the meetings of the TPB, Steering Committee, Technical Committee, and State Technical Working Group
- Responses to information requests from elected officials, federal agencies, and media
- Participation in external meetings related to the TPB work program

TOTAL COST ESTIMATE

\$865,054

10.1 TRANSPORTATION PLANNING BOARD (TPB) SUPPORT AND MANAGEMENT

- Make all administrative arrangements and provide staff support for TPB, the TPB Steering Committee, the State Technical Working Group, the TPB Technical Committee and special TPB work groups meetings.
- Maintain TPB Committee membership rosters and distribution lists and prepare meeting materials for TPB Committee meetings.
- Prepare monthly Director's Report.
- Respond to periodic requests from TPB members, federal agencies, Congressional offices, media and others for information or data of a general transportation nature.
- Meet with TPB Board members and participating agency staff to discuss current and emerging regional transportation planning issues.
- Respond to TPB correspondence and draft correspondence requested by the Board.
- Participate in meetings of other agencies whose programs and activities relate to and impact the TPB work program.
- Draft Memoranda of Understanding with other agencies for the TPB's review and approval.
- Participation in the Association of Metropolitan Planning Organizations (AMPO) and AMPO meetings.
- Participation in the Virginia Association of Metropolitan Planning Organizations (VAMPO) and VAMPO meetings.
- Coordination of TPB Planning Activities with Program Directors.
- Day-to-day management of and allocation of staff and financial resources
- Monitoring of all work program activities and expenditures

10.2 UNIFIED PLANNING WORK PROGRAM (UPWP)

The UPWP for the Metropolitan Washington Region describes all transportation planning activities utilizing federal funding, including Title I Section 134 metropolitan planning funds, Title III Section 8 metropolitan planning funds, and Federal Aviation Administration Continuing Airport System Planning (CASP) funds. The UPWP identifies state and local matching dollars for these federal planning programs, as well as other closely related planning projects utilizing state and local funds.

This task includes:

- Develop the FY 2018 UPWP that complies with anticipated metropolitan planning requirements in the Fixing America's Surface Transportation (FAST) Act.
- Supervise the preparation, negotiation, and approval of the annual work program and budget involving the State Transportation Agencies, the TPB Technical Committee, the TPB Technical Committee, the Steering Committee and the TPB.
- Preparation of monthly UPWP progress reports for each of the state agencies administering planning funding and prepare all necessary federal grant applications submissions.
- Review all monthly UPWP invoices going to each of the state agencies administering planning funding.

DRAFT

11. Technical Assistance

This TPB work program activity responds to requests for technical assistance from the state and local governments and transit operating agencies. This activity takes the form of technical work tasks in which TPB developed tools, techniques, data, and capabilities are used to support DDOT, MDOT, VDOT, VDRPT and WMATA sub-area planning, travel monitoring, travel modeling and data collection efforts related to regional transportation planning priorities. The funding level allocated to technical assistance is an agreed upon percentage of the total new FY 2018 funding in the basic work program. The funding level for each state is an agreed upon percentage of the total new FTA and FHWA planning funding passed through each state. The funding level for WMATA is an agreed upon percentage of the total new FTA funding. The specific activities and levels of effort are developed through consultation between the state and WMATA representatives and TPB staff.

DRAFT

11.1 DISTRICT OF COLUMBIA

MAJOR PRODUCTS See program-specific products below

TOTAL COST ESTIMATE **\$274,742**

1. Program Development, Data Requests and Miscellaneous Services

This work activity supports staff time spent in developing scopes of work for requested projects and in administering the DC Technical Assistance work program throughout the year. Work activities involve meeting with DDOT staff to discuss proposed projects, drafting and finalizing work statements and tasks, creating project accounts when authorized, and progress reporting throughout the projects. Additionally, this project establishes an account to address requests which are too small or too short-lived to warrant separate scopes of work. Requests may include staff time to participate in technical review committees and task forces and execution of small technical studies.

MAJOR PRODUCT • Specific scopes of work, on-going activity

TOTAL COST ESTIMATE **\$10,000**

2. Traffic Counts and Highway Performance Management System (HPMS) Support

This task includes procurement of a contractor to perform 7-day vehicle classification counts and 3-day traffic volume machine counts on roadway segments and grade-separated ramps that part of DDOT's traffic counting program. A total of approximately 200 traffic counts and 60 ramp counts will be performed city-wide at locations specified by DDOT's HPMS Coordinating Committee. Staff will also provide quality control checking of the traffic counts conducted by the contractor and provide technical support to DDOT in preparation of its annual HPMS submittal. This technical support will include processing of the traffic counts into average annual daily traffic (AADT) volumes, growth factoring of AADT volumes, and preparation of vehicle classification summaries of daily travel activity and preparation of traffic volume metadata.

MAJOR PRODUCT • Machine traffic counts and HPMS submittal support,
Schedule: June 2018

TOTAL COST ESTIMATE **\$235,000**

3. Other Tasks to Be Defined

This work element is established to respond to requests by DDOT for anticipated technical assistance work tasks that are not yet defined. These work tasks will be performed upon further specific authorization received from DDOT in FY 2018.

TOTAL COST ESTIMATE **\$29,742**

11.2 MARYLAND

MAJOR PRODUCTS See program-specific products below

TOTAL COST ESTIMATE \$499,828

1. Program Development Management

This work activity supports staff time spent administering the Maryland Technical Assistance work program throughout the year. Work activities would involve meetings with participating agencies to discuss proposed/new projects, development of monthly progress reports, budgetary reporting and technical quality control. This work task also includes staff time needed for the development of the annual planning work program.

MAJOR PRODUCT • Specific scopes of work, on-going activity

TOTAL COST ESTIMATE \$20,000

2. Project Planning Studies

This work task supports staff time associated with the development of scopes of work, interagency coordination, and technical analyses associated with travel demand modeling, evaluation of alternatives and coordination with other governmental entities and consultants. It is anticipated that technical work will continue on the MD 586 and MD 97 BRT transit corridors and the I-495 multimodal corridor. This work element also anticipates technical work on new planning studies administered by MDOT, MD SHA and other agencies.

TOTAL COST ESTIMATE \$90,000

3. Feasibility/Special Studies

This work task will provide funding to support technical support on feasibility/special studies as requested by MDOT, SHA and other agencies in Maryland. Work may include but is not limited to technical support in ongoing corridor/subarea studies, initiation of new studies ranging from major new corridor analyses to the development of travel demand forecasts for individual facilities and scenario analyses. Project authorizations may occur throughout the fiscal year as priorities dictate to address transportation planning initiatives and strategic goals of MDOT, SHA and other agencies.

TOTAL COST ESTIMATE \$50,000

4. Travel Monitoring/Transportation Performance Measures

This work task will provide funding for data collection and analysis to support the assessment of system performance on major freeway and arterial roadway segments of the region's transportation network in

Maryland. Computation and analysis of various travel time, congestion level, system reliability and freight performance metrics will be performed as part of this work task.

TOTAL COST ESTIMATE **\$150,000**

5. Miscellaneous Technical Support:

This work task will support technical work associated with several pursuits of MDOT and MD SHA that do not fit into other Technical Assistance work tasks. It is envisioned that Transit Oriented Development (TOD) studies, statewide model support, GIS applications, scenario studies, SHRP2 Capacity and Reliability Product Implementation assessments, and possibly freight/special generator studies may be conducted as part of this work task.

TOTAL COST ESTIMATE **\$25,000**

6. Transportation / Land Use Connections Program

The Transportation / Land Use Connections (TLC) program is an effort to provide technical assistance to local governments in the Washington region in order to facilitate integrating land use and transportation planning at the community level. Begun as a six-month regional pilot program in January 2007, this project has been very well received. MDOT supplements this regional effort by allocating some of its Technical Assistance funds to provide additional TLC grant funding for Maryland jurisdictions.

MAJOR PRODUCTS

- **Grant awards, technical reports from contractors, To be completed by June 2018**

TOTAL COST ESTIMATE **\$160,000**

7. Other Tasks yet to be defined

This work element is established to respond to requests by MDOT and SHA for anticipated technical assistance work tasks that are not yet defined. These work tasks will be performed upon further specific authorization from MDOT and MDSHA in FY 2018.

TOTAL COST ESTIMATE **\$4,828**

11.3 VIRGINIA

MAJOR PRODUCTS See program-specific products below

TOTAL COST ESTIMATE \$397,806

1. Program Development and Data/Documentation Processing

This work activity supports staff time spent administering the VA Technical Assistance work program throughout the year. Work activities include meetings with participating agencies to discuss proposed/new projects, development of monthly progress reports, budgetary reporting and technical quality control. This work task also includes staff time to process requests for data/documents received from local jurisdictions in Northern Virginia as advised by VDOT throughout the year.

MAJOR PRODUCT • Specific scopes of work, on-going activity

TOTAL COST ESTIMATE \$15,000

2. Travel Monitoring and Survey

This work activity supports an ongoing continuous program to monitor travel and system performance on major commuting routes in Northern Virginia, with a goal to collect travel monitoring data for each major route on a 2 to 3 year cycle. Collected data and system performance analysis will include volume and occupancy data, travel time data, and other information. This travel monitoring program will also include collection of bicycle and pedestrian data at various locations throughout Northern Virginia, as identified by VDOT.

MAJOR PRODUCT • Program management plan, data and analysis, technical memorandum – on-going activity

TOTAL COST ESTIMATE \$140,000

3. Travel Demand Modeling

This work activity is designed to assist VDOT with the use of results from the regional transportation travel demand model to support various transportation planning efforts and studies in Northern Virginia. Specific tasks undertaken will be identified throughout the year and are likely to include: developing forecasts and/or extracting specific information from the regional model forecasts for specific scenarios/options evolving out of ongoing studies and/or project planning efforts; and assistance with documentation, training and customization of the regional travel demand forecasting model for the Northern Virginia sub-area per VDOT's requirements.

MAJOR PRODUCT • Model output, technical memoranda, on-going activity

TOTAL COST ESTIMATE \$40,000

4. Regional and Sub-regional Studies

This work activity is designed to provide technical analysis and TPB staff support for various regional and sub-regional planning studies throughout the year as identified and requested VDOT and/or VDRPT. Work may include but is not be limited to technical support for ongoing corridor/subarea studies and initiation of new studies ranging from major new corridor analyses to the development of travel demand forecasts for individual facilities. Staff may also assist VDOT in its work on a system-wide evaluation designed to provide information relating to the effectiveness of ongoing and planned projects and programs aimed at addressing the congestion and mobility challenges in Northern Virginia.

MAJOR PRODUCT

- **Technical analysis and support for Northern Virginia regional and sub-regional planning studies, on-going activity**

TOTAL COST ESTIMATE

\$100,000

5. Long Distance Commuter Bus Study

The purpose of this study is to determine demand for public commuter bus service into Northern Virginia from areas beyond the urbanized area. Specific tasks will include reviewing previous studies and best practices, documenting existing commuter bus, intercity bus and train, carpools and vanpools, estimating travel demand, and identifying strategies to provide publicly operated commuter bus service from outside the region into the region. This study began during FY17 and will conclude during FY18.

MAJOR PRODUCT

- **Technical Report, September 2018**

TOTAL COST ESTIMATE

\$70,000

6. Other Tasks to be Defined

This work element is established to respond to requests by VDOT and VDRPT for anticipated technical assistance work tasks that are not yet defined. These work tasks will be performed upon further specific authorization from VDOT and VDRPT in FY 2018.

TOTAL COST ESTIMATE

\$32,806

11.4 WMATA

MAJOR PRODUCTS	See program-specific products below
TOTAL COST ESTIMATE	\$172,620

1. Program Development

This work activity supports staff time spent in developing the scopes for requested work tasks and administering the WMATA Technical Assistance work program throughout the year. Work activities include meeting with WMATA staff to discuss projects, drafting and finalizing work statements and tasks, creating project accounts when authorized, and reporting progress on projects throughout the year. In addition, this project will provide staff with resources to attend required meetings at WMATA.

MAJOR PRODUCT	<ul style="list-style-type: none">• Specific scopes of work, on-going activity
TOTAL COST ESTIMATE	\$5,000

2. Miscellaneous Services

This miscellaneous account is a mechanism established to address requests which are too small or too short-lived to warrant separate work scopes. Past work has included requests for hard copy, plots, or data from any of the planning work activities at COG.

MAJOR PRODUCT	<ul style="list-style-type: none">• Specific scopes of work, on-going activity
TOTAL COST ESTIMATE	\$15,000

3. Other Tasks to be Defined

This work element is established to respond to requests by WMATA for anticipated technical assistance work tasks that are not yet defined. These work tasks will be performed upon further specific authorization from WMATA in FY 2018.

TOTAL COST ESTIMATE	\$152,620
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12. Continuous Airport System Planning Program

OVERSIGHT

Aviation Technical Subcommittee

MAJOR PRODUCTS

- Comprehensive Regional Air System Plan Update – Phase 1
- Process 2017 Regional Air Passenger Survey, Phase 1

TOTAL COST ESTIMATE

\$362,235

The purpose of the CASP program is to provide a regional process that supports the planning, development and operation of airport and airport-serving facilities in a systematic framework for the Washington-Baltimore Air Systems Planning Region, which includes the region’s three major commercial airports: Baltimore-Washington International Thurgood Marshall Airport (BWI), Ronald Reagan Washington National Airport (DCA), and Washington Dulles International Airport (IAD). Oversight of the program is the responsibility of the TPB Aviation Technical Subcommittee. The major elements of the CASP program have now been consolidated into a reoccurring two-year cycle based on available and anticipated FAA funding. The CASP work program elements for the for FY 2018 UPWP cycle are as follows:

Comprehensive Regional Air System Plan Update – Phase 1

The regional CASP program began with the landmark 1975 study “The Future of Washington’s Airports,” which built the foundation for what the program has evolved into today. There has not been a fully comprehensive Regional Air System Plan (RASP) update since the initial 1975 study. Instead, there have been incremental updates over multiple plan volumes in 1988 (Volume I: Commercial Airports), 1993 (Volume II: Ground Access), and 1997 (Volume III: Air Cargo). Following those larger volumes, each document completed in the CASP program (Air Passenger Survey General Findings and Geographic Findings Reports, Ground Access Forecast Update, Ground Access Element Update, Ground Access Travel Time Update, and Air Cargo Element Update) has served as a series of continual, smaller, incremental updates or amendments to the RASP.

While these incremental amendments serve to ground the continuous and coordinated nature of the air systems planning program, they lack the comprehensiveness to meet the spirit of the “3Cs” that have guided metropolitan transportation planning since the process was formalized by the Federal government during the 1960s. Furthermore, the regional surface transportation plan, known as the Constrained Long Range Plan (CLRP), undergoes annual incremental updates and a major update every four years. While frequent incremental updates are necessary due to limited resources and the most effective way of maintaining a continuous planning program, after more than 40 years the air systems planning region and the nature of air travel has changed so significantly that a comprehensive regional air system plan update is required.

Resource limitations mean the RASP update will be spread over three phases (review of previous plans and complementary airport plans and review of state of the practice in regional air system planning, documentation of existing conditions and needs assessment, and forecasts and future planning recommendations), but will result in a single comprehensive document at the end of the process. Phase 1 of the comprehensive RASP update is a review of previous and recent planning efforts and determination of the state of the practice in regional air system planning through a national literature review.

Process 2017 Regional Air Passenger Survey, Phase 1

The purpose of the Regional Air Passenger Survey is to collect information about travel patterns and user characteristics of air passengers using the three major commercial airports – Ronald Reagan Washington National Airport (DCA), Washington Dulles International Airport (IAD), and Baltimore-Washington International Thurgood Marshall Airport (BWI) – and to help determine airport terminal and groundside needs. Data from the air passenger surveys provide the basis for analysis of major changes in airport use in the region. Funding for survey design, sample generation and data collection for the 2017 Regional Air Passenger Survey will be requested from the Metropolitan Washington Airports Authority (MWAA) and the Maryland Aviation Administration (MAA) of the Maryland Department of Transportation (MDOT). The processing of the data collected in the 2017 Regional Air Passenger Survey will be carried out in this UPWP project. Specific tasks to be undertaken in Phase 1 include: (1) data editing, (2) finalizing the survey database, and (3) producing the survey General Findings Report.

DRAFT

**IV. PROPOSED FY 2017 STATE TRANSPORTATION
AGENCY STATE PLANNING AND RESEARCH
PROGRAMS (SPR)**

DRAFT

District of Columbia Department of Transportation (DDOT)

ADMINISTRATIVE AND FINANCIAL MANAGEMENT

Responsible for the management and operation of Federal and Local funds allocated to the District State Planning and Research (SPR) Work Program. Provide oversight to ensure planning activities are in compliance with Federal laws, regulations and policies. Ensure timely submission of all required reports.

STRATEGIC PLANNING

Develop plans and policies to improve citywide transportation systems and services; improve system performance with efficiency and safety for multi-modal users; coordinate the implementation of ongoing transportation planning activities including multimodal studies, parking, freight, transit, and highway safety; and develop and implement the Transportation Improvement Plan and State Transportation Improvement Plan.

SYSTEM PLANNING

Examine transportation projects and zoning plans to ensure they are consistent with, and do not adversely impact DDOT's multimodal strategic objectives and the Transportation Element of the Comprehensive Plan. Coordinate with local and federal agencies on the development of major projects and provide guidance on public space policy and continue to see major land development activity adjacent to the Federal-Aid Highway network.

ACTIVE TRANSPORTATION PROGRAM MANAGEMENT

Develop policies, plans and programs to encourage the reduction of single occupant vehicle travel; promote bicycle and pedestrian facilities and programs to encourage non-vehicular methods of commuting; promote safe and convenient bicycling, walking, and public transit; and reduce the number of pedestrian injuries and fatalities in crashes and motor vehicles.

PROJECT DEVELOPMENT AND ENVIRONMENT

Provide oversight for all environmental and project development processes and ensure DDOT is in compliance with all federal-aid requirements, laws and regulations.

DATA COLLECTION, ANALYSIS AND DISSEMINATION

Ensure the collection of data for functional classification of local highway systems and mileage certification reporting.

TRAFFIC SAFETY DATA COLLECTION

Manage the collection of transportation data on city streets and highways to improve and incorporate safety controls; and manage the collection of traffic data, volume counts, and turning movement counts.

METROPOLITAN PLANNING

Describes the regional transportation planning and special technical assistance projects proposed to be undertaken July 1, 2017 through June 30, 2018 by COG/TPB staff in cooperation with state and local agencies and WMATA.

PROGRAM FUNDING

The FY 2018 SPR Program funding is under development. The FY2017 budget is \$3,077,292 (Federal = \$2,461,834 and District = \$615,458).

DRAFT

Maryland Department of Transportation (MDOT) Maryland State Highway Administration (MDSHA)

SYSTEMS AND PROGRAMMING

- Preparation and development of the six-year Consolidated Transportation Program and Preparation of the Annual Statewide Transportation Improvement Program
 - Develop the FY 2018-2023 CTP.
 - Coordinate with appropriate State and local planning staffs, MPOs and State, county and municipal elected officials.
 - Prepare presentation materials for the annual tour.
 - Prepare and submit an annual program for use of available federal funds in accordance with Title 23 U.S.C. and the FAST Act.
 - Coordinate the STIP with the regional TIPs, CTP and local jurisdiction's highway improvement programs
- Local Government Liaison
 - Coordinate between all levels of Federal, State, and local governments to ensure that transportation plans are compatible.
 - Review agency and local programs/plans via the state Clearinghouse process.
 - Coordinate and review county and municipal master plans.
 - Assess transportation impacts of proposed major development.
- Long Range Planning
 - Update the Highway Needs Inventory (HNI).
 - Evaluate long-term highway needs and investment levels for various program categories and sub-categories.
 - Review and provide input on updates to the statewide long range plan and
 - Annual Attainment Report on Transportation System Performance.

TRAFFIC

Traffic Monitoring Program

- Monitor the characteristics of highway traffic.
- Enhance procedures to collect, process and disseminate traffic data.
- Ensure that the traffic monitoring system meets State needs and the requirements and guidelines of FHWA and AASHTO.
- Study, and as appropriate, implement methods to improve the efficiency and effectiveness of traffic monitoring through statistical analysis.
- Improve the monitoring of traffic on freeways, particularly in urban areas.
- Ensure the collection of traffic volume, classification and weight data on SHRP monitoring sites.

Metropolitan Planning Organization Liaison (Urbanized Areas)

- Work with the MPOs in modifying and adhering to their planning process.
- Work with the MPOs in the development of the UPWPs, CLRPs, TIPs, clean air conformity determinations, and management systems.

Highway Statistics

- Mileage -- Federal Aid System
 - Develop new Federal Functional Classification and NHS maps and mileage tables for approval and distribution.
 - Update and maintain statistical records summary tables.
- State and Local Highway, Data Collection, Analysis and Distribution
 - Solicit receive and process reports from local jurisdictions regarding road improvements, mileage, etc.
 - Collect, update and maintain data used for the Universe portion of the HPMS submission.
 - Update and maintain the highway information databases to meet on-going state and federal requirements.
 - Provide data used for the update of SHA's maps.

Highway Performance and Monitoring System (HPMS)

- Update the HPMS database including revisions to any data elements, maintain sample size requirements to accurately reflect system-wide conditions and submit an updated HPMS data file and related reports and data files.

Special Studies – Preliminary Studies

- Prepare engineering and feasibility studies.
- Develop preliminary purpose and need statements.
- Develop access control plans for selected primary highway corridors.
- Prepare interstate access point approval requests.

MDOT State Highway Administration FY 2017 State Planning & Research Program Elements Supporting the Washington Area Work Program	
ITEM	AMOUNT
Systems & Programming	
CTP	\$ 227,339
Local Government Liaison	\$ 148,500
Long Range Planning	\$ 27,000
Traffic Monitoring Program	\$ 711,689
MPO Liaison	\$ 27,000
Highway Statistics	\$ 323,954
Special Studies	\$ 108,000
TOTAL	\$ 1,573,482

Virginia Department of Transportation (VDOT)

SPR FUNDS FOR DISTRICT PLANNING ANNUAL ACTIVITIES

Metropolitan Planning Support Activities

This element represents the various activities undertaken by NoVA District Planning and Investment Management staff (with support from the VDOT Central Office staff as needed) in the development and implementation of the various elements/work tasks in the MPOs FY 2017 Unified Planning Work Program (UPWP) and the annual work program of the Metropolitan Washington Air Quality Committee and the regional Climate, Energy, Environment Policy Committee. Planned work items, to be conducted mostly by in-house staff, include:

- The Department's participation in all work activities associated with the work programs of the: (a) Transportation Planning Board (TPB), (b) Metropolitan Washington Air Quality Committee (MWAQC), (c) Climate Energy, Environment Policy Committee (CEEPC); and Multi- Sector Green House Gas Working Group.
- Oversight of the TPB/MWCOG activities such as: development/update of the CLRP, TIP, regional air quality conformity analysis, regional Freight plan, Congestion Management Program report, Commuter Connections program and other regional studies undertaken by the MPO (e.g., Household Travel Survey, State of the Commute Survey, Modeling).
- Regional air quality planning related activities undertaken by MWAQC and CEEPC include: development of PM2.5 Maintenance Plan, Ground level Ozone NAAQS Attainment SIP, Clean Air Partners program, voluntary action to help reduce regional Greenhouse gases.

Statewide Planning Support Activities

This element of the SPR work program provides for staffing within the NoVA District Planning section to participate in and provide assistance to TMPD and other sections within the Department and the local agencies in a variety of tasks including:

Corridor and sub-area studies to identify either multi-modal or mode specific improvements to the transportation system addressing specific congestions / mobility challenges in the near, mid or long term. Examples of such studies currently underway in FY 2017 include: NoVA Significant Projects Ratings Study (HB 599); Fairfax County Parkway corridor Improvements Study (Phase 1); STARS Program Route 7 Corridor Improvement study, STARS Program Liberia Avenue Corridor Improvement Study.

- Provide inputs and review of the findings and recommendations for the State LRP (VTRANS); assist with development and implementation of the Smart Scale Project Prioritization process;
- Regular and ongoing update of the Statewide Planning System inventory and traffic forecasts;
- Provide a dedicated full time Bicycle and Pedestrian Coordinator;
- Provide input and review of federal functional classification updates; and
- Provide assistance with General Assembly legislative impact statements and studies.

Project Development Support Activities

This element of the SPR work program represents the District Planning section staff working to:

- Prepare and/or review traffic forecasts for project design (LD-104) and environmental documents (Project level conformity analysis for Noise, Air and other pollutants for NEPA documents)
- Conduct and/or assist in the conduct of transportation planning studies initiated by VDOT and/or localities such as Comprehensive Plan updates, Transit Development Plan studies, corridor and sub area studies. etc.
- Participate in the development and/or review of the traffic forecasts for IMR and IJR as developed for/by the VDOT PE and/or L&D sections of the District;
- Review and comment on various Environmental Impact Reports received by the district as part of VDOT's role in Inter-agency consultation process.
- Assist the Transportation and Land Use directors in the review and planning of project activities such as location and design of Park and Ride lots.

Local Planning Activities

This element outlines activities undertaken by the District Planning section staff to assist the planning activities at the locality level.

- Locally prepared transportation studies: Participate in discussions on the scope of work for the conduct of Traffic Impact Analysis (TIA) reports by localities in response to proposed Comprehensive Plan / Master Plan amendment / Small Area Plans; review and comment on TIAs and/or CTIAs submitted by the localities to VDOT in part complying with the requirements of VA Code chapter 870.
- Assist in the development of the transportation portion of local comprehensive/master plans as needed
- Provide transportation technical assistance to localities including in the development of travel demand models; applying travel demand model for project and/or locality planning levels.

SPR FUNDS FOR SPECIAL STUDIES TO BE CONDUCTED BY CONSULTANTS OR ENTITIES OTHER THAN DISTRICT STAFF (LIST EACH STUDY INDIVIDUALLY)

The District is using \$500,000 in FY 2017 for the second round of the HB-599 Significant Project Evaluation Process. In September 2013, the Virginia Department of Transportation (VDOT), in coordination with the Commonwealth Transportation Board (CTB), the Department of Rail and Public Transportation (DRPT), and the Northern Virginia Transportation Authority (NVTA) initiated a study to evaluate and rate up to 40 significant transportation projects in and near the Northern Virginia Transportation District (NOVA District). The study was mandated by legislation passed by the Virginia General Assembly in 2012 (Code of Virginia, Section 33.1-13.03:1).

The Project Rating Process must occur at least every 4 years; however VDOT is committed to evaluate and rate a second round of projects within the next two years. The first round of project evaluations was completed on December 31, 2014, and project ratings were posted on the project website. The ratings are now being used as part of NVTA's project selection and funding process. Each of the 40 project's evaluation and rating were based on the project's expected ability to reduce

congestion, and to the extent possible, the project's expected ability to improve regional mobility during a homeland security emergency. The first evaluations included highway and technology projects. Transit projects will be evaluated and rated in the second round.

Recently, the General Assembly added a legislative requirement to evaluate and rate transit projects using the same methodology applied to highway projects in the first round of analysis. Working with DRPT and NVTA, VDOT has completed test runs of selected transit projects to assess the model's capability with respect to transit projects and their impact on congestion. The second round of HB 599 ratings are being developed with the inclusion of mass transit projects.

In FY 2018 VDOT will work with the consultant to transition the modeling tool to the NVTA to perform the ratings. VDOT will review the ratings to ensure consistency with HB 599 legislation.

The remaining funds for FY 2017 will be used in FY 2018 and will cover partial costs of the Project Manager's salary and work performed by consultants. The District is using on-call consultant to perform two studies under the Strategically Affordable Roadway Solutions (STARS) program to identify short and medium term improvements to the Route 7 corridor west of the Dulles Greenway and Liberia Avenue in City of Manassas. The recommendations from the studies will be used to develop projects for implementation using Smart Scale rating.

DRAFT

V. APPENDIX

Memoranda of Understanding

- Fredericksburg Area Metropolitan Planning Organization (FAMPO)
- Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO)

DRAFT

UNIFIED PLANNING WORK PROGRAM (UPWP)

Board Actions

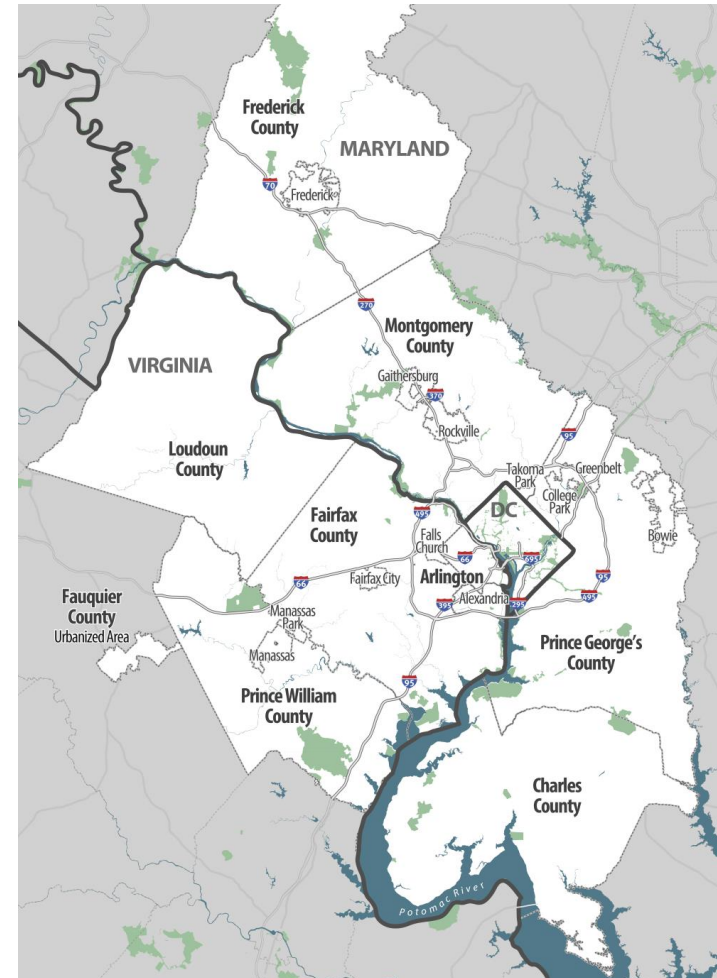
Lyn Erickson
Plan Development and Coordination Program Director

Transportation Planning Board
March 29, 2017



MPO Federal Responsibilities

- National Capital Region Transportation Planning Board (TPB) is the federally designated Metropolitan Planning Organization (MPO) for the region
- Plays an important role as the regional forum for transportation planning
- Prepares plans and programs that the federal government must approve in order for federal-aid transportation funds to flow to metropolitan Washington



Unified Planning Work Program

- A Unified Planning Work Program (UPWP) is an annual or biennial statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area
- MPOs are required to develop UPWPs to govern work programs for the expenditure of FHWA and FTA planning funds [23 CFR 450.308)(b)]
- Board to approve March 15, 2017



TPB Actions March 15, 2017

- **Adopt Resolution R12-2017**
Action to amend the 2017 UPWP to remove funding to be “carried over” to FY 2018
- **Adopt Resolution R13-2017**
Action to approve “carryover” funding from FY 2017 to FY 2018
- **Adopt Resolution R14-2017**
Action to approve FY 2018 UPWP



TPB's FY 2018 UPWP at a glance...

- MPO Revenue
- MPO Expenditures
- FY 2017 Amendment
- Carryover funding to FY 2018
- Potential TPB Board Items in FY 2018
- Changes from last year (new activities)
- Annual activities
- Next Steps

MPO FY 2018 Revenue

- MPO is NOT a direct recipient of federal funding!
- MPO is a “subrecipient” and is subject to additional oversight from the direct federal funding recipients – the state DOTs
- Federal Funding 80%: FHWA PL and FTA Section 5303
- State 10% match (state DOT funding) and Local 10% (COG dues)
- The total budget for FY 2018 comes from 3 “buckets” of funding:
 - “New” fiscal year funding (Federal FY 2017)
 - “Old” funding from last year’s UPWP (FY 2016) – obligated to the MPO but not spent (called “unexpended”)
 - “Carryover” funding from current year UPWP (FY 2017) that we anticipate not being able to spend by June 30, 2017



MPO FY 2018 Revenue (Table 1, page 19)

- “New” fiscal year funding (Federal FY 2017, plus match):
 - **\$11,723,765**
- “Old” funding from last year’s UPWP (FY 2016) obligated to the MPO but not spent (called “unexpended”)
 - **\$1,964,217**
- “Carryover” funding from current year UPWP (FY 2017) that we anticipate not being able to spend by June 30, 2017
 - **\$2,703,540**
- **TOTAL FY 2018 UPWP: \$16,391,522**



FY 2017 UPWP Amendment, Carryover

- Staff recommends that the current FY 2017 UPWP be amended to reduce the total budget by \$2,703,540 to reflect work activities that are not anticipated to be completed during the remaining part of this fiscal year (ends June 30, 2017)



MPO FY 2018 Expenditures

FY 2018 WORK ACTIVITY	TOTAL COST ESTIMATE
CORE PROGRAMS	
1. Long-Range Planning	\$1,615,200
2. Performance-Based Planning and Programming	\$687,807
3. Mobile Emissions Planning	\$1,587,817
4. Planning Programs	\$1,840,950
5. Travel Forecasting	\$2,409,905
6. Travel Monitoring and Data Programs	\$3,550,657
7. Cooperative Forecasting & Transportation Planning Coordination	\$993,576
8. Public Participation & Human Transportation Service Coordination	\$1,055,345
9. Transportation Alternatives and Land Use Connection Programs	\$440,215
10. TPB Support and Management	\$865,054
11. TECHNICAL ASSISTANCE	\$1,344,997
12. CONTINUOUS AIR SYSTEMS PLANNING (CASP)	\$362,235
TOTAL UPWP	\$16,391,522
TOTAL UPWP and CASP	\$16,753,757

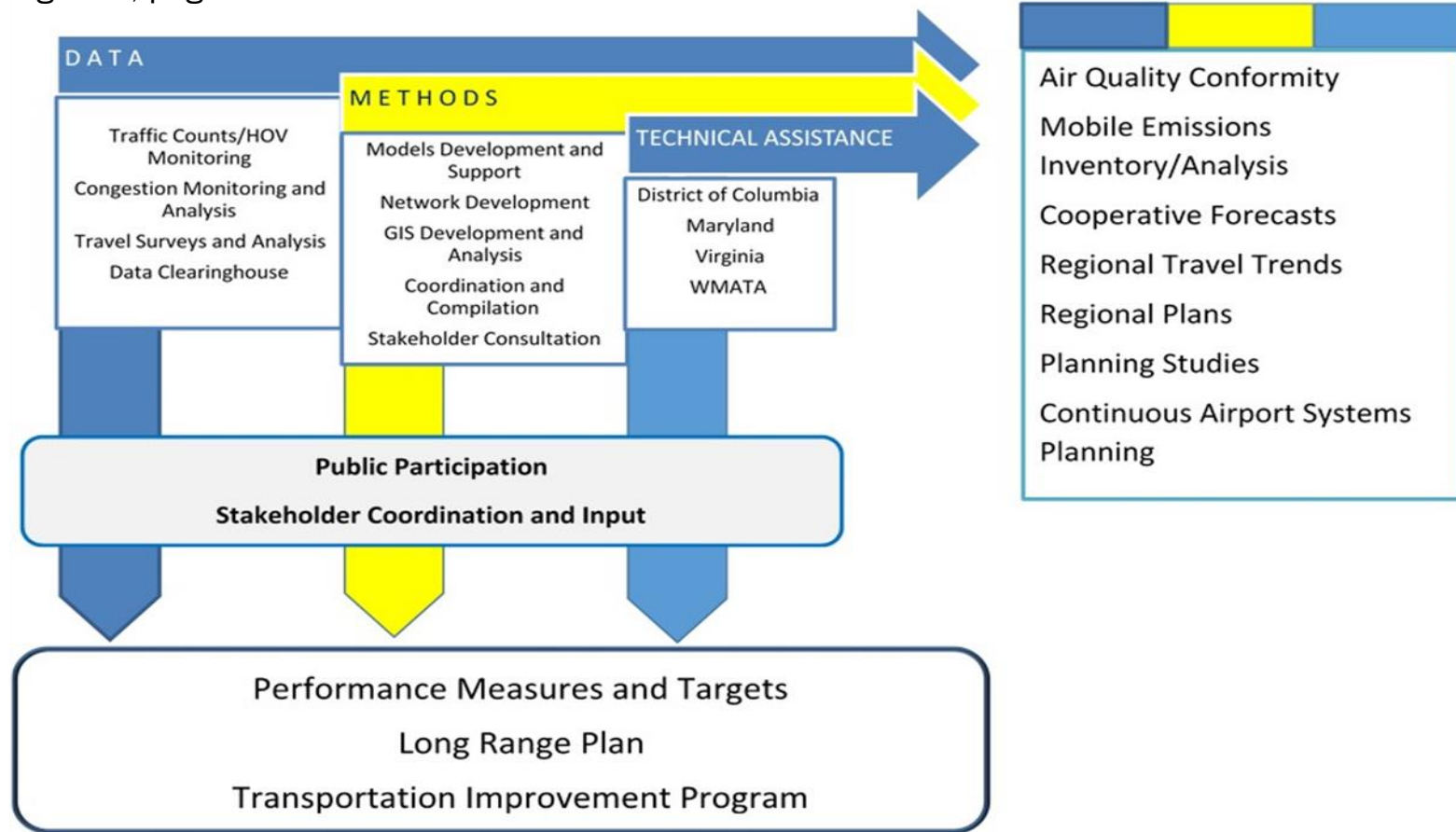
TOTAL FY 2018 UPWP: \$16,391,522



What do you get for your money?

Planning Products and Supporting Processes

Figure 8, page 24:



FY 2018 Select TPB Focus Activities

Long-Range Planning Activities

- **Quadrennial Long Range Plan Update**
(hard deadline of October 2018)
 - Initial Public Outreach – Summer 2017
 - Financial Element – Fall 2017
 - Constrained Project Solicitation – Fall 2017
 - TPB approves projects for conformity analysis - January 2018
- Equity Emphasis Areas Phase 2
- Long Range Plan Task Force



FY 2018 Select TPB Focus Activities

Performance Based Planning and Programming

- Target setting and federal reporting on a variety of topics
- Targets must be approved for Transit Asset Management – Spring 2017
- Targets must be approved for Highway Safety – Winter 2017/2018
- TIP amendments monthly, new TIP database



New Activities FY 2018

- Performance Targets
- Ozone Maintenance SIP
- Updates to Regional Travel Demand Model
- Household Travel Survey efforts continue, with the actual survey to start in Summer 2017
- Congestion Management Plan
- Bicycle and Pedestrian Plan Update
- TPB's Enhanced Mobility Grant Program – project solicitation Summer 2017
- Updates to Vehicle Fleet Inventory (Triennial; for AQ model to most accurately reflect the fleet makeup)



UPWP Annual Activities

- 14+ Committees and Subcommittees
 - Staff Support
- Conduct regional surveys on traffic signal systems and power backup systems
- Produce an annual public transportation report
- Participate in the development of the Cooperative Forecast (led by COG Department of Community Services)



UPWP Annual Activities

- Transportation and Land Use Connection Program (funded at same level)
- Transportation Alternatives Program project solicitation and selection
- Communications/public outreach activities
 - TPB News (bimonthly newsletter)
 - The Region Magazine (annual production)
 - Active social media presence



Next steps after TPB action

- Submit amendment and FY 2018 UPWP to USDOT
- USDOT takes 60 days to approve
- Receive funding authorization from DDOT, MDOT, VDRPT, VDOT
- Start the work on July 1!



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Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002



National Capital Region
Transportation Planning Board

ITEM 9 –Action

March 29, 2017

Approval of the Draft FY 2018 Commuter Connections Work Program
(CCWP)

Staff

Recommendation: Adopt Resolution 15-2017 to approve the FY 2018 Commuter Connections Work Program.

Issues: None

Background: At the February 15th meeting, the board was briefed on the draft FY 2018 Commuter Connections Work Program (CCWP). The board will be briefed on the final draft of the FY 2018 CCWP and will be asked to approve it.

TPB R15-2017
March 29, 2017

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

**RESOLUTION APPROVING
THE FY 2018 COMMUTER CONNECTIONS WORK PROGRAM**

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

WHEREAS, on March 16, 2016, the TPB approved the FY 2017 Commuter Connections Work Program (CCWP); and

WHEREAS, the draft FY 2018 CCWP was reviewed by the Commuter Connections Subcommittee of the TPB Technical Committee on January 17, 2017; and

WHEREAS, comments and suggestions on the work activities in the draft FY 2018 CCWP were reviewed by District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) and incorporated into the final version; and

WHEREAS, the Draft FY 2018 CCWP was released for public comment on February 9; and

WHEREAS, the TPB Technical Committee reviewed the work program at its meetings on February 3 and March 3;

NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the FY 2018 Commuter Connections Work Program for the Metropolitan Washington Region.

**FY 2018 WORK PROGRAM FOR THE
COMMUTER CONNECTIONS PROGRAM
FOR THE GREATER WASHINGTON
METROPOLITAN REGION**

D R A F T

March 15, 2017

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS**



The preparation of this program document was financially aided through grants from the District Department of Transportation; Maryland Department of Transportation; Virginia Department of Transportation; and the U.S. Department of Transportation.

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SUMMARY

Program Overview

The Fiscal Year 2018 Commuter Connections Work Program (CCWP) consists of a core program of regional transportation demand management operational activities funded jointly by state and local jurisdictions, plus jurisdictional programs that are conducted at the discretion of individual state funding agencies.

Funding

The regional state funding shares for the program elements are defined using a formula agreed to by the state funding agencies. Funding agencies for the programs listed in this document include the District Department of Transportation, Maryland Department of Transportation, Maryland Transit Administration, and the Virginia Department of Transportation. The Maryland Transit Administration and the Virginia Department of Rail and Public Transportation provide direct funding to their local jurisdictions for transportation demand management activities that support the regional Commuter Connections program. The costs of the jurisdictional activities are allocated directly to the jurisdiction or jurisdictions that choose to conduct them. This ensures that the regional activities upon which all other activities depend on will be conducted regionally, and that the costs are allocated to the participating funding agencies per the agreed upon funding formula. At the same time, considerable flexibility is available to the state funding agencies and other agencies to define and fund discretionary activities that respond to their individual policy and funding priorities. Commuter Connections program services have also been incorporated into larger construction projects such as the Transform 66 construction project in Northern Virginia.

The FY 2018 Commuter Connections program elements are classified as follows:

REGIONAL PROGRAMS	JURISDICTIONAL PROGRAMS
Commuter Operations Center	Employer Outreach*
Guaranteed Ride Home	GRH Baltimore
Marketing	
Monitoring and Evaluation	

**Includes both a Regional and Jurisdictional Component*

The CCWP was re-structured and streamlined in FY 2006 to clarify and simplify funding responsibilities. The FY 2018 CCWP continues this effort aimed at streamlining the administration and oversight processes for the program. Commuter Connections has expanded incrementally since its inception in 1974 as the Commuter Club, with different program elements having different jurisdictional participation and funding shares. As the program became more complex, it became increasingly difficult to track how much each state funding agency was participating in and paying for each program element. Therefore, a funding formula was devised. Table 1 in this document shows the budget and work program expenditures for FY 2018 for each work activity. Table 2 shows the total FY2018 funding shares each of the state funding agencies will be contributing to the program for each of the program elements. Each of the project areas in the work program also show the overall cost estimate as well as associated consultant costs and any substantive direct costs.

Planning Process Requirements

The TPB is required by federal regulations to approve a congestion management process which includes travel demand management as part of the metropolitan transportation plan. Commuter Connections constitutes the major demand management component of the congestion management process to be approved by the TPB. Commuter Connections also provides transportation emission reduction measure benefits for inclusion in the air quality conformity determination, which must be approved by the TPB as part of the annual update of the Constrained Long Range Plan and Transportation Improvement Program. In addition, Commuter Connections programs may be needed to meet future Climate Change and Green House Gas emission targets that may be set for the transportation sector in the region.

Description of Commuter Connections Committees

The increasing complexity of the program prompted the creation of a working group to provide administrative and programmatic oversight of the core program cost elements. A Master Agreement was signed in FY 2011 between COG and the state funding agencies for the support of the Commuter Connections TDM program in the Washington metropolitan region. The agreement will continue to be reviewed and updated as needed during FY 2018. COG and the state funding agencies have an established working group; the State TDM (STDm) Work Group, which meets monthly (except for the month of August) and consists of representatives of the state transportation funding agencies in the District of Columbia, Maryland and Virginia. The State TDM Work Group helps to define the program content and budget for each fiscal year and helps to develop a detailed annual Work Program in collaboration with COG/TPB staff and the Commuter Connections Subcommittee. The draft work program is reviewed by program stakeholders and the Commuter Connections Subcommittee. The final Work Program is reviewed by the TPB Technical Committee and approved by the TPB. Program developments and/or significant changes to the CCWP made by the State TDM Work Group will be reviewed with the TPB's Technical Committee and in some cases the TPB's Steering Committee in the event the items or information will be presented to the TPB.

The State TDM Work Group also review's all RFP's and RFQ's as part of the work program and will identify selection committee members for individual contract solicitations. The State TDM Work Group will review and approve all CCWP work products with input from the Commuter Connections Subcommittee. Upon request, COG/TPB staff can provide additional details for projects being implemented under each program area.

As shown in Figure 2 on Page 9, the Commuter Connections Subcommittee will continue to provide overall technical review of the regional program elements in this Work Program and meet every other month. The Subcommittee will also review, provide comments, and endorse reports and other products for release. The Bike To Work Day Steering Committee will meet every other month from September to May to organize the regional Bike To Work Day event. The Car Free Day Steering Committee will meet every other month from March until September to organize the regional Car Free Day event. The Commuter Connections Ridematching Committee will continue to meet quarterly on technical issues regarding the regional TDM software system. The TDM Evaluation Group will meet as needed to provide direction and review of the regional TDM

evaluation project. The Employer Outreach Committee will meet quarterly to review and discuss Employer Outreach efforts. The Regional TDM Marketing Group will also meet quarterly to provide input and coordination of regional TDM advertising and marketing efforts. Oversight for jurisdictional program elements will be provided by the states and agencies that are funding them.

Specialized project work groups will continue to meet as needed to address particular implementation issues, such as the development of regional TDM marketing campaigns and the Employer Recognition Awards. A Strategic Plan was adopted in November 2007 and has been updated annually and most recently in January 2016 that serves as a framework regarding the roles and responsibilities of the Commuter Connections stakeholders. The Strategic Plan can be accessed at www.commuterconnections.org under the 'About Us' Publications link and includes a mission statement, definition of Commuter Connections, overall program and operating objectives, network responsibilities for each program area that include objectives and acceptable performance levels, a committee structure, sample meeting calendar, and internal and external report deliverables.

Key Elements and Highlights

The key elements and highlights of the FY 2018 Commuter Connections Work Program are summarized as follows:

- The Commuter Operations Center will provide ridematching services to commuters through a central toll free number "1-800-745-RIDE" and www.commuterconnections.org web site, and support to commuter assistance programs operated by local jurisdiction, transportation management associations, and employer-based commuter assistance programs.
- Guaranteed Ride Home (GRH) will provide users of alternative commute modes up to four free rides home per year in a taxi or rental car or by Metrorail in the event of an unexpected personal or family emergency or unscheduled overtime.
- Marketing will provide frequent regional promotion of alternative commute options, including; car/vanpooling, teleworking, mass transit, bicycling, walking; and support programs such as Guaranteed Ride Home, the Commuter Connections network ridematching services and Bike to Work Day. The Marketing program aims to raise awareness of alternative commute options, and support the Commuter Connections network in persuading commuters to switch to alternative commute modes from the use of single-occupant vehicles, and persuading commuters currently using alternative commute modes to continue to use those modes. The 'Pool Rewards incentive program provides a cash incentive to new carpoolers and vanpoolers. Commuter Connections will coordinate the region's Car-Free Day event as part of World Car Free Day. The Car-Free Day event will encourage commuters and the general population to leave their cars home or to use alternative forms of transportation such as carpools, vanpools, public transit, bicycles, or walking. In FY2018, Commuter Connections will be working on promoting the CarpoolNow mobile app in the Baltimore region through a funding commitment provided by Howard County.

- Monitoring and Evaluation provides data collection and analysis activities as well as program tracking and monitoring reports for each program area. The 2016 State of the Commute general public report will be printed and distributed, the FY2015 – 2017 TERM Analysis Report will be finalized and distributed, and the FY 2018 Placement Rate Survey will be conducted and a report will be issued. Monitoring and evaluation activities are used extensively to determine the program’s effectiveness. Evaluation results have been used in the past to make program adjustments; for example, the ‘Pool Rewards program was expanded to include vanpools and the budget for the carpool incentive was revised to match demand, the Telework program was streamlined due to increased participation by the private sector; changes have been made to the Guaranteed Ride Home program guidelines based on participant survey feedback; and target marketing for GRH was re-introduced in the region after it was found that there was a dramatic drop in registrations when the marketing for this measure was streamlined into the mass marketing program.
- Employer Outreach will support outreach and marketing to the region’s employers to implement new or expanded employer-based alternative commute modes and incentives such as transit and vanpool benefits, telework, preferential parking for carpools and vanpools, carpool and vanpool formation, flexible work schedules, and bicycling amenities. The outreach program also encourages employees’ use of alternative commute modes such as ridesharing, transit, telework, bicycling, and walking. The outreach program also provides assistance to employers to hold bicycling seminars for employees, maintaining an up-to-date regional Bicycling Guide, providing information on workforce housing programs to promote “Live Near Your Work,” and offering car-sharing and bike-sharing information to lower employers’ fleet management costs. Resources will also be provided to employers on the benefits of teleworking and assist them in starting or expanding telework programs.
- GRH Baltimore will provide users of alternative commute modes in the Baltimore metropolitan region and St. Mary’s County up to four free rides home per year in a taxi or rental car in the event of an unexpected personal or family emergency or unscheduled overtime. Additionally, a transportation and emissions analysis of the results from the 2016 GRH Baltimore region and St. Mary’s County Applicant Survey will be conducted in FY 2018. Marketing and advertising activities will continue to be developed and implemented in the Baltimore region.

Figure 1 of this document illustrates that the Commuter Connections service area is much larger than the Washington 8-hour ozone nonattainment area for workers eligible for the GRH program and larger still for workers who can access the Commuter Connections ridematching services. The total Commuter Connections service area has approximately 10 million residents.

Program Background

Commuter Connections is a continuing commuter assistance program for the Washington region which encourages commuters to use alternatives to driving alone in a private automobile, including ridesharing, transit, telecommuting, bicycling, and walking. The program has evolved

and expanded over the past four decades following its inception in 1974 as the Commuter Club. In the mid-1980s, in an effort to better share regional ridesharing information the Commuter Club was expanded into the Ride Finders Network, which included Alexandria, Fairfax County, Montgomery County, Prince William County and the Northern Virginia Transportation Commission. By 1996, after steady growth in both size and strength, the Ride Finders Network became Commuter Connections, the commuter transportation network serving the Washington metropolitan region, encompassing twelve counties, four cities, and eight federal agencies. The Commuter Operations Center component of the current Commuter Connections Program represents the evolution of the earlier Commuter Club and Ride Finders Network programs.

In the mid-1990s, several new elements were added to the Commuter Connections Program as Transportation Emissions Reduction Measures (TERMs) to help meet regional air quality conformity requirements. All of these measures were designed to produce specific reductions in Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx) by reducing vehicle trips and vehicle miles of travel associated with commuting. The measures were developed by the Travel Management Subcommittee of the TPB Technical Committee, and adopted into the regional Transportation Improvement Program (TIP) by the Transportation Planning Board (TPB). These measures were funded jointly by the District of Columbia, Maryland, and Virginia Departments of Transportation, with some variation in funding shares for the different measures.

<u>Measure</u>	<u>Date Implemented</u>
Commuter Operations Center	1974
Metropolitan Washington	
Telework Resource Center	1996
Integrated Ridesharing	1996
Employer Outreach	1997
Guaranteed Ride Home	1997
Employer Outreach for Bicycling	1998
Mass Marketing of Alternative	
Commuter Options	2003
GRH Baltimore	2010

As the program elements shown above were implemented, their performance was evaluated over time. In FY 2006, the measures were revised to focus resources on the most effective program components. The total daily impacts of the Commuter Connections program were calculated in FY 2014 to be:

	<u>Daily Impacts</u>
VT Reductions:	132,000
VMT Reductions:	2,500,000
NOx Reductions (Tons):	1.0
VOC Reductions (Tons):	0.5
	<u>Annual Impacts</u>
PM 2.5 Reductions (Tons)	12
PM 2.5 Precursor NOx	
Reductions (Tons)	280
CO2 Reductions (Tons)	262,000

Extensive monitoring and evaluation have been carried out for the Commuter Connections Program over the past several years, and comprehensive data sets are available for reviewing the performance of individual program elements and identifying areas for both strengthening the performance of the program and streamlining the oversight and management procedures. The Program has been shown through the FY 2012 – 2014 TERM Analysis Report to be a highly cost-effective way to reduce vehicle trips (VT), vehicle miles of travel (VMT), and vehicle emissions associated with commuting. The following overall cost-effectiveness measures for the Commuter Connections Program are based on the results of the FY 2012 – 2014 TERM Analysis Report that was released on November 18, 2014:

Daily Impacts

Cost per VT reduced:	\$0.16
Cost per VMT reduced:	\$0.01
Cost per ton of NOx reduced:	\$20,000
Cost per ton of VOC reduced:	\$41,000

Annual Impacts

Cost Per ton of PM 2.5 Reduced	\$461,000
Cost per ton of PM 2.5 Precursor	
NOx Reduced	\$ 19,000
Cost per ton of CO2 Reduced	\$ 21

The Commuter Connections Program is generally regarded as among the most effective commuter assistance programs in the nation in terms of reductions effected in vehicle trips and vehicle miles of travel. Existing data collected on Commuter Connections program performance has been used to refine and enhance the program and to streamline procedures for program oversight and administration.

Figure 1: Geographic Areas Serviced by Commuter Connections

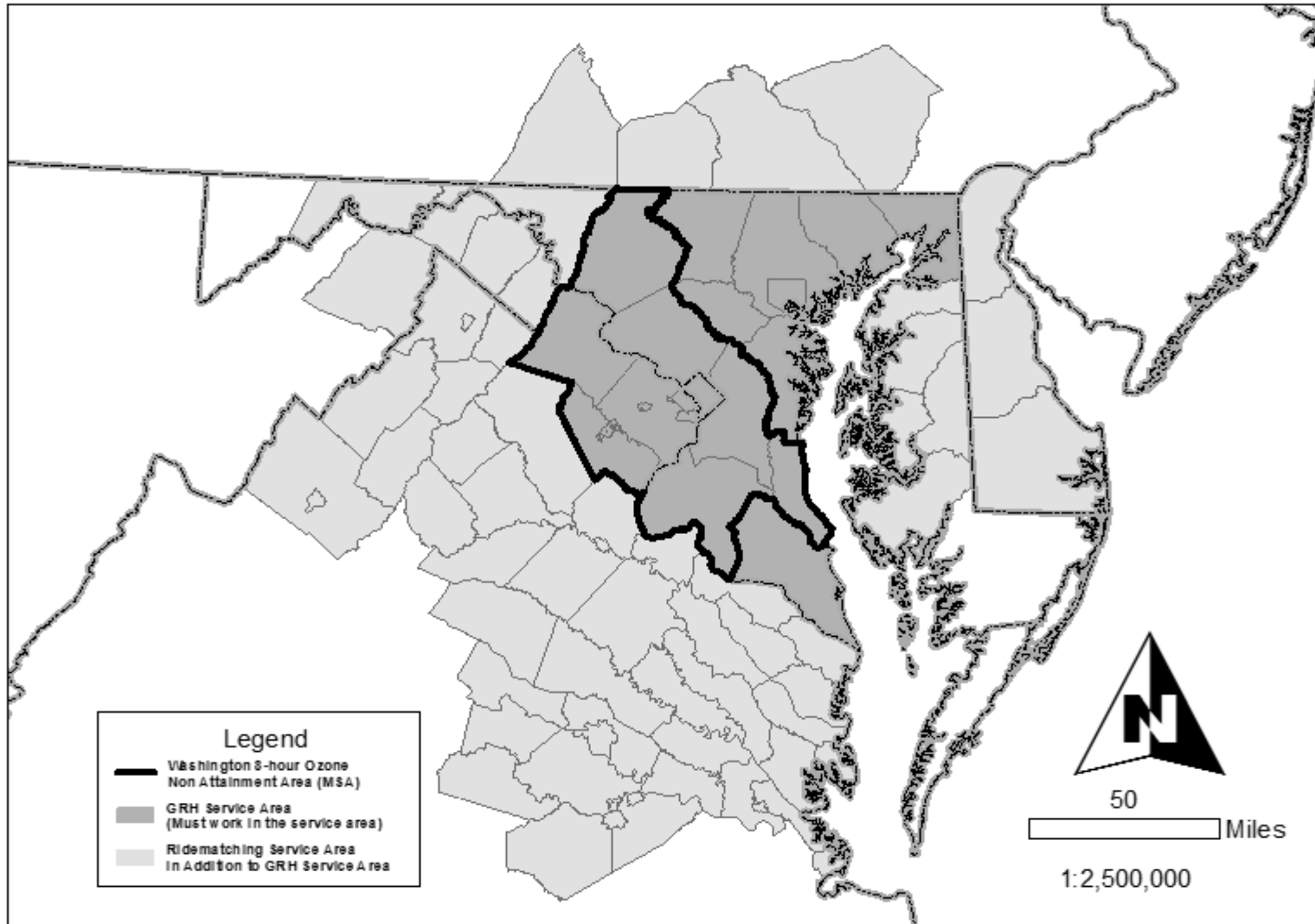
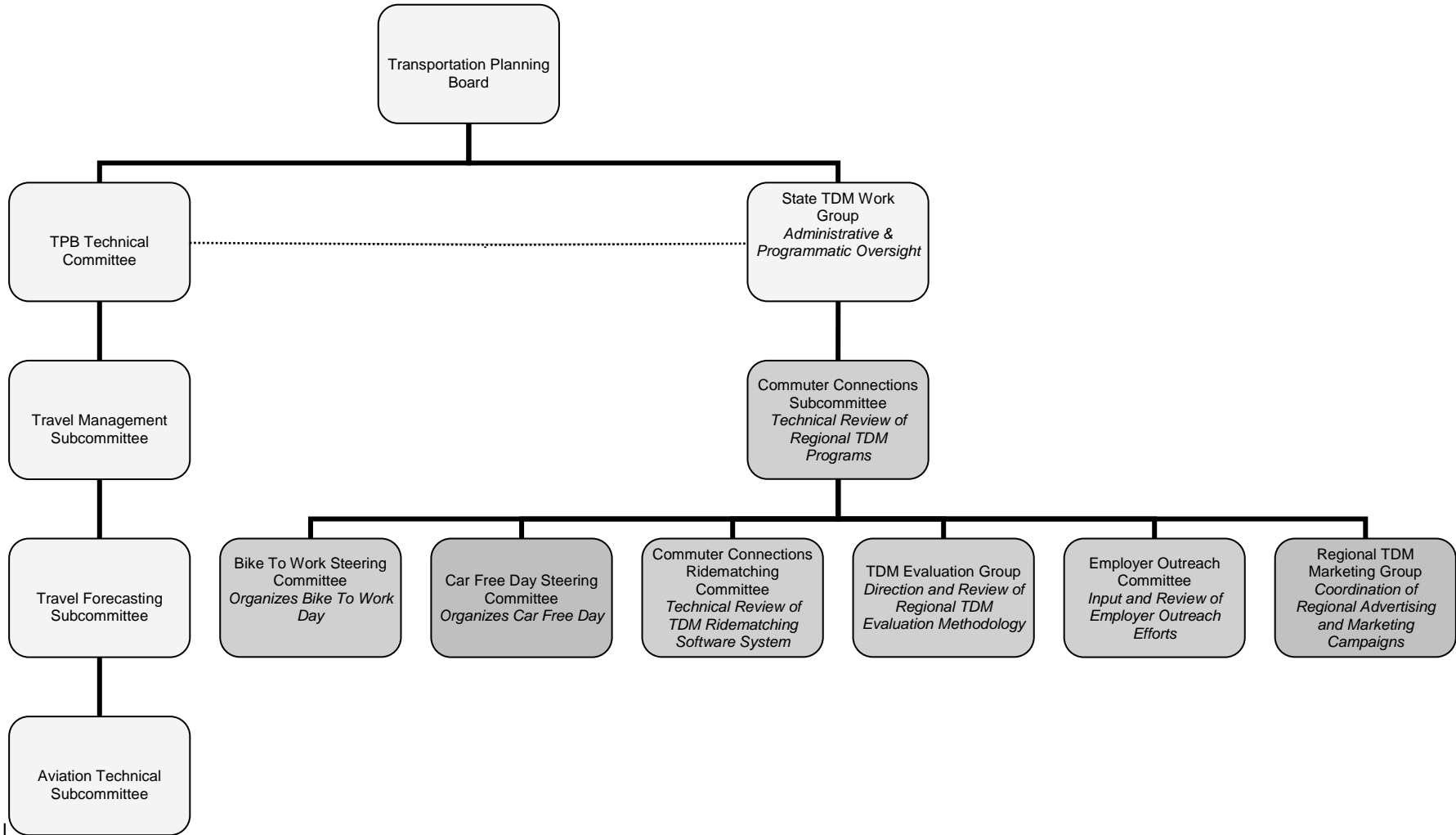


FIGURE 2: COMMUTER CONNECTIONS STRUCTURE



**Table 1
FY 2018 COMMUTER CONNECTIONS BUDGET AND WORK PROGRAM EXPENDITURES**

WORK ACTIVITY	DIRECT SALARIES STAFF	MGMT & ADMIN 24.60%	LEAVE BENEFITS 19.57%	FRINGE BENEFITS 25.80%	INDIRECT COSTS 34.16 %	DATA & PC COSTS	CONTRACT SERVICES	DIRECT COSTS	TOTAL
Commuter Operations Center	\$164,439	\$40,452	\$40,097	\$63,207	\$105,279	\$85,993	\$70,000	\$14,783	\$584,250
Guaranteed Ride Home	\$138,460	\$34,061	\$33,762	\$53,221	\$88,647	\$2,000	\$155,000	\$285,807	\$790,958
Marketing	\$254,064	\$62,500	\$60,777	\$95,806	\$161,627	\$1,850	\$710,000	\$1,949,680	\$3,296,304
Monitoring and Evaluation	\$151,703	\$37,319	\$36,992	\$58,312	\$97,126	\$1,000	\$95,000	\$12,548	\$490,000
Employer Outreach	\$61,690	\$15,176	\$15,043	\$23,712	\$39,496	\$8,424	\$0	\$532,979	\$696,520
GRH Baltimore	\$20,531	\$5,051	\$5,006	\$7,892	\$13,145	\$0	\$43,750	\$104,625	\$200,000
TOTAL	\$790,887	\$194,559	\$191,677	\$302,150	\$505,320	\$99,267	\$1,073,750	\$2,900,422	\$6,058,032

**Table 2
 COMMUTER CONNECTIONS FISCAL YEAR 2018 BUDGET
 BY STATE FUNDING AGENCY AND PROGRAM ELEMENT**

FUNDS SOURCE	Commuter Operations Center	Guaranteed Ride Home	Marketing	Monitoring & Evaluation	Employer Outreach*	GRH Baltimore	TOTALS
District of Columbia (DDOT)	\$60,776	\$92,542	\$357,368	\$57,330	\$17,517	\$0	\$585,533
State of Maryland (MDOT)	\$233,233	\$355,140	\$1,371,439	\$220,010	\$609,063	\$150,000	\$2,938,885
State of Maryland (MTA)	\$0	\$0	\$0	\$0	\$0	\$50,000	\$50,000
Commonwealth of Virginia	\$225,441	\$343,276	\$1,370,497	\$212,660	\$69,940	\$0	\$2,221,814
Other**	\$64,800		\$197,000				\$64,800
TOTAL	\$584,250	\$790,958	\$3,296,304	\$490,000	\$696,520	\$200,000	\$6,058,032

* Virginia and the District of Columbia have allocated \$935,591 dollars to local jurisdictions and contractors to implement the TERM. DC has allocated \$270,069 and Virginia has allocated \$665,522.

**Software User Fees - \$64,800
 CarpoolNow Marketing, Howard County - \$197,000

Detailed Task Descriptions and Cost Estimates for the FY 2018 Commuter Connections Work Program

I. COMMUTER OPERATIONS CENTER

The Commuter Operations Center has been in existence since 1974 and provides local jurisdictions, Transportation Management Associations (TMAs), and federal government agencies a centralized database for commuting information. As part of the overall program, COG/TPB staff provides the following services:

- Ridematching coordination, training and technical assistance to local agencies;
- transportation information services to the general public;
- maintenance of the regional commuter database system hardware and software programming code; and
- data updates to software system.

The program is comprised the four project areas listed below. The total annual budget for the Commuter Operations Center regional program is \$584,250.

A. RIDEMATCHING COORDINATION, TECHNICAL ASSISTANCE AND ADMINISTRATIVE SUPPORT

Each month, COG receives several hundred applications for ridematching and transit information. More than 90% of these applications are received through the Commuter Connections Web site. COG/TPB staff reviews and processes all applications received through its web site. Matchlists for carpool and vanpool information are sent daily by mail or email (depending on the applicant's preference). Each local Commuter Connections network member has access to the regional TDM on-line system and is notified through a customized queue when a commuter application has been entered through the Commuter Connections web site from a commuter living in that network member's jurisdiction or in some cases; depending on the network member, it may be a commuter working in their service area. The queue serves as notification that the network member staff should take ownership of the record and follow up with the commuter to provide additional assistance, as needed. Applications received at COG through the mail or fax are forwarded to the network member serving the applicant's home jurisdiction or work jurisdiction for entry into the rideshare database.

The following local jurisdictions, transportation agencies, transportation management associations, and federal government agencies deliver ridematching and commuter assistance services through the Commuter Connections network to their residents and/or workers:

District of Columbia	Maryland	Virginia
COG/TPB	Anne Arundel County	City of Alexandria

District of Columbia	Maryland	Virginia
	Baltimore City	Arlington County-COG/TPB
	Baltimore Metropolitan Council	Army National Guard Readiness Center
	Bethesda Transportation Solutions	Dulles Area Transportation Association
	Food and Drug Administration	Fairfax County
	Frederick County	George Washington Regional Commission
	Harford County	Loudoun County
	Howard County	Northern Neck Planning District Commission
	Maryland Transit Administration	Northern Shenandoah Regional Valley Commission
	Montgomery County	Potomac and Rappahannock Regional Commission
	National Institutes of Health	Rappahannock – Rapidan Regional Commission
	North Bethesda Transportation Center	
	Prince George's County	
	Tri-County Council for Southern Maryland	

COG/TPB staff administers ridematching services on behalf of the District of Columbia and Arlington County. The local jurisdiction commuter assistance programs listed in Maryland and Virginia receive separate grants from the Maryland Transit Administration and the Virginia Department of Rail and Public Transportation to provide local services and to help support regional TDM program activities.

The Commuter Connections web-based TDM system includes ridematching databases from one commuter assistance program in southern Virginia and the entire state of Delaware and were incorporated into the TDM system's database to provide improved commuter ridematching through a single database for Virginia, Maryland and the District. These programs are: RideShare (serving the Charlottesville region) and Rideshare Delaware (serving the state of Delaware). The staffs from these programs and the commuters they serve have access to the TDM system for matching in carpools and vanpools and have customized access to other modules in the system such as SchoolPool and Guaranteed Ride Home. COG/TPB staff provides technical assistance to these three programs.

During FY 2018, COG/TPB staff will continue to provide technical support and training to Commuter Connections network member agencies for the regional Commuter Connections TDM software system. Staff will continue to review and distribute ridematching applications received from employers and the general public. Matchlist and renewal notice generation and distribution services will also be provided through COG. COG/TPB staff will produce network member technical assistance reports from the Commuter Connections TDM system, and provide staff support and coordination to the Commuter Connections State TDM Work Group, the Commuter Connections Subcommittee, the Commuter Connections Ridematching Committee, and to the Federal ETC Advisory Group. COG/TPB staff will also fulfill daily network member data requests. Federal Agency Employee Transportation Coordinator training will be coordinated and in some instances given by COG/TPB staff. Staff will also produce an annual Commuter Connections Work Program for FY 2019. The CCWP Master Agreement between COG and the state funding agencies will continue to be reviewed as needed.

COG/TPB staff will also continue work to expand the regional SchoolPool program so that more schools, safe routes to school coordinators and jurisdictions use the service, maintain the special events ridematching software module, and monitor the trip tracking software module and expand the use of the Commuter Challenge module.

Cost Estimate: \$151,965

Products: Database documentation of specific technical actions implemented. *(COG/TPB staff)*

Documentation of Subcommittee and Ridematching Committee meetings. *(COG/TPB staff)*

Documentation of daily technical client member support given through COG's Help Desk. *(COG/TPB staff)*

Daily matchlist generation and distribution. *(COG/TPB staff)*

TDM Web Based System Training Manual updates, as needed. *(COG/TPB staff)*

Monthly commuter renewal notices as part of the purge process. *(COG/TPB staff)*

Review and update existing Emergency Management Continuity of Operations Plan for Commuter Connections program services. *(COG/TPB staff)*

Transportation Demand Management Resources Directory update twice yearly. *(COG/TPB staff)*

Federal ETC Web site updates. *(COG/TPB staff)*

FY 2019 Commuter Connections Work Program. *(COG/TPB staff)*

Services:

Software client Member Help Desk technical support. *(COG/TPB staff)*

Software and customer service training, as needed. *(COG/TPB staff)*

Federal agency ETC training and support to the Federal ETC Advisory Group. *(COG/TPB staff)*

Staff the Commuter Connections Subcommittee, Ridematching Committee, and STDM Work Group *(COG/TPB Staff)*

Work with state funding agencies to review and update CCWP Master Agreement *(COG/TPB staff in conjunction with State Funding Agencies)*

Schedule:

July 1, 2017 - June 30, 2018

Oversight:

Ridematching Committee

- Communicate Technical Support Issues
- Share knowledge and experience on “Hot Topic” Issues
- Provide input and feedback on Software Technical Policies (i.e. purge process, Help Desk)
- Provide requests for software training

Commuter Connections Subcommittee

- Provide input and comments to FY 2019 CCWP
- Provide input and feedback on all programs and projects in CCWP

STDM Work Group

- Provide input and comments to FY 2019 CCWP

- Provide input, feedback and approval on all programs and projects in CCWP
- Review and provides updates, if needed, to CCWP Master Agreement

B. TRANSPORTATION INFORMATION SERVICES

COG has provided transportation information services for 40 years in the Washington Metropolitan region. The Commuter Operations Center provides basic carpool/vanpool, transit, telecommuting, bicycling, and walking information. Specialized transportation information is also provided in support of Bike to Work Day, Car Free Day, Air Quality Action Days, SchoolPool, Special Events, Commuter Challenge, Bulletin Board and other regional commuter service programs.

COG staffs the regional commute information telephone number 1-800-745-RIDE. Calls received at COG are transferred to the local Commuter Connections network member site (based on jurisdiction of residence or in some cases work location of the caller) where applicable. COG/TPB staff provides transportation information services to those commuters who cannot be assigned to a client member site, including residents of the District of Columbia and Arlington County, Virginia. COG receives several hundred calls per week through the 800 number. COG staff also responds to daily requests and questions received by email.

During FY 2018, COG/TPB staff will continue to provide traveler information on alternatives to driving alone to the general public by telephone, Web site, electronically, and through printed information. Staff will continue processing applications from the general public and/or from Commuter Connections network members who request the service on a permanent or temporary basis based on information requests received. COG/TPB staff will answer the regional "800" telephone line, TDD line, and respond to e-mails on information requests from the Commuter Connections TDM system web service.

Cost Estimate: \$92,407

Products: Provide commuter traveler information on alternatives to driving alone to the general public through the Web site, electronically, or through printed information.
(COG/TPB staff)

Services: Provide commuter traveler information on alternatives to driving alone to the general public by telephone.
(COG/TPB staff)

Process applications from the general public.
(COG/TPB staff)

Answer and respond to commuter calls from the regional "800" Commuter Connections line and COG TDD line. (COG/TPB staff)

Respond to commuter e-mails from the Commuter Connections TDM Web service. (COG/TPB staff)

Provide general public customer service. (COG/TPB staff)

Schedule: July 1, 2017 - June 30, 2018

Oversight: Ridematching Committee

- Provide input and feedback to information services policies and procedures.

C. TRANSPORTATION INFORMATION SOFTWARE, HARDWARE, AND DATABASE MAINTENANCE

The regional Transportation Demand Management (TDM) software system is provided as a regional database resource with secure online access to nearly 30 commuter assistance programs that include local rideshare agencies, Transportation Management Associations, and federal government agencies. The commuter assistance programs use the TDM software system to service their local commuters' transportation needs for alternative commuting information.

This project includes the daily routine monitoring and maintenance of the TDM software system as well as the hosting of the on-line system through COG's data center as well as all mobile applications. Tasks include: daily backup of the TDM database, maintenance of the TDM Web system servers, contingency management services, Windows support to TDM Oracle database and to virtual web servers, oracle database administration and support, documentation of system and system changes, Storage Area Network (SAN) connectivity and maintenance, and the maintenance and replacement of hardware as needed.

This project will also include ongoing software code upgrades to the Web-based TDM system and associated mobile applications. Changes made to the software code will be reflected in a responsive web design format in order to be displayed on smart phone devices such as Android, Blackberry, and iPhone. Access to specific system modules will be provided through mobile applications such as CarpoolNow.

Cost Estimate:	\$279,091
Consultant Costs as Part of Estimate:	\$ 70,000
<i>(Maintenance Contracts/Software)</i>	

Services: Provide daily routine monitoring and maintenance of the TDM system and database for approximately 30 commuter assistance programs. *(COG/TPB staff)*

Maintain and update TDM system servers, software programming code, mobile applications, and web hosting. *(COG/TPB staff in consultation with contractor).*

Schedule: July 1, 2017- June 30, 2018

Oversight: Ridematching Committee

- Provide input and feedback to TDM system maintenance policies.
- Provide recommendations for TDM Web based system software code upgrades.

D. COMMUTER INFORMATION SYSTEM

The Commuter Information System project provides the TDM system with a GIS based information system that includes transit stop data, telework center locations, park and ride lot locations, and bicycling information as part of the ridematching functionality.

During FY 2018, COG/TPB staff will continue integration activities of new transit, telework center, park and ride lot, and bicycle route data into the TDM system server. Staff will also continue to obtain updated transit data, street centerline information and park-and-ride lot data from local jurisdictions and transit properties and reformat this data as necessary to the proper GIS format for use on the regional TDM system. Updates to the park-and-ride and telework center datasets for use on the TDM system will continue as will updates to the interactive GIS-based Web site application to include updated local and regional information for 11,000 plus transit, telework center, park-and-ride lots, and bicycle lanes/paths records. The bicycle routing module will also be updated to reflect any new and/or expanded bicycle paths and/or trails.

Cost Estimate: \$60,787

Services: Update local and regional information for transit, telework center locations, park and ride lots, and bicycle route information which will be used in the TDM Web system. *(COG/TPB staff)*

Schedule: July 1, 2017 - June 30, 2018

Oversight: Ridematching Committee

- Provide input into data source updates for TDM web based system.

II. REGIONAL GUARANTEED RIDE HOME PROGRAM

The regional Guaranteed Ride Home (GRH) program eliminates a major barrier to using transit, carpooling, vanpooling, bicycling or walking to work. Studies have shown that a commuter's fear of being "stranded" at work if they or a family member become ill, or if they must work unexpected overtime, is one of the most compelling reasons commuters do not rideshare or use transit to travel to work. The regional GRH program eliminates this barrier by providing a free ride home in the event of an unexpected personal emergency or unscheduled overtime. The GRH program's free ride home is offered only to commuters that carpool, vanpool, use transit, bicycle, or walk to work at least two days per work week. As a result of the GRH program, some single occupant vehicle drivers will switch to a ridesharing or transit commuting alternative, and current ridesharing and transit users will increase the usage of these alternative commute modes. The GRH program is an insurance program for those commuters who do not drive alone to their worksite.

The Guaranteed Ride Home program is a regional program and consists of the project area previously outlined in Figure 1. The annual budget for the Guaranteed Ride Home program for the two project areas outlined below is \$790,958.

A. GENERAL OPERATIONS AND MAINTENANCE

COG/TPB staff processes all GRH applications received through the Commuter Connections web-based TDM software system, or by mail or fax. Using the web based TDM system, COG/TPB staff registers qualifying applicants, produces GRH registration ID cards, and sends ID card and participation guidelines to new registrants. Commuters can obtain information about the GRH program and complete an application on the Commuter Connections Web site, www.commuterconnections.org. Commuters may also call COG's Commuter Connections 800 telephone number, 1-800-745-RIDE, to ask questions about the GRH program and/or request information and an application. The 800 number is equipped with a menu so that callers can choose the menu item that best fits their needs. All GRH questions and requests for information and applications are taken by COG/TPB staff.

COG/TPB staff also mails GRH applications to GRH users who have used the GRH program without formally registering. GRH guidelines permit a commuter to use the GRH service one time as a "one-time exception" before they register. Also, COG/TPB staff mails transit vouchers to GRH users who used transit as part of their GRH trip. All vouchers and invoices from transportation service providers are processed by COG/TPB staff.

In the event the commuter has not supplied an e-mail address, COG/TPB staff mails a re-registration notice to commuters who could not be contacted by telephone. The notice contains an application which the commuter can complete and send to COG to re-register. The commuter can also call Commuter Connections or visit the Commuter Connections Web site to re-register.

During FY 2018, staff will assist the Commuter Connections Subcommittee in reviewing the GRH participation guidelines for any recommended changes. These recommendations will be presented to the Commuter Connections Subcommittee for their final review and approval. In the past, recommendations have been made to modify and add participation guidelines to better convey the GRH trip authorization, GRH re-registration, and one-time exception rules and restrictions.

COG/TPB staff will continue to respond to the general public and to GRH applicants for registrations and re-registrations to the program. Registered commuters will be notified when their GRH registration is about to expire. Staff will continue to prepare and send new and re-registration GRH ID cards, registration letters, and participation guidelines on a weekly basis. Staff will also continue to monitor and maintain the GRH applicant database and server. COG/TPB staff will continue to update and maintain program participation guidelines.

Cost Estimate: \$240,667

Direct Costs (Telephone, Copies, etc) as Part of Estimate: \$16,620

Products: GRH new and re-registration ID cards and registration letters
(COG/TPB staff)

GRH Program participation guidelines. (COG/TPB staff)

Services: Process application requests from the general public for registration and re-registration to the program. (COG/TPB staff)

Notify commuters when registration is about to expire.
(COG/TPB staff)

Monitor and update GRH applicant database. (COG/TPB staff)

Schedule: July 1, 2017 - June 30, 2018

Oversight: Commuter Connections Subcommittee

- Provide input and feedback on GRH program participation guidelines and policies.

B. PROCESS TRIP REQUESTS AND PROVIDE TRIPS

GRH transportation service is provided by several taxi companies, a rental car company, Metrorail, and a paratransit company, all under contract with COG. Commuters make their GRH trip request through a menu option provided on COG's Commuter Connections 800 telephone number. This menu option transfers calls for GRH trips directly to an operations contractor. This contractor reviews and assesses the trip request and approves or denies the request based on the GRH Participation Guidelines. The contractor then arranges the approved trips with the appropriate transportation providers. If a trip request is denied, the commuter is offered an arranged trip at their own expense.

During FY 2018, COG/TPB staff will continue management and monitoring of contract services for day-to-day operations services. Day to day operations include confirming ride request eligibility; dispatching rides through the ten ride service providers; tracking ride requests in the GRH database; and processing invoices for payment for ride service providers, the daily operations contractor and for the general public for transit vouchers.

Customer service training will be provided to all Guaranteed Ride Home call center agents as needed.

Cost Estimate: \$550,291

Consultant/Contractor Costs as Part of Estimate:

<i>(Daily Operations)</i>	\$155,000
<i>(Cab and Car Rental Companies)</i>	\$267,687

Services: Process GRH trip requests, approve/deny requests, and arrange rides. *(Daily Operations Contractor)*

Management and monitoring of contract services for day-to-day operations and ten cab and car rental ride service providers. This includes processing invoices for payment for contractors and for the general public for transit vouchers. *(COG/TPB staff)*

Customer service training for GRH call center agents. *(COG/TPB Staff and contractor)*

Provide GRH Rides *(Cab and Car Rental Companies)*

Schedule: July 1, 2017 - June 30, 2018

Oversight: Commuter Connections Subcommittee

- Provide input and feedback on GRH program operations.

III. MARKETING

The Marketing program delivers a “brand promise” for Commuter Connections as an umbrella solution for commuters seeking alternative commuting options within the region through regional marketing campaigns and special events and initiatives. The use of media and other forms of communication at high reach and frequency levels are used to communicate the benefits of alternative commute methods to Single Occupant Vehicle (SOV) commuters most likely to shift to non-SOV travel.

Marketing is a regional program and consists of five project areas listed below. The total annual project cost for the program tasks is \$3,296,304.

A. TDM MARKETING AND ADVERTISING

Regional TDM marketing campaigns aim to encourage both current SOV and non-SOV populations to either start or to continue using alternative transportation modes for commuting. Regional TDM marketing campaigns complement other on-going Commuter Connections program services that have been implemented in the region by increasing their overall efficiency and effectiveness.

Commuter Connections regional marketing campaigns may include, but are not limited in the use of direct mail to households and employers, radio, television, web site, social media advertisements and banner ads, phone book advertising, keyword search engine sponsorships, bus and rail advertising, and special event advertising. COG/TPB staff and its network members may also participate in promotions at employment sites and special events.

The overall objective of the project will be to continue to brand Commuter Connections and to meet the Mass Marketing TERM impact goals. A marketing/advertising/public relations contractor will be used to produce and execute the creative, copywriting, and earned media (public relations) plan.

The marketing/advertising/public relations contractor provides expertise to develop the regional marketing campaign. The program builds upon current regional TDM marketing efforts by local, state, and regional agencies to establish a coordinated and continuous year round marketing effort for regional TDM programs. Partnerships between COG and area transit agencies have been established and are maintained to enable the promotion of incentives such as the GRH program to transit riders. COG has also partnered with local jurisdictions to promote various program services through value added media opportunities.

A Marketing Communications Plan and Schedule is issued within the first quarter of the fiscal year that will outline the overall marketing strategy to be used for marketing campaign. Input on this plan will be provided by the state funding agencies and the Regional TDM Marketing Group members. A Marketing Planning Workgroup will then be formed provide input to the detailed creative development of the regional marketing

campaigns.

COG/TPB staff will update and implement a public relations earned media plan and continuously update the SharePoint site for posting marketing and advertising materials for review by the regional Marketing Planning Workgroup members. An outbound email box has also been established at docomments@mwkog.org for communications on reports and other work program products that require feedback by Commuter Connections committee groups. COG/TPB staff will maintain the primary Commuter Connections web site and associated social media sites.

A regional commute alternatives newsletter, *Commuter Connections*, will be published quarterly and distributed to several thousand employers. The focus of the newsletter is on federal, state, regional and local information and/or ideas employers can use to either start, expand or maintain employer-based commute benefit programs. In addition, COG/TPB staff works with the General Services Administration to produce a quarterly Employee Transportation Coordinator (ETC) newsletter insertion into the Commuter Connections newsletter, for distribution to more than 100 Federal ETC's.

COG/TPB staff will continue to maintain and update all Commuter Connections collateral materials and Web based information. The regional Resource Guide and Strategic Marketing Plan will also be updated with input from member agencies.

Cost Estimate: \$2,466,187

Consultant/Contractor Costs as Part of Estimate:

<i>(Advertising and Marketing Contractor)</i>	\$ 505,000
<i>(Media Buy)</i>	\$1,160,892
<i>(Postage/Printing)</i>	\$ 250,000

Products:

SharePoint postings for marketing and advertising materials for review by workgroup members and all other Commuter Connections committees. *(COG/TPB staff)*

Earned media plan. *(COG/TPB staff in conjunction with consultant)*

Quarterly employer newsletter and Federal agency Employee Transportation Coordinator newsletter. *(COG/TPB staff in conjunction with consultant)*

Mass Marketing material updates and re-prints. *(COG/TPB staff in conjunction with consultant)*

Commuter Connections Web Site and social media page updates. *(COG/TPB staff in consultation with consultant as needed)*

Creative materials for regional TDM marketing campaigns. *(COG/TPB staff in conjunction with consultant)*

Bus and rail advertising development and placement. *(COG/TPB staff in conjunction with consultant)*

Special event advertising development and placement. *(COG/TPB staff in conjunction with consultant)*

Marketing Communications Plan and schedule. *(COG/TPB staff in conjunction with consultant)*

2017 Strategic Marketing Plan and Resource Guide. *(COG/TPB staff in conjunction with consultant)*

Services:

Placement of advertisements including, but not limited to: Web site advertisement through banner ads and social media sites, placement of keyword search engine sponsorships, radio, print, and television, and value-added spots, as needed. *(Consultant)*

Placement of advertisements in printed and electronic telephone directories. *(COG/TPB staff)*

Staff the Regional TDM Marketing Group. *(COG/TPB staff)*

Track the effectiveness of advertising campaigns through call volumes, internet and social media hits. *(COG/TPB staff)*

Process media placement invoices. *(COG/TPB staff)*

Monitor and adjust the implementation of regional marketing campaigns. *(COG/TPB staff)*

Attend and participate in commuter promotional events and special events, as needed. *(COG/TPB staff)*

Management and oversight of marketing contract.
(COG/TPB staff)

Schedule: July 1, 2017 - June 30, 2018

Marketing Communications Plan and Schedule:
September 2017

2017 Strategic Marketing Plan and Resource Guide:
December 2018

Oversight: Regional TDM Marketing Group

- Provide input and feedback on marketing plan, collateral materials, and recommendations made by the Marketing Planning Work Group.
- Provide information on current regional TDM marketing efforts by local, state, and regional agencies to establish and coordinate continuous year round marketing for regional TDM.

B. BIKE TO WORK DAY

A major marketing activity is the annual Bike to Work day event. Participation in this event has grown steadily each year and includes bicyclists from all jurisdictions in the region. This event is co-sponsored by the Washington Area Bicyclists Association (WABA) and is supported by COG/TPB staff, the state funding agencies and local jurisdictions, and individual sponsoring companies and organizations. Some of the costs of the event are off-set by business and interest-group sponsors who receive publicity for their financial support.

Commuter Connections participation in Bike to Work day includes support for the planning and promotion of the event, the maintenance and management of the event web sites, and assistance at the various “pit stops” on the day of the event, development of promotional materials and advertising, and earned media. An “Employer Challenge” is also held which identifies the top five employers with the most registered participants in the event. A drawing is then held with the five employers to select a winner. The winning employers’ registered participants receive a free lunch event sponsored by Commuter Connections.

COG/TPB staff will continue to support and implement a regional Bike To Work Day event and promote the event to employers. This will be accomplished through management and oversight of the event web site, media placements and marketing coordination activities with the marketing/advertising/public relations contractor.

Cost Estimate: \$174,990

Consultant/Contractor Costs as Part of Estimate:

<i>(Advertising and Marketing Contractor)</i>	\$ 75,000
<i>(Media Buy)</i>	\$ 60,000
<i>(Postage/Printing)</i>	\$ 13,042

Products: Earned media plan. *(COG/TPB staff in conjunction with consultant)*

Creative materials for Bike To Work Day Event which may include, but is not limited to logo update, poster, take-away brochure, transit signage, t-shirts, custom banners for each pit stop, radio ad, writing copy for live radio reads, print ad, internet ads, HTML e-mail blasts, and public service announcements. *(COG/TPB staff in conjunction with consultant)*

Regional Proclamation. *(COG/TPB staff)*

Services: Coordinate regional pit stops for Bike To Work Day event in May 2018. *(COG/TPB staff)*

Coordination and management of event web site *(COG/TPB staff in conjunction with WABA staff and consultant)*

Design and distribute event collateral materials to employers and the general public. *(COG/TPB staff in conjunction with consultant).*

Placement of advertisements; including, but not limited to: Web site advertisement through banner ads, placement of keyword search engine sponsorships, radio, and print, as needed. Activities include negotiation of value-added media. *(Consultant)*

Bike to Work Day web site and social media page updates *(COG/TPB staff in conjunction with consultant)*

Solicitation of corporate sponsors. *(COG/TPB staff in conjunction with consultant).*

Media outreach and coordination of interviews.
(COG/TPB staff in conjunction with consultant)

Coordination of Employer Challenge. *(COG/TPB staff)*

Process media placement invoices. *(COG/TPB staff)*

Management and oversight of marketing contract.
(COG/TPB staff)

Staff regional Bike To Work Day Steering Committee.
(COG/TPB staff)

Schedule: July 1, 2017 - June 30, 2018

Oversight: Bike To Work Day Steering Committee

- Provide input and feedback on marketing collateral materials, radio advertisements and event logistics.

C. EMPLOYER RECOGNITION AWARDS

COG/TPB staff will coordinate the annual Commuter Connections Employer Recognition Awards for employers showing commitment towards voluntarily implementing commute alternative programs and telecommuting at their respective worksite(s). COG/TPB staff will also explore additional public relations opportunities for the award winning agencies to be profiled or highlighted. During FY 2009, a review of the program occurred and recommended changes that were adopted were implemented in FY 2010. An Employer Recognition Awards work group will continue to provide input to the collateral material developed for the awards program.

Coordination activities will include developing and distributing an awards nomination packet and soliciting nominations from employers through local jurisdictions, Chambers of Commerce and from the employers themselves. Staff will also work with the marketing contractor to review and classify the award submissions. A selection committee of objective transportation industry professionals will be recruited for the awards selection committee. The selection committee will be chaired by a member of the TPB.

The marketing contractor will work with COG/TPB staff to validate nomination entries and obtain and clarification needed from nominees. The marketing contractor will facilitate the selection committee process and tally the voting ballots for each nominee.

Once the selection committee makes its recommendations, the award winners will be notified and a short video will be produced on each winning category. An awards booklet, giveaway, and short video briefs of each of the award winners will be produced for the awards ceremony. The awards ceremony will be held towards the end of the fiscal year. Staff will coordinate all logistics for the event including, but not limited to: securing speakers, writing remarks, securing event venue, and staffing the event. Additionally, COG's Office of Public Affairs along with the marketing contractor will identify media opportunities to highlight the winners.

Cost Estimate: \$112,504

Consultant/Contractor Costs as Part of Estimate:

<i>(Advertising and Marketing Contractor)</i>	\$65,000
<i>(Media Buy)</i>	\$ 7,238
<i>(Postage/Printing/Video)</i>	\$22,000

Products:

Awards nomination packet. *(COG/TPB staff in conjunction with consultant).*

Awards invitations *(COG/TPB staff in conjunction with consultant).*

Awards Booklet. *(COG/TPB staff in conjunction with consultant).*

Award Trophies. *(COG/TPB staff)*

Giveaway Item. *(COG/TPB staff in conjunction with consultant).*

Video Briefs. *(COG/TPB staff in conjunction with consultant).*

Event Photos. *(Consultant)*

Print Ad. *(Consultant in conjunction with COG/TPB staff)*

Services:

Coordinate award submissions with local jurisdictions. *(COG/TPB staff)*

Coordinate logistics for awards selection committee. *(COG/TPB staff in conjunction with consultant)*

Facilitate selection committee meeting *(Consultant)*

Identify and coordinate earned media opportunities.
(COG/TPB staff in conjunction with consultant)

Placement of print ad. (Consultant)

Process media placement invoices. (COG/TPB staff)

Coordinate event logistics including recruitment of speakers, writing speaker remarks, securing event venue, and staffing the event. (COG/TPB staff)

Management and oversight of marketing contract.
(COG/TPB staff)

Schedule: July 1, 2017 - June 30, 2018

Oversight: Commuter Connections Subcommittee

- Provide input and feedback on project and recommendations made by Employer Recognition Awards work group.

D. 'POOL REWARDS

The purpose of the 'Pool Rewards carpool incentive project is to recruit and retain commuters in a carpool through a cash incentive. Similar programs are in operation in major metropolitan areas such as Los Angeles and Atlanta. Research has shown that commuters who are paid to carpool tend to stay in a carpooling arrangement longer than those carpoolers who are not paid. Commuters who currently take transit or a vanpool to work are eligible to receive \$130 per month under the IRS Qualified Transportation Fringe benefit provisions. Carpoolers are not eligible to participate. Carpool incentive programs have been used in a limited fashion in the Washington metropolitan region during large-scale construction projects such as the Wilson Bridge where the program was named "Bridge Bucks." The program proved to be extremely successful in convincing commuters to use an alternative form of transportation other than driving alone during the construction period.

The 'Pool Rewards program began in FY2011 after results were reviewed from a pilot program conducted in FY2010. After measuring the benefits produced from the carpool financial incentive program, comparisons were made from the expected outcomes to the actual outcomes in terms of auto occupancy and vehicle miles of travel, vehicle trips reduced and emission impacts. A follow-up survey conducted in FY 2011 of the original demonstration project participants showed a 93% carpool retention rate of all participants. A survey of new participants was conducted in FY 2011 and showed that 98% of the program participants planned to carpool after the incentive had ended. A survey of all program participants that had completed the program and were paid was conducted in FY 2014 and results showed a 55% carpool/vanpool retention rate. Continued evaluation will be conducted in order to adjust program guidelines and documentation of program participation

from the user's end. Results from the FY 2014 survey were used to adjust the program budget.

The current carpool incentive allows each one-time new participating carpooler to earn up to \$130 over a 90-day time frame through a trip-tracking process. In FY 2012 the 'Pool Rewards program was expanded to include vanpools. Newly formed vanpools that originate in either the District of Columbia or in Maryland whose destination is in the Washington DC non-attainment region will be eligible to participate. Third-party vanpool providers on contract with COG/TPB provide the vanpool service and each of the 'Pool Rewards eligible vanpools receive an on-going \$200 per month incentive. COG/TPB staff worked with WMATA to develop a monthly mileage reporting system for the Federal Transit Administration's (FTA's) National Transit Database. There will also be continued coordination with Virginia's new incentive vanpool program.

The Commuter Connections 'Pool Rewards program will allow for the formation of new carpools in and around the I-66 corridor (both inside and outside of the Beltway) prior, during, and after the peak construction time of the project. Each participant that joins a new carpool will be eligible for an additional \$100 during a 90-day reporting period which will be funded through VDOT's approved Transform 66 Transportation Management Plan. The \$100 will be above and beyond the current \$130 that is available through the regional 'Pool Rewards program. The purpose of the program is to provide an added incentive for commuters to alter their driving behavior prior, during, and after the project construction period. Marketing and advertising for the I-66 incentive will be separate for this activity.

In FY 2018, advertising materials will be updated along with on-line advertising to entice additional project participants.

Cost Estimate: \$236,232

Consultant/Incentive Costs as Part of Estimate:

<i>(Advertising and Marketing Contractor)</i>	\$ 20,000
<i>(Media Buy)</i>	\$ 50,000
<i>('Pool Rewards Incentive Payments)</i>	\$15,000 (carpools)
	\$44,875 (Virginia I-66)
	\$55,000 (vanpools)

Products: Marketing materials. *(COG/TPB staff in conjunction with consultant)*

Services: Operation of 'Pool Rewards program which includes registering and verifying participants, monitoring trip logs, supervisor verification, and payments to program participants. *(COG/TPB staff)*

Administer program surveys and obtain supervisor verifications (COG/TPB staff)

Media Placements on radio, television, web. Social media, and value added spots, as needed (Consultant)

Process media placement invoices. (COG/TPB staff)

Management and oversight of marketing contract. (COG/TPB staff)

Report vanpool data to the FTA's National Transit Database (COG/TPB staff)

Update program terms and conditions, and participation guidelines as needed (COG/TPB staff)

Design and distribute collateral materials for distribution to employers and the general public (COG/TPB staff)

Schedule: July 1, 2017 - June 30, 2018

Oversight: Commuter Connections Subcommittee

- Provide input and feedback on project recommendations for program continuation and/or expansion.

E. CAR-FREE DAY

During FY 2018, COG/TPB staff will coordinate with local jurisdictions to implement the regional Car Free Day campaign that will encourage residents to leave their cars behind or to take alternative forms of transportation such as public transit, carpools, vanpools, telework, bicycling or walking.

Car Free Day was first held in FY 2009. In FY 2012, evaluation results showed that there were over 11,700 individuals that pledged to go "car-free" for this event, a 70% increase over the previous year. In addition, there were approximately 5,500 vehicle trips reduced and 272,000 vehicle miles of travel reduced as a result of participation in this event. During FY 2013, the event was held on a Saturday and the participation rate was about half of that in FY 2012 (6,572 pledges). In FY 2014, the event date fell on a Sunday; however, the region expanded the event to Car Free Days to include Friday and Saturday; and the participation rate fell sharply to 4,168. In FY 2015, pledges climbed back up to 4,656, a 13% increase over FY 2014. In FY 2016, pledges fell back to 3,442 due to a number of factors including a papal visit that commenced in the afternoon of Car Free Day. In FY2017, there was a 30% increase in pledges to 4,497.

This event will be held on September 22nd and is in tandem with the World Car Free Day event. In FY 2018, the event will fall on a weekday which should be a plus for robust participation. Evaluation results of the project will include participation and transportation and emission impacts which will be used to make improvements to the annual event. A marketing campaign along with public outreach efforts will be developed to coincide with this worldwide celebrated event.

Cost Estimate:	\$109,391
<i>Consultant/Contractor Costs as Part of Estimate:</i>	
<i>(Advertising and Marketing Contractor)</i>	\$ 30,000
<i>(Media Buy)</i>	\$ 45,000
<i>(Postage/Printing)</i>	\$ 18,492

Products: Marketing collateral which can include, but is not limited to development and printing of posters, transit signage, bus shelter signage and other related advertising collateral that will need to be printed. *(COG/TPB staff in conjunction with consultant)*

Development and production of radio, internet, and social media ads, and text messages, and HTML e-mail blasts. *(COG/TPB staff in conjunction with consultant)*

Earned media plan development and implementation. *(COG/TPB staff in conjunction with consultant)*

Update of web site and social media pages. *(COG/TPB staff in conjunction with consultant)*

Services: Implement regional Car Free Day event prior to and after Friday, September 22, 2017 and promote event to the general public, employers and to the media. *(COG/TPB staff in conjunction with consultant).*

Media Placements, including the negotiation of value-added placements. *(Consultant)*

Process media placement invoices. *(COG/TPB staff)*

Staff regional Car Free Day Steering Committee. *(COG/TPB staff)*

Management and oversight of marketing contract. *(COG/TPB staff)*

Schedule: July 1, 2017 - June 30, 2018

Oversight: Car Free Day Steering Committee

- Provide input and feedback on marketing collateral materials, radio advertisements and event logistics.

F. CARPOOLNOW MOBILE APPLICATION

During FY 2017, COG/TPB staff launched CarpoolNow, a new rideshare mobile application that gives commuters in the Washington metropolitan region the ability to carpool on-demand and in real-time. The app immediately connects users who are offering a ride with those seeking a ride. It also displays routes, estimates pickup times, and confirms pick-up and drop-off locations.

During FY2018, COG will be coordinating with Howard County, Maryland on a marketing initiative to support the CarpoolNow app. The marketing initiative will be used to encourage commuters to download and use the app and will consist of producing creative materials to be used on traditional and digital media outlets. Commuter incentives will also be designed, examined and tested.

Cost Estimate:	\$197,000
<i>Consultant/Contractor Costs as Part of Estimate:</i>	
<i>(Advertising and Marketing Contractor)</i>	\$ 15,000
<i>(Media Buy)</i>	\$ 154,456
<i>(Commuter Incentives)</i>	\$ 20,000

Products: Development and production of creative and marketing services including, but not limited to: radio, internet, newsprint, educational video, SEO blog posts, venue, mobile, social media and text ads. *(COG/TPB staff in conjunction with consultant)*

Update of web site and social media pages to reflect promotional activities and incentives. *(COG/TPB staff in conjunction with consultant)*

Services: Promote mobile app to the general public, employers and to the media. *(COG/TPB staff in conjunction with consultant).*

Media Placements, including the negotiation of value-added placements. *(Consultant)*

Process media placement invoices. *(COG/TPB staff)*

Management and oversight of marketing contract.
(COG/TPB staff)

Schedule: July 1, 2017 - June 30, 2018

Oversight: Commuter Connections Subcommittee

- Provide input and feedback on project recommendations for program continuation and/or expansion.

IV. MONITORING AND EVALUATION

The Monitoring and Evaluation program will provide overall program and individual project results when appropriate for the various projects in the CCWP that will be used to track progress for the regionally adopted Transportation Emission Reduction Measures (TERMS). One project will solely focus on those activities directly related to data collection and analysis for the TERMS. Data collection and analysis for the TERMS occurs over a three-year period. Results from this project will directly impact the FY 2018 – FY 2020 TERM Analysis report for Commuter Connections and the final results will be used to update the regional TERM tracking report. Cost effectiveness results are also calculated every three years. Impact and cost effectiveness results will also be used by the State TDM Work Group to make any necessary recommendations for changes to the TERMS being operated through Commuter Connections.

The second project area will include the ongoing tracking and monitoring activities for each of the CCWP program areas, including the Commuter Operations Center, Guaranteed Ride Home, Employer Outreach, and Marketing. A direct customer satisfaction survey will be performed to gauge the level of satisfaction for Guaranteed Ride Home. Monthly data collection and quarterly progress reports and an annual progress report will also be produced by COG/TPB staff.

The Monitoring and Evaluation program is a regional program and consists of the two project areas outlined below. The total annual project cost for the program tasks is \$490,000.

A. TERM DATA COLLECTION AND ANALYSIS

Data collection analysis for the Commuter Connections TERMS occurs over a three-year period. The current cycle will begin this fiscal year FY 2018 (July 1, 2018) and will conclude in FY 2020 (June 30, 2017).

During FY 2015, the previous data collection cycle's TERM Analysis Report was finalized and published and the Placement Rate Study for the new data collection period was completed. In FY 2016, the Framework Methodology Document was updated and published, and data collection activities occurred for the 2016 State of the Commute Report, the 2016 GRH Applicant Survey, and the 2016 Retention Rate Survey. Draft Technical reports were produced for these data collection activities.

During FY 2017, the final year in the data collection cycle, COG/TPB staff conducted an evaluation of the regional Employer Outreach database as specified in the FY 2015 – 2017 TDM Evaluation Framework Methodology Document. An employer telework survey was also conducted with Maryland employers to gauge the effectiveness of assistance provided to employers to start and expand a telework program. A Bike To Work Day survey of the FY 2013 program participants was conducted and the 2013 State of the Commute Survey Technical Report was finalized and a public report was prepared for printing. The 2013 Guaranteed Ride Home Applicant Survey Report was finalized and the draft FY 2014 TERM Analysis report was prepared.

During FY 2016, the Framework Methodology Document was updated and published, and data collection activities occurred for the 2016 State of the Commute Report and 2016 GRH Applicant Survey. Draft Technical reports were produced for both data collection activities. A Retention Rate survey was also conducted for Commuter Connections and Guaranteed Ride Home applicants.

During FY 2017, the final year in the data collection cycle, COG/TPB staff conducted an evaluation of the regional Employer Outreach database as specified in the FY 2015–2017 TDM Evaluation Framework Methodology Document. An employer telework survey was also conducted to gauge the effectiveness of assistance provided to employers to start and expand a telework program in Maryland. Results from a separate survey funded by the Virginia Department of Transportation of employers participating in Northern Virginia’s Telework!VA program, which is a separately funded program outside of the Commuter Connections Work Program, was also made available. Results from both surveys will be used in the FY 2015 – FY 2017 TERM Analysis Report.

During FY2017, A Bike To Work Day survey of the FY 2016 program participants was conducted and the 2016 State of the Commute Survey Technical Report was finalized and a general public report was prepared for printing. The 2016 Guaranteed Ride Home Applicant Survey Report and the 2016 Retention Rate Survey Report were finalized. The draft FY 2017 TERM Analysis report was also prepared.

During FY 2018, the 2016 State of the Commute general public report will be printed and distributed along with additional “pull-out sections that provide quick insights and infographics, the FY 2015 – 2017 TERM Analysis report will be finalized and results will be incorporated into the TPB’s regional TERM tracking sheet, and the FY 2018 Placement Rate Study will be completed for the new data collection period.

Various presentations on the data collection instruments and reports will be prepared and given to the Commuter Connections TDM Evaluation Group, the Commuter Connections Subcommittee, the TPB Technical Committee, and the TPB, if warranted. The evaluation contractor will also be fulfilling data requests that are received or needed by COG/TPB staff during the course of the fiscal year.

During FY 2018, data collection activities from local sales territories will continue as will the review of employer database records and the classification of employer records into

levels of participation.

COG/TPB staff will also provide day to day management and monitoring of evaluation contract services and will report results through monthly data collection activities and quarterly progress reports and an annual progress report.

Cost Estimate: **\$217,287**

Consultant Costs as Part of Estimate:
(TDM Evaluation Project Consultant) \$65,000

- Products:**
- 2016 State of the Commute printing and distribution of general public report and pull-out sections. *(COG/TPB staff in conjunction with consultant).*
 - Completion of FY 2015 – FY 2017 TERM Analysis Report *(COG/TPB staff in conjunction with consultant).*
 - FY 2018 Placement Rate Study data collection activities and report. *(COG/TPB staff in conjunction with consultant).*
 - Review of Employer Database Records and Classification into Levels of Participation in ACT! Database *(COG/TPB staff)*
- Services:**
- Fulfillment of data requests. *(COG TPB Staff)*
 - Collect monthly Employer Outreach data from ten local sales territories. *(COG TPB Staff)*
 - Employer Site Survey Coordination *(COG TPB Staff)*
 - Management and oversight of TDM Evaluation contract. *(COG/TPB staff)*
- Schedule:**
- July 1, 2017 - June 30, 2018
 - 2016 State of the Commute Survey General Public Report: August 2017
 - 2015 - 2017 TERM Analysis Report: January 2018
 - FY 2018 Placement Rate Study Report: May 2018
- Oversight:**
- TDM Evaluation Group
 - Provide input and feedback on data collection activities, survey

methodology, and draft reports.

B. PROGRAM MONITORING AND TRACKING ACTIVITIES

COG/TPB staff will collect monthly program statistics, produce quarterly progress reports, monthly Executive Summary reports, and produce a FY 2017 annual summary of program statistics of the number and type of commuter traveler requests filled by COG and other client member program sites. Staff will collect and analyze data from the monthly customer satisfaction survey for all GRH program users, and produce a customer satisfaction survey report based on the findings. Survey results will be used to change program guidelines and/or policies as needed.

COG/TPB staff will assist local Employer Outreach sales representatives to conduct employer site surveys. A contractor will be used to provide technical assistance for the electronic surveying process and analysis of results, and data entry assistance for those employers using a paper copy of the survey. Survey tabulation and reporting will be provided by COG/TPB staff. Results from the employer database tabulated surveys are used to estimate the participation rates and impacts for employer-based TDM programs reported from the local sales jurisdictions. COG/TPB staff will also maintain and update the archived Employer Commute Survey database.

COG/TPB staff will also monitor monthly progress for local Employer Outreach sales jurisdictions based on their approved Scopes of Work and contract project goals. Local jurisdiction contract performance monitoring for Employer Outreach goals will also be a part of this activity. COG/TPB staff will oversee a regional monitoring and evaluation program for Employer Outreach which includes data collection activities from local employer outreach sales territories. Quarterly Employer Outreach level of effort verification statements will be produced and distributed by COG/TPB staff. An annual detailed snapshot of overall progress will be provided to appropriate state funding agencies for their respective jurisdictions. COG/TPB staff will conduct the annual Employer Customer Satisfaction Survey and report every five years.

Results from local employer telework sales calls and outreach services will be documented in terms of level of effort and progress and shown in quarterly progress reports. Quarterly documentation will also be provided on level of participation and effectiveness and results from sales and outreach activities for employer-based telework programs. Overall monitoring and evaluating employer-based telework programs throughout the region will continue.

Staff will also evaluate effectiveness of advertising campaigns through call volumes, internet hits, and the annual placement rate study. Marketing campaigns will be monitored through lead analysis and detailed campaign summary results. Campaign summary documents will be produced that will outline campaign specifics such as direct mail distribution points (i.e. zip codes), radio stations, internet and social media advertising outlets used, etc. An event summary report will also be produced for the FY 2017 regional Bike To Work Day event.

Monthly program statistics will be collected and quarterly progress reports will be provided for all program areas in the FY 2018 CCWP and an annual progress report for FY 2017 will be produced.

Cost Estimate:	\$272,713
Consultant Costs as Part of Estimate:	
<i>(Employer Survey Project Consultant)</i>	\$ 30,000

Products: Collect monthly program data and produce quarterly progress reports and monthly Executive Summary reports for the Commuter Operations Center, Guaranteed Ride Home, Employer Outreach, Marketing, Evaluation, and GRH Baltimore programs. *(COG/TPB staff)*

Produce FY 2017 annual progress report. *(COG/TPB staff)*

Collect and analyze data from monthly GRH customer satisfaction survey for FY 2017 program users, and produce a report showing results. *(COG/TPB staff)*

Quarterly Employer Outreach sales contact data and conformity verification statement *(COG/TPB staff)*

Annual Employer Outreach Snapshot Analysis and Project Recommendations *(COG TPB Staff)*

FY 2017 Bike to Work Day Event Report *(COG/TPB staff)*

Survey reports to Employer Outreach representatives from Employer Commute Survey results. *(COG/TPB staff)*

1st Half of the Fiscal Year Regional TDM Marketing Campaign Summary and Lead Analysis Document. *(COG/TPB staff in conjunction with consultant)*

2nd Half of the Fiscal Year Regional TDM Marketing Campaign Summary and Lead Analysis Document. *(COG/TPB staff in conjunction with consultant)*

Services: Updating and Maintaining Employer Commute Survey

archived database. *(COG/TPB staff)*

Management and oversight of Employer Survey contract. *(COG/TPB staff)*

Data documentation from monthly Employer Outreach activity Reports from ten local sales territories. *(COG/TPB staff)*

Staff the TDM Evaluation Group *(COG/TPB staff)*

Schedule:

July 1, 2017 - June 30, 2018

FY 2017 4th Quarterly Progress Report: July 2017

FY 2017 Annual Progress Report: September 2017

FY 2018 1st Quarter Progress Report: October 2017

FY 2017 2nd Half of the Fiscal Year Regional TDM Marketing Campaign Summary Document: December 2017

FY 2018 2nd Quarter Progress Report: January 2018

FY 2018 3rd Quarter Progress Report: April 2018

FY 2018 1st Half of the Fiscal Year Regional TDM Marketing Campaign Summary Document June 2018

Employer Outreach Snapshot Analysis: May 2018

Oversight:

Commuter Connections Subcommittee

- Provide input and feedback on data collection activities for GRH customer satisfaction survey, monthly, quarterly, and annual progress reports.

Regional TDM Marketing Group

- Provide input and feedback on campaign lead analysis reports.

Employer Outreach Committee

- Provide input and feedback on quarterly employer outreach verification

statement reports and Employer commute survey process, reports and survey result archives.

V. EMPLOYER OUTREACH

The Employer Outreach program provides and supports outreach efforts in ten jurisdictions located in the region's MSA. This program contains regional and jurisdictional components. COG/TPB's Commuter Connections staff provides overall administration and arranges for sales training and support for the jurisdictional components of the program and technical training on the regional sales contact management database. The local jurisdictions provide outreach to employers and work with employers to develop and implement new, or expand existing employer-based alternative commute programs.

The following local jurisdictions provide employer outreach services:

District of Columbia
Frederick County
Montgomery County
Tri-County Council for Southern Maryland
Prince George's County
City of Alexandria
Arlington County
Fairfax County
Loudoun County
Prince William County

Most employers who promote commute alternatives do so for practical reasons associated with the operation of their businesses. But the community as a whole benefits from commute alternatives programs, which improve air quality, reduce traffic congestion, and support economic development. For this reason, many local governments in the region continue to offer programs that encourage commute options at the employment site. These programs range from marketing efforts and incentive programs conducted through ridesharing programs to "adequate public facilities ordinances" that have trip reduction requirements for affected employers. Additionally, the Virginia Department of Transportation administers funds directly to the local jurisdictions in Northern Virginia to implement the Employer Outreach TERM and has also allocated funding to the Telework!VA program for employers to either start or expand a telework program. The District Department of Transportation is using the pass-thru dollars for the TERM to hire a contractor directly. Results from these activities are reported and analyzed under the regional Monitoring and Evaluation program.

The Commuter Connections program's ongoing goal has been to weave existing local employer and government programs into a coherent, voluntary regional network, and to promote ways in which worksite commute alternatives programs may grow, without imposing burdensome mandates upon employers.

Regional Components of the Employer Outreach Program include:

- 1) Maintaining and updating a web-based regional employer/employee sales contact database to facilitate local efforts and avoid duplication.
- 2) Coordination with WMATA's SmartBenefits program sales staff, and/or their assigned consultant(s).
- 3) Review of individual local sales contact databases on a continuing basis to ensure quality control.
- 4) Providing bicycling information to area employers to help and support bicycling to work by their employees.
- 5) Coordinating technical training for the regional sales database on an as needed basis.
- 6) Supporting the Employer Outreach Committee of the Commuter Connections Subcommittee which provides guidance to the program.
- 7) COG/TPB staff support for updating and printing customized sales materials and employer case studies both in hard copy and for inclusion on the Commuter Connections Web site.
- 8) Providing coordinated marketing materials for the program including; but not limited to, customized sales portfolio's, employer case studies, Live Near Your Work, Alternative Work Schedule, Climate Change Carbon Footprint, LEED, and Emergency Commute Preparedness information.
- 9) Providing customized information on voluntary commuting actions that can be taken by employers and the general public to reduce mobile source emissions, particularly on Air Quality Action days, through the Clean Air Partners program.
- 10) Offering sales training for the sales and service representatives in each of the participating jurisdictions.

The regional components of the program are listed in the two project tasks below. The total annual cost for the regional components of the Employer Outreach program is \$86,733.

Jurisdictional Components of the Employer Outreach Program include:

- 1) Contacting individual employers in each locality, (carried out by the local sales and service representatives) through the regional contact sales database which Commuter Connections maintains and updates.
- 2) Accomplishing local program goals in Maryland jurisdictions via staff, contractors, TMA's, or other entities. A scope of work is submitted to COG to expedite an annual program contract for each locality, and funding is allocated to localities based upon guidance to

COG from the state funding agencies.

- 3) COG/TPB support for overseeing pass-thru funding to local sales jurisdictions for the implementation of voluntary transportation demand management strategies at private sector employment sites.
- 4) Providing sales support for the sales and service representatives in DC and Maryland.

The jurisdictional components of the program are outlined in the two project tasks below. The total annual costs for the jurisdictional components of the Employer Outreach program are \$609,787.

Regional Component Project Tasks

A. REGIONAL EMPLOYER DATABASE MANAGEMENT AND TRAINING

During FY 2018, COG/TPB staff will continue to maintain and update the hardware and software for the computerized regional employer outreach database and monitor the regional web-based database upgrade installed during FY 2017. In addition, COG/TPB staff will coordinate training and provide technical assistance to local sales jurisdictions upon request.

Cost Estimate: \$71,733

Services: Management and monitoring of Employer Outreach regional database and provision of sales representative database training as needed. *(COG/TPB staff)*

Maintenance and update of regional contact management database. *(COG/TPB staff)*

Schedule: July 1, 2017 - June 30, 2018

Oversight: Employer Outreach Committee

- Provide input and feedback on technical issues regarding the regional Employer Outreach database.

B. EMPLOYER OUTREACH FOR BICYCLING

The Employer Outreach for Bicycling program provides information to area employers to help support and encourage bicycling to work by their employees. This information is included in the Employer Outreach materials provided to employers under the Employer Outreach Program.

Specific activities under the Employer Outreach for Bicycling Program include the update of a guide on biking to work (“Biking to Work in the Washington Area: A Guide for Employers and Employees), and incorporation of WABA bike mentors into the ridematching database. (WABA’s Web site now provides users with 24-hour matching to WABA bike mentors, automating a service that previously consumed considerable staff time, and which was available only during office hours). In FY 2016, a presentation entitled “Walk Wise” was developed to incorporate safe practices for employers to promote both bicycling and walking to the worksite.

COG/TPB staff also provides support and facilitation for other bike-to-work outreach activities including lunch time seminars, association meetings and strategic mailings.

Cost Estimate:	\$15,000
	Printing as Part of Estimate \$7,054
Products:	Regional Bicycling to Work Guide updates. (COG/TPB staff)
Services:	Employer assistance and seminars. (COG/TPB staff)
Schedule:	July 1, 2017 - June 30, 2018
Oversight:	Employer Outreach Committee <ul style="list-style-type: none"> • Provide input and feedback on bicycling issues or outreach activities at employment sites.

Jurisdictional Component Project Tasks

A. MARYLAND LOCAL AGENCY FUNDING AND SUPPORT

Local jurisdictions work with employers to develop and implement new, or expand existing employer-based commuter benefit programs such as transit and vanpool benefits, preferential parking for carpools and vanpools, carpool and vanpool formation, and telework and flexible work schedules. Results from these efforts are recorded in the regional employer database.

Maryland jurisdictions will also provide general telework information to the general public, local agencies, and employers. Employer Outreach representatives will also work with employers in Maryland to establish new or expand existing telework programs.

Cost Estimate:	Pass-thru to Local Jurisdictions:	\$410,250
Telework component of pass-thru:		\$81,063

Total Project Budget: **\$491,313**

Services: New or expanded employer-based TDM programs in Maryland. (*local jurisdictions*).

New or expanded employer telework programs in Maryland. (*local jurisdictions*).

Schedule: July 1, 2017 - June 30, 2018

B. DC, MARYLAND, AND VIRGINIA PROGRAM ADMINISTRATION

This project task includes the management and monitoring of pass-thru funding by COG/TPB staff to local sales jurisdictions in DC and Maryland for contract compliance. It also includes support to DC and Maryland jurisdictions, consultants, or TMA staff in implementing voluntary transportation demand management strategies at private and/or non-profit sector employment sites. This task involves the review and approval of an annual Scope of Work by COG/TPB staff for each of the Maryland sales jurisdictions and day to day contract management. This task also includes COG/TPB staff support for updating and printing employer specific regional employer-based marketing materials as well as providing training opportunities.

Cost Estimate: \$118,474

Products: Electronic and printed updates of customized sales portfolio materials, employer specific regional marketing materials (General Commuter Connections brochure, Alternative Work Schedules brochure, Emergency Commute Preparedness brochure, Live Near Your Work brochure, LEED brochure, Climate Change brochure), and case studies for DC, Maryland and Virginia. (*COG/TPB staff*)

Services: Sales training offered for sales and service representatives in the region for DC, Maryland and Virginia. (*COG/TPB staff/sales training professionals*).

Oversight to local sales jurisdictions in DC and Maryland to implement voluntary transportation demand management strategies at private sector employment sites. (*COG/TPB staff*)

Bi-annual sales support conference calls to DC and Maryland jurisdictions. Employer site visits by

COG/TPB staff as requested or needed by DC and Maryland jurisdictions. (COG/TPB staff)

Staff the regional Employer Outreach Committee for DC, Maryland and Virginia. (COG/TPB staff)

Schedule: July 1, 2017 - June 30, 2018

Oversight: Employer Outreach Committee

- Provide input and feedback on administrative items such as training, employer-based collateral materials, and case studies.

VI. GUARANTEED RIDE HOME BALTIMORE

A regional Guaranteed Ride Home (GRH) program was implemented in the Baltimore metropolitan region and in St. Mary's County beginning in FY 2011. The GRH Baltimore program will help to eliminate a major barrier to using transit, carpooling, vanpooling, bicycling or walking to work. Studies have shown that a commuter's fear of being "stranded" at work if they or a family member become ill, or if they must work unexpected overtime, is one of the most compelling reasons commuters do not rideshare or use transit to travel to work. The GRH Baltimore program eliminates this barrier by providing a free ride home in the event of an unexpected personal emergency or unscheduled overtime.

The GRH Baltimore is similar to the Washington metropolitan region's GRH program in offering a free ride home to commuters that carpool, vanpool, use transit, bicycle, or walk to work at least two days per work week. As a result of the GRH program, some single occupant vehicle drivers will switch to a ridesharing or transit commuting alternatives, and current ridesharing and transit users will increase the usage of these alternative commute modes. The program will be able to demonstrate both transportation and emission impacts that could be used as part of the Baltimore region's air quality conformity process. The GRH program is an insurance program for those commuters who do not drive alone to their worksite.

The budget for the Guaranteed Ride Home program includes two projects outlined below, and with a budget of \$200,000.

A. GENERAL OPERATIONS AND MAINTENANCE

Commuter Connections staff at the Metropolitan Washington Council of Governments (COG) will process all GRH applications received by mail, fax, and the Commuter Connections Web site. Using the GRH software system, COG registers qualifying applicants, produces GRH registration ID cards, and sends ID card and participation guidelines to new registrants. Commuters can obtain information about the GRH program and complete an application on the Commuter Connections Web site,

www.commuterconnections.org. Commuters may also call COG's Commuter Connections 800 telephone number, 1-800-745-RIDE, to ask questions about the GRH program and/or request information and an application. The 800 number is equipped with a menu so that callers can choose the menu item that best fits their needs. All GRH questions and requests for information and applications are taken by COG/TPB staff.

COG staff also mails GRH applications to GRH users who have used the GRH program without formally registering. GRH guidelines permit a commuter to use the GRH service one time as a "one-time exception" before they register. Also, COG staff mails transit vouchers to GRH users who used transit as part of their GRH trip. All vouchers and invoices from transportation service providers are processed by COG staff.

In the event the commuter has not supplied their e-mail address, COG/TPB staff mails a re-registration notice to commuters who could not be contacted by telephone. The notice contains an application which the commuter can complete and send to COG to re-register. The commuter can also call Commuter Connections or visit the Commuter Connections Web site to re-register.

COG/TPB staff will assist the Commuter Connections Subcommittee in reviewing the GRH participation guidelines for any recommended changes. These recommendations will be presented to the Commuter Connections Subcommittee for their final review and approval. In the past, recommendations have been made to modify and add participation guidelines to better convey the GRH trip authorization, GRH re-registration, and one-time exception rules and restrictions.

COG/TPB staff will respond to the general public and to GRH applicants for registrations and re-registrations to the program. Registered commuters will be notified when their GRH registration is about to expire. Staff will continue to prepare and send new and re-registration GRH ID cards, registration letters, and participation guidelines on a weekly basis. Staff will also continue to monitor and maintain the GRH applicant database and server. COG/TPB staff will continue to update and maintain program participation guidelines, and provide annual customer service training to the daily operations contractor and COG/TPB staff assigned to the project.

During FY 2018, data collection activities will continue for a GRH Baltimore Customer satisfaction survey. The purpose of the survey will be to gauge the level of satisfaction from those who have used the program. A report will be developed and finalized from the FY 2017 data collected. Additionally, an impact transportation and emissions analysis will be conducted for the FY2016 GRH Baltimore participant survey.

During FY 2018, COG/TPB staff and its contractor will continue the implementation of a marketing and advertising media campaign to promote the GRH Baltimore program which will be targeted to commuters working in the Baltimore metropolitan region. The media advertising campaign materials developed for the Washington DC region will be adapted for the Baltimore metropolitan region and is funded through the Maryland Transit Administration.

Cost Estimate: **\$94,784**

Consultant Costs as Part of Estimate:

(Advertising)	\$1,250
(FY2016 GRH Baltimore Survey Impact Analysis)	\$5,000

Direct Costs as part of Estimate:

(Media Buy)	\$50,000
(Telephone/Copies, etc)	\$ 2,249

Products:

GRH new and re-registration ID cards and registration letters
(COG/TPB staff)

GRH Participation Guidelines (COG/TPB Staff)

Final 2017 GRH Customer Satisfaction Survey Report. (COG/TPB
staff).

Creative materials for regional TDM marketing campaigns.
(COG/TPB staff in conjunction with consultant)

FY2016 GRH Baltimore Survey Impact Analysis Report
(COG/TPB staff in conjunction with consultant)

Services:

Process application requests from the general public for registration
and re-registration to the program. (COG/TPB Staff)

Notify commuters when registration is about to expire. (COG/TPB
staff)

Monitor and update GRH applicant database. (COG/TPB staff)

Schedule:

July 1, 2017 – June 30, 2018

2017 GRH Customer Satisfaction Survey Report: November 2017

Oversight:

Commuter Connections Subcommittee

- Provide input and feedback on GRH program participation guidelines and policies.

B. PROCESS TRIP REQUESTS AND PROVIDE TRIPS

GRH transportation service will be provided by several taxi companies, a rental car company, and a paratransit company, all under contract with COG. Commuters make their GRH trip request through a menu option provided on COG's Commuter Connections 800 telephone number. This menu option transfers calls for GRH trips directly to an operations contractor. This contractor reviews and assesses the trip request and approves or denies the request based on the GRH Participation Guidelines. The contractor then arranges the approved trips with the appropriate transportation contractor.

The operations contractor contacts, by telephone, GRH registrants without e-mail addresses whose registration is near expiration and re-registers the qualifying commuters. While the system of calling commuters has been successful, many messages left on commuters' voice mail are not returned. In such cases, re-registration is facilitated by COG staff as described in the previous section.

COG/TPB staff will continue management and monitoring of contract services for day-to-day operations services. Day to day operations include confirming ride request eligibility, dispatching rides through the ride service providers, tracking ride requests in the GRH database, processing invoices for payment for ride service providers, the daily operations contractor and for the general public for transit vouchers.

Customer service training will be provided to all Guaranteed Ride Home call center agents as needed.

Cost Estimate: **\$105,216**

Consultant/ Contractor Costs as Part of Estimate:

(Daily Operations): \$42,500
(Cab and Car Rental Companies) \$47,375

Services: Process GRH trip requests, approve/deny requests, and arrange rides. *(Daily Operations Contractor)*

Management and monitoring of contract services for day-to-day operations, and ride service providers. This includes processing invoices for payment for contractors and for the general public for transit vouchers. *(COG/TPB staff)*

Provide GRH Rides *(Cab and Car Rental Companies)*

Customer service training for GRH call center agents. *(COG/TPB staff and contractor)*

Schedule: July 1, 2017 – June 30, 2018

Oversight: Commuter Connections Subcommittee

- Provide input and feedback on GRH program participation guidelines and policies.

ITEM 10 –Action

March 29, 2017

Endorsement of the Map for the Proposed Enhancements to the Title VI/Environmental Justice Analysis of the CLRP

Staff

Recommendation: Adopt Resolution R7-2017 identifying specific geographic locations.

Issues: None

Background: In Phase 1 of the proposed enhancements to the Title VI/Environmental Justice (EJ) analysis of the CLRP, TPB staff have identified “Equity Emphasis Areas” which are geographic areas with high concentrations of low-income and/or minority populations. The board was briefed on the methodology and map in December and on January 18, 2017, the board asked TPB staff to reexamine the methodology. A modified methodology was developed and presented to stakeholders on February 17, February 22 and to the Technical Committee at its March 3 meeting. The board will be asked to endorse the Equity Emphasis Areas at its March 29 meeting for use in analyzing the 2016 CLRP for disproportionately high and adverse impacts on low-income and minority populations.

TPB R7-2017
March 29, 2017

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

**RESOLUTION ENDORSING THE EQUITY EMPHASIS AREAS
FOR THE TITLE IV / ENVIRONMENTAL JUSTICE ANALYSIS OF THE CONSTRAINED
LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION
AND OTHER PLANNING ACTIVITIES**

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

WHEREAS, Title VI of the Civil Rights Act of 1964 prohibits discrimination under any program or activity receiving Federal financial assistance on the grounds of race, color, or national origin; and

WHEREAS, the U.S. Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, directs recipients of Federal funds to identify and avoid disproportionately high and adverse effects on minority and low-income populations; and

WHEREAS, U.S. DOT Departmental Order 5610.2(a): Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, reaffirms that a metropolitan planning organization, such as the TPB, must analyze the long-range transportation plan for disproportionately high and adverse impacts on minority and low-income populations; and

WHEREAS, the TPB's Title VI / Environmental Justice analysis of the Constrained Long-Range Transportation Plan is a component of COG's Title VI Plan and Program which outline the nondiscrimination assurances and policies for all COG and TPB programs, ensuring COG and TPB compliance with overall Title VI nondiscrimination requirements; and

WHEREAS, in 2014, the Federal Highway Administration and the Federal Transit Administration conducted a joint review of the TPB's planning process and found that the TPB's Title VI / Environmental Justice analysis of the 2010 Constrained Long-Range Transportation Plan was typical and compliant; and

WHEREAS, in this joint certification of the TPB's planning process, the Federal Highway Administration and the Federal Transit Administration made a recommendation for enhancing the TPB's Title VI / Environmental Justice with additional tools and data as reported in the 2015 Washington, DC-VA-MD Transportation Management Area Certification Review report; and

WHEREAS, TPB staff reviewed innovative practices used to conduct Title VI / Environmental Justice analysis of long-range transportation plans from other metropolitan planning organizations; and

WHEREAS, based on these innovative practices, the TPB staff developed a methodology to identify small geographic areas with high concentrations of low-income and / or minority populations (“Equity Emphasis Areas”), as a tool to analyze the long-range transportation plan for disproportionately high and adverse impacts on protected populations; and

WHEREAS, the TPB Technical Committee was briefed and asked to provide comments on the Equity Emphasis Areas for the proposed enhancements to the Title VI / Environmental Justice analysis of the Constrained Long-Range Transportation Plan (CLRP) at its September 9, October 7, December 2, 2016 meetings and its January 6, 2017 meetings; and

WHEREAS, the TPB’s Citizens Advisory Committee and the TPB’s Access for All Advisory Committee were briefed on the Equity Emphasis Areas and provided comments on November 10 and December 15, 2016 meetings, respectively; and

WHEREAS, the Transportation Planning Board was briefed at its December 21, 2016 and January 18, 2017 meetings on the map and methodology for the proposed enhancements to the Title VI / Environmental Justice analysis of the CLRP which include the methodology and map; and

WHEREAS, the Transportation Planning Board at its January 18, 2017 meeting, asked staff to re-examine and refine the Equity Emphasis Areas methodology to account for high concentrations of a single minority population; and

WHEREAS, TPB staff modified the methodology for the Equity Emphasis Areas and presented this modification to the COG Planning Directors Technical Advisory Committee on February 17, at a webinar on February 22, to the TPB’s Access for All Advisory Committee on February 23, to the TPB’s Technical Committee on March 3 and to the TPB’s Citizens Advisory Committee at its March 8, 2017 meeting; and

WHEREAS, the modified Equity Emphasis areas are described in the attached materials and will be used to analyze the 2016 CLRP amendment for disproportionately high and adverse impacts by comparing accessibility and mobility measures for the Equity Emphasis Areas compared to the rest of the region; and

WHEREAS, in addition to the Equity Emphasis Areas use to analyze the CLRP, the map will be used in other TPB work activities such as scenario planning and the Transportation/Land Use Connections (TLC) Program; and

WHEREAS, the TPB will make this tool and map available to its member jurisdictions where it could be used to assist with the jurisdictions’ other planning initiatives such as housing, education, public health, green space; and

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board endorses the Equity Emphasis Areas map and methodology for use in the Title VI / Environmental Justice analysis of the Constrained Long-Range Transportation Plan and other planning activities.



MEMORANDUM

TO: Transportation Planning Board
FROM: Sergio Ritacco and Wendy Klancher, TPB Transportation Planners
SUBJECT: Modified Equity Emphasis Areas Map for the Title VI/Environmental Justice Analysis of the CLRP
DATE: March 9, 2017

PURPOSE

This memorandum describes the modifications made to the methodology for identifying Equity Emphasis Areas (EEAs), which are small geographic areas with high concentrations of low-income and/or minority populations.¹ The modifications to the methodology were made in response to feedback from members of the Transportation Planning Board (TPB) at the January 18 meeting that the original method was not including areas with a high concentration of a single minority population. The TPB will be asked to endorse the modified Equity Emphasis Areas map (shown in Figure 1 on page 4) at its March 15 meeting. The EEAs will be used for analyzing the Constrained Long-Range Transportation Plan (CLRP) for disproportionately high and adverse impacts on low-income and minority populations as well as in other COG and TPB planning activities.

SUMMARY

The TPB was briefed on the proposed EEAs map and methodology at its December 21, 2016 and January 18, 2017 meetings. At the January 18 meeting, the TPB asked staff to re-examine and refine the methodology for the EEAs map. Following the January 18 meeting, TPB staff reviewed the approaches of some peer organizations, tested alternative changes to the scoring system, and made a modification to the methodology to address the concern that the prior approach left out areas with high concentrations of a single minority population.

With the modified methodology, the earlier threshold for concentration of the low-income population (greater than 1.5 times the regional average) in the original methodology is preserved; as is the earlier approach of using a high concentration of two or more minority population groups as a criterion to identify the Census tract as an EEA. However, a secondary income threshold was added so that areas with a single minority concentration are now identified as EEAs. Figure 1 (page 4) shows the modified EEAs and Figure 2 (page 5) shows the changes in the map between the original and modified methodology. With the modified methodology, a net 29 additional tracts (for a regional total of 360 tracts or nearly 30 percent) are identified as EEAs.

COG's Planning Directors Technical Advisory Committee was briefed on the modified methodology at its February 17 meeting. In addition, TPB staff sponsored a webinar on the modified EEAs for TPB

¹ Low-income is defined as a household income less than 1.5 times the Federal poverty level, depending on size. In the current analysis, a household of four people with an annual income less than \$36,346 would be considered low-income. Minority populations refer to African-American, Asian, and Hispanic or Latino populations.

members, the Technical Committee and the Planning Directors on February 22 to provide an opportunity for input on the modified methodology. The TPB's Technical Committee was briefed on March 3. Comments received during this consultation process have been supportive of the modified methodology. In addition, the TPB's two advisory committees were briefed on the modified EEA map, the Access for All Advisory Committee was briefed at its February 23 meeting and the Citizens Advisory Committee was briefed at its March 8 meeting.

For more information on the modified methodology, regional and jurisdictional maps and tables of the modified EEAs, and a link to the online interactive map, please see:

<https://www.mwcog.org/transportation/planning-areas/fairness-and-accessibility/environmental-justice/proposed-equity-emphasis-areas/>.

FEDERAL REQUIREMENTS AND THE ENHANCED APPROACH TO THE TITLE VI/ENVIRONMENTAL JUSTICE ANALYSIS

Per federal requirements, the CLRP must be evaluated for disproportionately high and adverse impacts on low-income and minority populations that may result from the planned transportation improvements as a whole. The legal basis for this requirement comes from Title VI of the 1964 Civil Rights Act and Executive Order 12898 on Environmental Justice (EJ).

Based on a national scan of best practices for conducting these analyses, TPB staff developed an enhanced approach to the TPB's Title VI/EJ analysis. The enhanced approach is twofold, and represents the two phases for this work: (Phase 1) identifying small geographic areas with high concentrations of low-income and/or minority populations; and (Phase 2) examining the CLRP for changes in accessibility between the EEAs and the rest of the region between 2016 and 2040.

In Phase 1, the data and population groups being used in the modified methodology is the U.S. Census Bureau's 2010-2014 American Community Survey tract-level data on low-income, African-American, Asian, and Hispanic or Latino populations in the region. Using an index scoring methodology based on each groups' Ratio of Concentration (or times the regional average) for every tract in the region. A tract is identified as an EEA if one of two criteria are met:

- **Criteria 1:** Tract concentration of low-income population is greater than or equal to 1.5 times the regional average.
- **Criteria 2:** Tracts with high concentrations of two or more minority populations, AND tracts with high concentrations of one minority population that also meet a secondary low-income threshold which is at or above the regional average for low-income.

With the modified methodology, a net 29 additional tracts (for a regional total of 360 tracts or nearly 30 percent) are identified as EEAs. The high concentration of low-income population by itself (Criteria 1) accounts for 79 percent of the tracts that make up the EEAs in this modified methodology. Criteria 2 accounts for the remaining 21 percent.

After TPB endorsement of the methodology and map (Phase 1) the EEAs will be primarily used as an analytical tool in the Title VI and EJ analysis of the CLRP, but also in other COG and TPB planning activities. For example, these EEAs will inform the sampling strategy for the regional Household Travel Survey to ensure that low-income and minority populations are fully represented in the survey. The Transportation and Land-Use Connections (TLC) grant program will encourage applications from local governments for projects related to the EEAs. In addition, the EEAs can be used in long-range

planning work, including scenario analysis and could also be used by local jurisdictions to assist with their community planning initiatives in areas such as housing, health care, education and parks or green space.

In Phase 2, staff will examine multiple accessibility and mobility measures including accessibility to all jobs, retail jobs, educational institutions and hospitals by automobile and transit travel forecast for 2040. These measures will be compared for EEAs versus the rest of the region between 2016 and 2040 based on the 2016 CLRP performance as a whole.

NEXT STEPS

Following the TPB's endorsement of the methodology and map, TPB staff can begin Phase 2, in which the CLRP will be analyzed for disproportionately high and adverse impacts on low-income and minority populations over the horizon of the plan. Staff will conduct the analysis between March and April, plan to develop and review draft findings in May to June and brief the TPB with results in June or July 2017.

For more information on the modified methodology, regional and jurisdictional maps and tables of the modified EEAs, and a link to the online interactive map, please see:

<https://www.mwcog.org/transportation/planning-areas/fairness-and-accessibility/environmental-justice/proposed-equity-emphasis-areas/>.

Attachments:

Figure 1: Modified Equity Emphasis Areas in the National Capital Region

Figure 2: Changes to the Equity Emphasis Areas Between the Original and Modified Methodology

Figure 1: Modified Equity Emphasis Areas in the National Capital Region

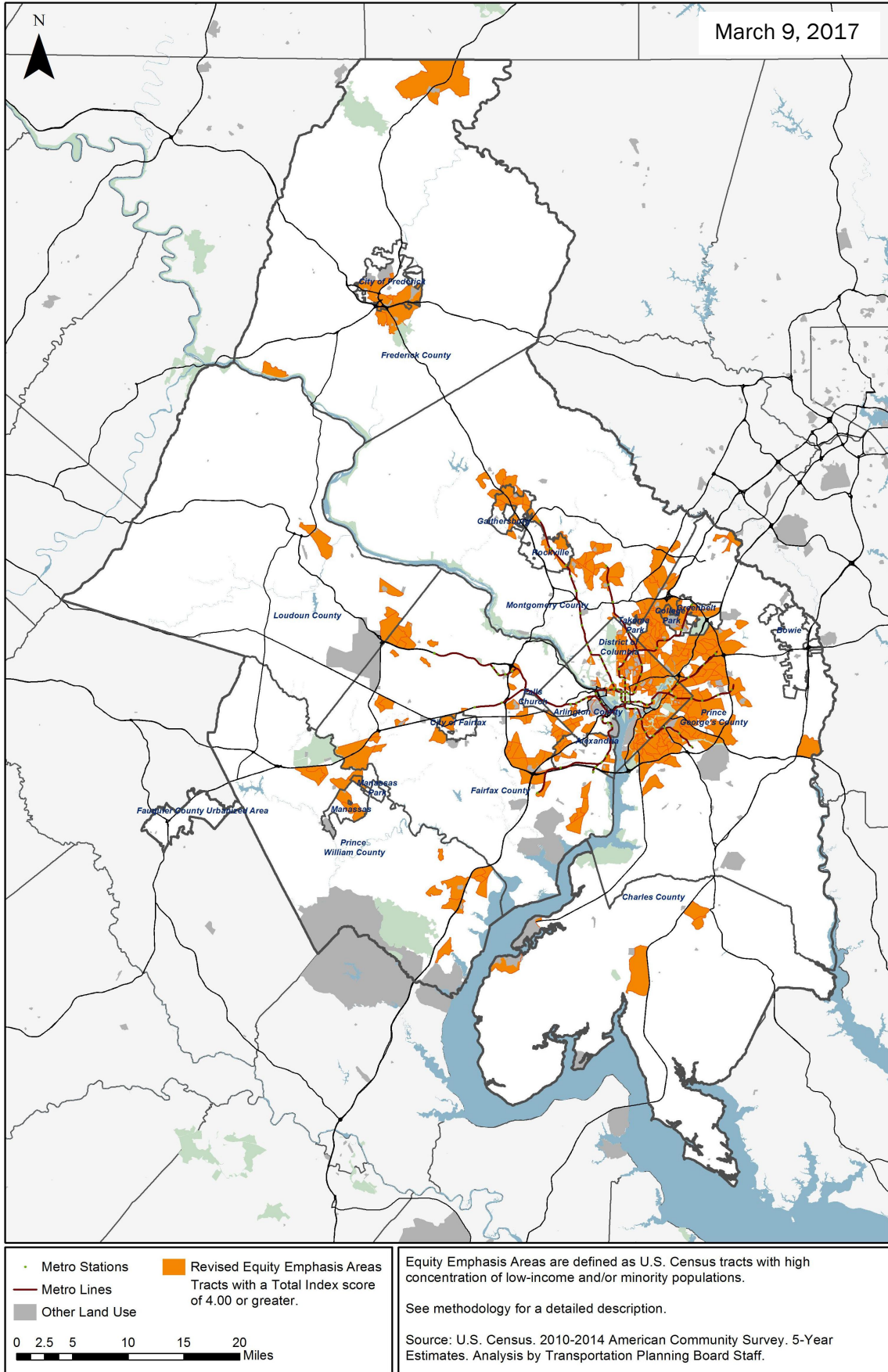
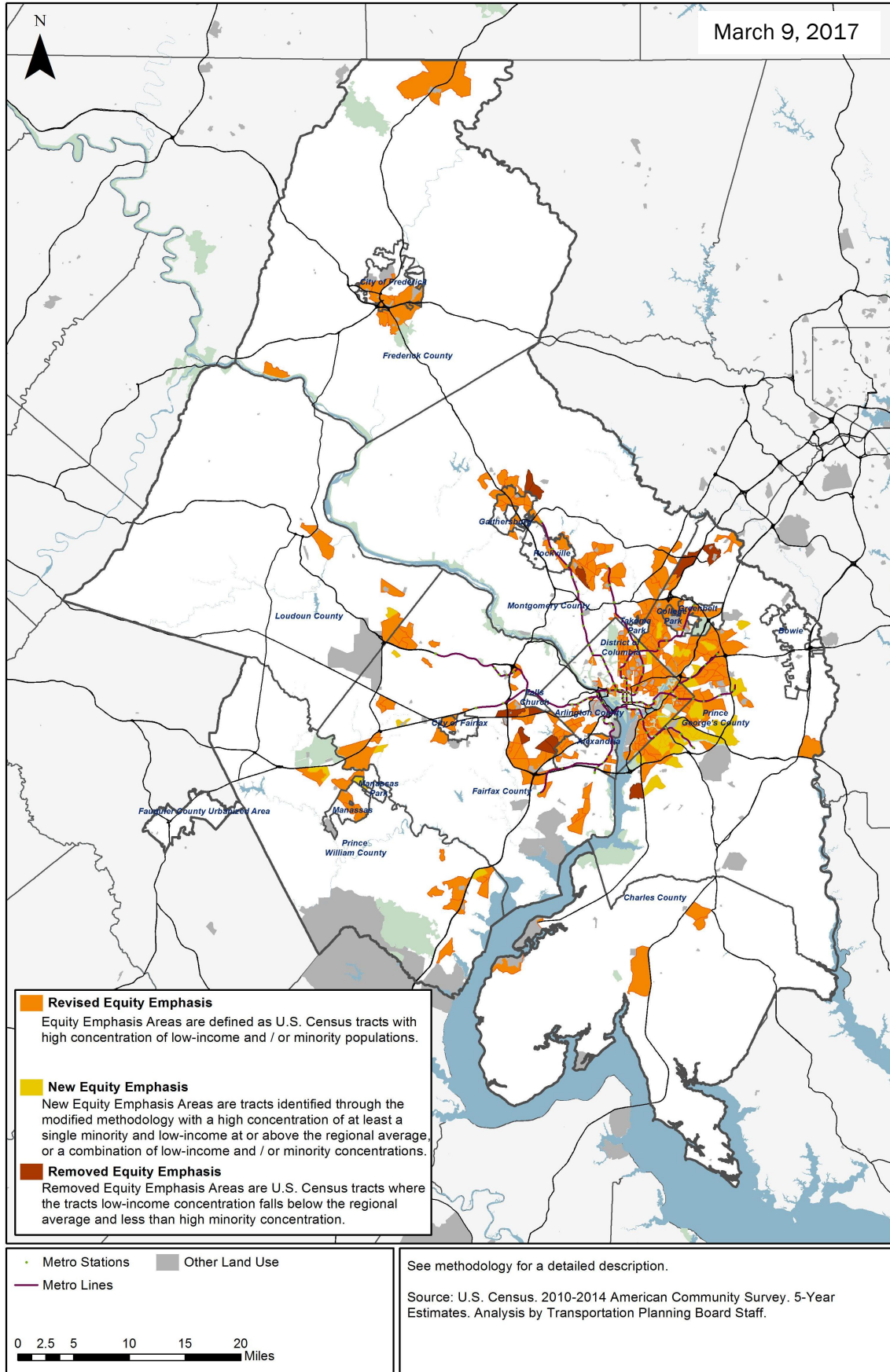


Figure 2: Changes to the Equity Emphasis Areas Between the Original and Modified Methodology



EQUITY EMPHASIS AREAS MAP

for the Proposed Enhancements to the Title VI/ Environmental Justice Analysis of the CLRP

Sergio Ritacco
TPB Transportation Planner

Transportation Planning Board
March 29, 2017



Structure of Presentation

- Today's Action

Endorse the Proposed “Equity Emphasis Areas” to be used in the Title VI/ Environmental Justice Analysis of the CLRP and Other Planning Activities

- Changes to the Equity Emphasis Areas (EEAs)
- Next Steps



Purpose of the Enhanced Title VI/EJ Analysis

Federal Requirement: The TPB must examine the Constrained Long-Range Transportation Plan for any disproportionately high and adverse impacts on low-income and minority populations.

Enhanced Title VI/EJ Analysis – Two Phases:

1. Identification of concentrations of low-income and/or minority populations (“Equity Emphasis Areas”)
2. Analysis of the 2016 CLRP amendment using multiple accessibility and mobility measures

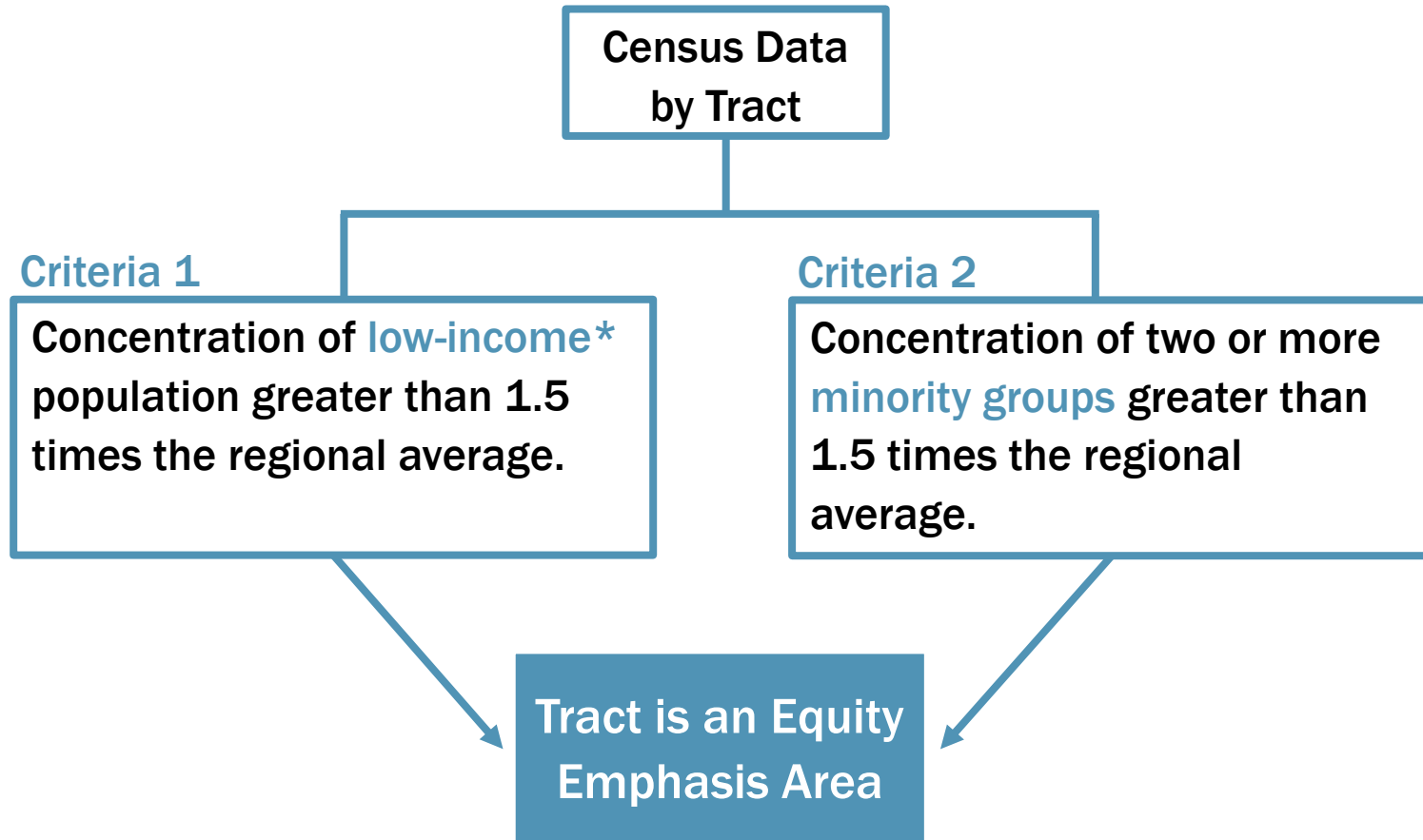


Modification to the Methodology for the Equity Emphasis Areas (EEAs)

- During the January TPB meeting, concerns were expressed that areas with **high concentrations of a single minority group together with a higher than regional average concentration of low-income group were not included as EEAs**
- Staff re-examined the methodology and conducted sensitivity tests to identify a modified method to address the concerns



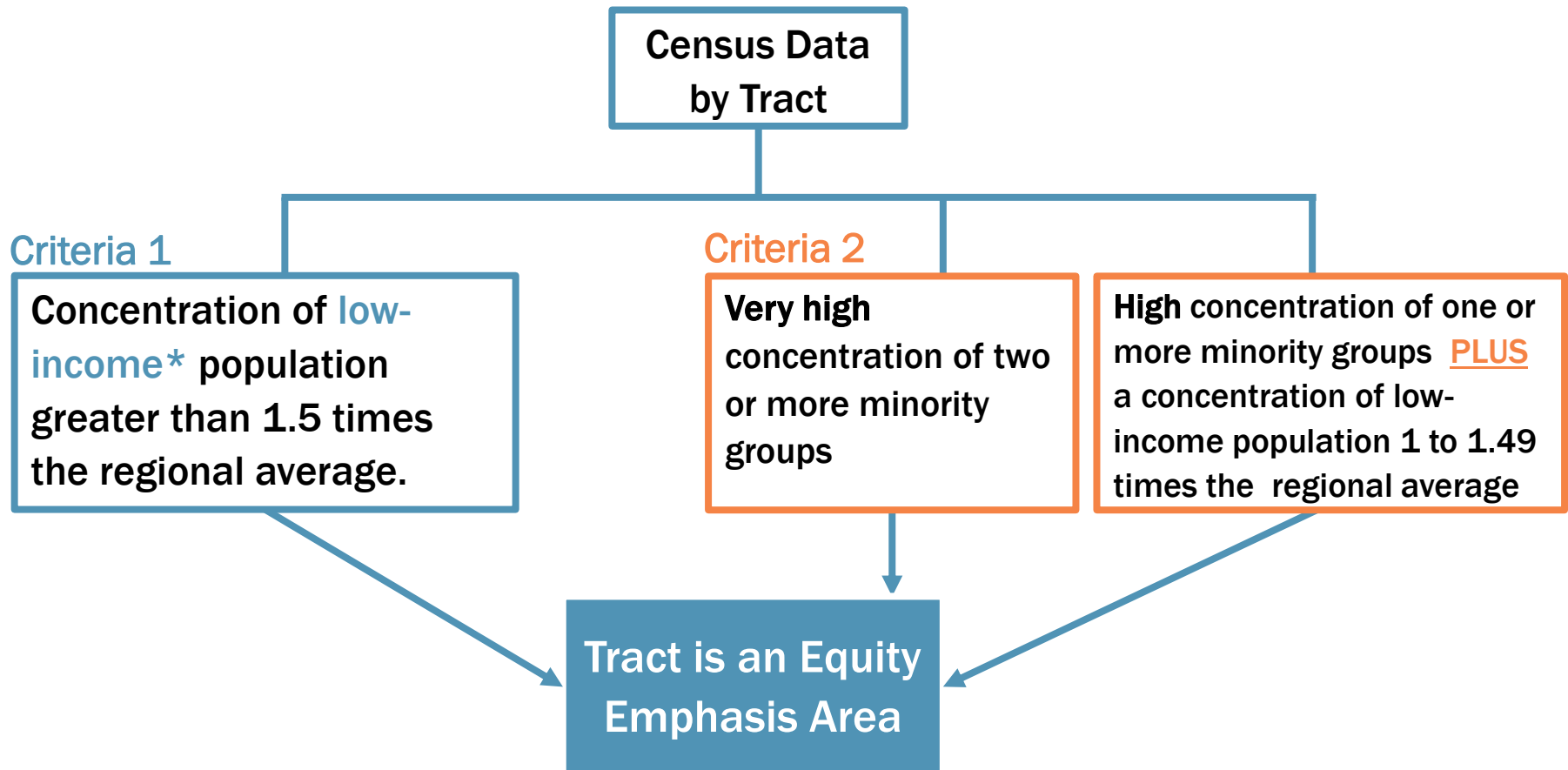
Original Approach for EEAs



*Low-income is defined as a household income less than 1.5 times the Federal poverty level, depending on size.



Modified Approach for EEAs



*Low-income is defined as a household income less than 1.5 times the Federal poverty level, depending on size.



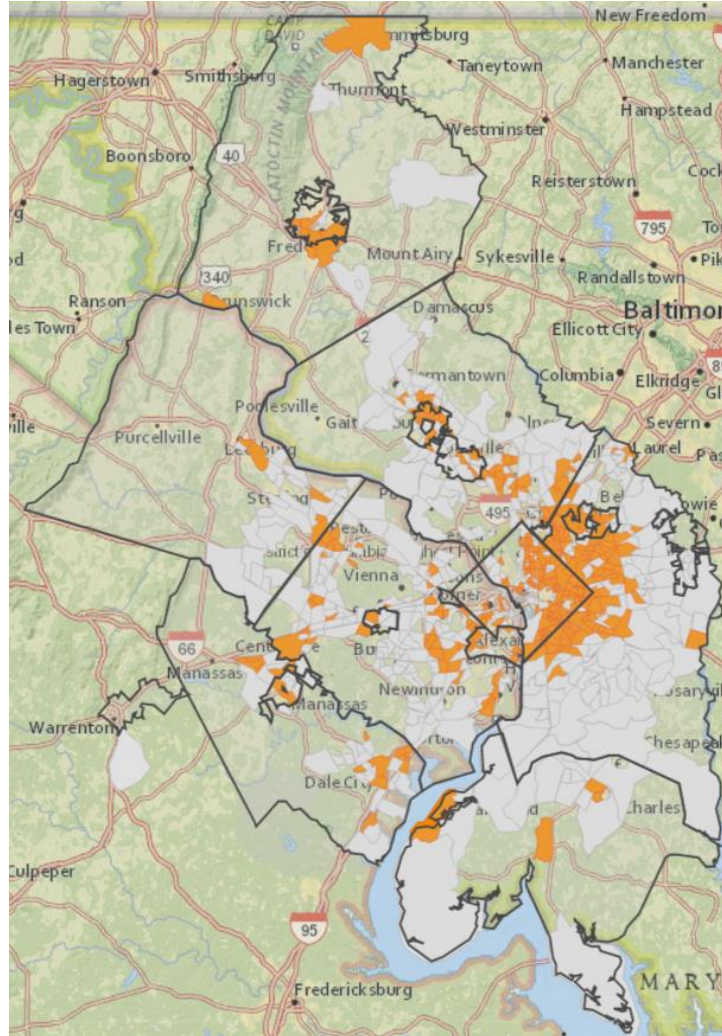
Consultation on the Modified Methodology

- Planning Directors Technical Advisory Committee: **Feb 17**
- Webinar for TPB members and Technical Committee: **Feb 22**
- Technical Committee: **March 3**

- Advisory Committee Briefings
 - Access for All Advisory Committee: **Feb 23**
 - Citizens Advisory Committee: **March 8**



Equity Emphasis Areas

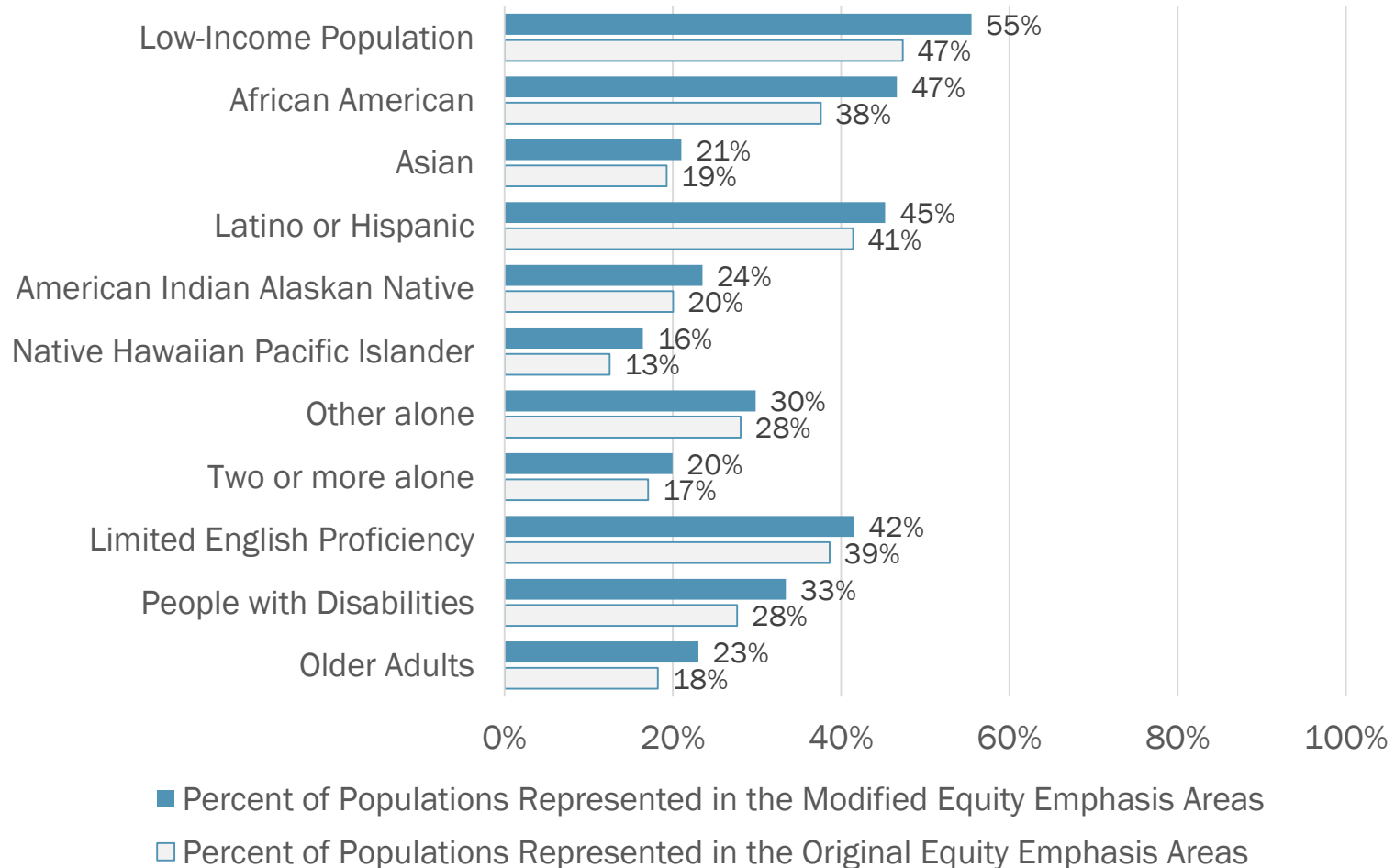


Right click on map to open
hyperlink to interactive
version

<https://gis.mwcog.org/webmaps/tpb/clrp/ej/>



Population's Represented within EEAs



Next Steps

With endorsement of the Equity Emphasis Areas, TPB staff will:

- Revise Interactive Online Tool with additional data and make widely available (late March)
- Conduct the Title VI/EJ analysis of the 2016 CLRP (late March-May)
- Develop and review draft findings (May-June)
- Brief the TPB (June-July)
- Develop a report documenting methodology and findings (June-July)



Sergio Ritacco

Transportation Planner

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Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002



National Capital Region
Transportation Planning Board

ITEM 11 – Action
March 29, 2017

UPDATED MATERIALS
Long Range Plan Task Force

Staff

Recommendation: Adopt Resolution R16-2017 establishing the mission and tasks of the Long Range Plan Task Force.

Issues: None

Background: The TPB Officers will be proposing the attached revisions to Resolution R16-2017, which was originally mailed on March 9, 2017. For your convenience, the proposed changes are underlined and a supporting document is included.

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

**REVISED RESOLUTION ESTABLISHING THE MISSION AND TASKS
FOR PHASE II OF THE LONG RANGE PLAN TASK FORCE**

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

WHEREAS, the TPB, as part of the regional metropolitan planning process, continues to develop and adopt a fiscally Constrained Long Range Plan (CLRP) as mandated by the federal FAST Act as a means of ensuring that federal funding and approval for transportation projects in the region are made available; and

WHEREAS, the unanimously adopted TPB Regional Transportation Priorities Plan (RTPP) focuses on six goals – providing a comprehensive range of transportation options; promoting a strong regional economy including a healthy regional core and dynamic activity centers; ensuring adequate system maintenance, preservation and safety; maximizing operational effectiveness and safety of the transportation system; enhancing environmental quality and protecting natural and cultural resources; and supporting inter-regional and international travel and commerce; and

WHEREAS, the unanimously approved Council of Governments' Region Forward Report reinforces and builds on these RTPP transportation goals; makes compact, walkable, mixed-use, transit-oriented communities the land use priority; and includes other priorities such as a significant decrease in greenhouse gas emissions, minimizing economic disparities, access to affordable housing, and wellness, among others; and

WHEREAS, the Council of Governments' National Capital Region Climate Change Report sets a goal of reducing greenhouse gas emissions 80 percent below 2005 levels by 2050; and

WHEREAS, the Access for All Committee expressed a range of concerns about the current CLRP including, the East-West divide showing the region not only divided by race and income but also by access to jobs, accessibility and safety, and the need for Metro core capacity funding to stabilize and expand services to vulnerable communities, and the need for improved services for people with disabilities and challenges to transit equity; and

WHEREAS, there is great concern that the combination of project inputs to the current CLRP results in unsatisfactory performance compared to current conditions, with peak hour congested lane miles increasing by 65%¹, daily vehicle hours of delay increasing by 74%¹, and reductions in CO2 emissions falling far short of the region's 80% multi-sectoral goal; and

WHEREAS, the Washington Metropolitan Transit Authority (WMATA), projects as much as a \$25 billion capital need for rehabilitation and capacity for the over 40-year-old Metrorail system, and other existing infrastructure needs major rehabilitation or multi-modal expansion including the Memorial Bridge, Long Bridge, and American Legion Bridge; and

WHEREAS, the "All-Build" scenario from the Report on Phase I of the Long-Range Plan Task Force found that even if the region spent an additional \$100 billion on new capital projects through 2040, over and above the \$42 billion currently assumed in the CLRP, the region would still face increased congestion, indicating that it will be impossible to build our way out of congestion with new infrastructure alone; and

WHEREAS, past TPB planning efforts that used the Cooperative Forecast to test alternate land use and policy scenarios, such as the "What Would It Take" and "Aspirations" scenarios, have shown significant benefits from policy and land use changes that promote multimodal travel and reduce VMT; and

WHEREAS, the TPB understands that one of its primary responsibilities is "to coordinate future plans, provide fair, balanced and comprehensive data and analysis to decision makers to inform and influence transportation programming decisions so as to advance the regional Transportation Vision and Priority Principals by advancing a more effective set of projects and policy inputs to the region's long range transportation plans"; and

WHEREAS, the TPB believes the region needs to develop a Long Range Transportation Plan that goes beyond the project inputs reflected in its current CLRP, and includes a combination of programs, projects, and policies that would better achieve the broad range of transportation goals embedded in TPB and COG's adopted guiding documents.

NOW THEREFORE BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD:

1. Formally convenes the Long Range Plan Task Force (Task Force) led by the officers of the TPB, whose members will be appointed by the Chairman of the TPB and made up of representatives of the TPB member jurisdictions and agencies plus one representative each from the TPB's Citizen's Advisory Committee and Access for All Advisory Committee.
2. Charges the Task Force and staff to build on the December 2016 Phase I Report of the Long-Range Plan Task Force, and draw directly from existing governing TPB and COG

¹ Transportation Planning Board, "Performance Analysis of the 2016 CLRP Amendment", November 16, 2016

policy documents such as the Regional Transportation Priority Plan, Region Forward, and the Climate Change Report.

3. Charges the Task Force and staff to consider lessons learned from the various alternative scenario exercises conducted by TPB and WMATA staff such as “What Would it Take,” “Aspirations,” and “Connect Greater Washington.”
4. Charges the Task Force and staff to develop measurable goals and performance metrics considering the best practices in long range transportation plans - including in the areas of performance measures, project evaluation and selection, and scenario analysis - that have been developed by other MPOs to achieve projects, policies, and programs as described in #6 below.
5. Charges the Task Force and staff with acquiring and utilizing any state of the art and more fully integrated regional land use and transportation model necessary to ensure the ability to test alternative program, policy, land use, and project combinations, including an analysis of prospective changes to land use and traveler behavior because of such alternatives.
6. Charges the Task Force and staff, by June 2017, with identifying [for TPB's approval in July 2017](#) approximately 6-10 projects, policies, or programs that make significantly better progress towards achieving the goals laid out in TPB and COG's governing documents, and to also develop a process by which the TPB will make a final selection from among these for concerted TPB action in 2018 and beyond, with the goal of constructing a Long Range Transportation Plan and ultimately including them in future CLRP updates.
7. Charges the Task Force and staff to explore possible sources of funding and financing strategies for advancing these regionally significant projects, policies or programs.
8. Charges the Task Force and staff with completing all these tasks by December 31, 2017, to inform the upcoming comprehensive update to the CLRP, as well as future updates.

ITEM 11 – Action
March 29, 2017
LONG-RANGE PLAN TASK FORCE

Long Range Plan Task Force Membership and Appointment Process

Objective:

Given the expedited schedule and the challenging tasks to be completed, the TPB is seeking members who can make a commitment to attend all meetings and provide timely input to the deliberations and who are willing to find common ground to bring recommendations to the full board for approval in a timely manner.

Structure:

1. The TPB Chairman will appoint the Chair of the Task Force.
2. The Task Force will hold open meetings and all TPB members and alternates are welcome to attend and observe. The key products that the Task Force produces will be brought back to the full TPB for endorsement.
3. The Task Force will have a limited number of members appointed by the Chairman of the board. Membership of the Task Force will reflect the diversity of view within the TPB on ways to address the mobility challenges faced by the region.
4. The Task Force will meet at least once during April through July and again during the October to December months, and is likely to meet twice a month during April through July.

Membership:

- Three Officers of the Board (the Board Chairman, and the two Vice Chairmen)
- Six additional elected officials, two each from the state-level jurisdictions (the District, Maryland and Virginia)
- Four senior agency representatives, one from each state-level Department of Transportation, plus one from WMATA
- One representative of the TPB's Citizens Advisory Committee
- One representative of the TPB's Access for All Advisory Committee
- Total number of Task Force members: 15

Appointment Process:

Members of the Board interested in serving on the Task Force and able to make the commitment to be fully engaged in its activities will notify the Chairman of their interest to serve on the Task Force by emailing the TPB Staff Director. This notice is due to the staff director by the close of business on Friday, March 31, 2017 (ksrikanth@mwcog.org). The Chairman, in consultation with the officers of the Board, will make the appointments by close of business Monday April 3, 2017, ahead of the Task Force's first meeting proposed for April 10, 2017, from 10 A.M – 12 P.M.

ITEM 12 –Action

March 29, 2017

Approval to Amend the FY 2017-2022 (TIP) to Include Project and Funding Updates for the Northern Virginia Section of the TIP, As Requested by the Virginia Department Of Transportation (VDOT)

Staff

Recommendation: Approve Resolution R17-2017 to amend the FY 2017-2022 TIP.

Issues: None

Background: Notice was given at the February 15, 2017 board meeting that VDOT has requested an amendment to include project and funding updates for projects in the Northern Virginia section of the TIP. These projects are already included in the Air Quality Conformity Analysis of the 2016 CLRP amendment and the FY 2017-2022 TIP or are exempt from the air quality conformity requirement.

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

RESOLUTION ON AN AMENDMENT TO THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE PROJECT AND FUNDING UPDATES FOR THE NORTHERN VIRGINIA SECTION, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)

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

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

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

WHEREAS, in the attached letter of February 8, 2017, VDOT has requested that the FY 2017-2022 TIP be amended to include project and funding updates for the Northern Virginia section, as described in the attached materials, and

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

WHEREAS, notice was provided at the TPB Citizens Advisory Committee (CAC) meeting on February 9, 2017 that VDOT had requested an amendment to the FY 2017-2022 TIP to comprehensively update project and funding information in the Northern Virginia section to be consistent with VDOT's proposed FY 2018-2021 State Transportation Improvement Program (STIP), as described in the attached materials; and

WHEREAS, copies of the proposed TIP update document were available at the February 15 and March 29 TPB meetings and on the web at mwcog.org/tip; and

WHEREAS, these projects are either included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP, or are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012;

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to include project and funding updates for the Northern Virginia section, as described in the attached materials.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

February 8, 2017

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

RE: Update of Virginia Projects in the National Capital Region FY 2017-2022 Transportation Improvement Program

Dear Ms. Newton:

The Virginia Department of Transportation (VDOT) requests amendments to the FY 2017-2022 Transportation Improvement Program (TIP) to add transportation projects and funding that will be included in Virginia's FY 2018-2021 State Transportation Improvement Program (STIP). These projects are already included in the 2016 Constrained Long Range Plan (CLRP).

A prerequisite to adopting the STIP is having the Transportation Planning Board's TIP reflect the planned federal funding obligations listed in the proposed STIP. Given the substantive nature of the TIP update, VDOT requests the TPB to release the proposed update for a 30 day public comment period at the February 9th, 2017 Citizens Advisory Committee meeting and to take action on the update at the Board's March 15th, 2017 meeting.

The proposed funds are included in recent allocations by the Commonwealth Transportation Board as part of Virginia's FY 2017-2022 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 the financial plan for the 2014 CLRP update. The proposed TIP amendment will not impact the currently approved regional air quality conformity analysis of the 2016 CLRP since the projects that are regionally significant for air quality conformity have already been included in the air quality conformity analysis for the CLRP.

The attached Northern Virginia TIP Report tables provide detailed funding information about the individual included in the TIP update.

VDOT requests that this TIP update be considered and acted upon by the Transportation Planning Board at the Board's meeting on March 15th, 2017. VDOT's representatives 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, P.E.
District Administrator
Northern Virginia District

cc:

Ms. Wendy Thomas, VDOT
Ms. Larrice Henley, VDOT
Ms. Rene'e Hamilton, VDOT-NoVA
Ms. Maria Sinner, P.E., VDOT-NoVA
Mr. Norman Whitaker, AICP, VDOT-NoVA

**NORTHERN VIRGINIA
FY 2017-2022 TIP PROJECT TYPE INDEX**

VDOT

Interstate

Boundary Chanel Drive Modifications

5965 Agency ID: 104323 Title: Boundary Chanel Drive Modifications

Congestion Management Plan

5541 Agency ID: 86527 Title: NoVA GEC Mega Project Administration

I-395/ Seminary Road New Reversible Lane Ramp

6029 Agency ID: 96261 Title: I-395/ Seminary Rd Reversible lane ramp

I-495 Capital Beltway Auxiliary Lanes

6280 Agency ID: 94611 Title: GEC Design Services I495/DAAH Interchange Improvements

I-495 HOT Lane Support

6272 Agency ID: 68805 linked with Title: BUILD 4-HOT LANES FROM SPRINGFIELD TO N OF DULLES TOLL RD

I-495 HOT Lanes- South of GW Pkwy to South of Old Dominion Drive

6361 Agency ID: 106025 Title: I-495 Northern Section Shoulder Use Debt Service

I-495 HOT/HOV Lanes

6275 Agency ID: 84742 Title: HOT LANES PAVEMENT REHABILITATION AND OTHER CONSTRUCTION

6287 Agency ID: 103581 Title: I-495 HOT Lanes Final Landscaping Phase II

6276 Agency ID: 87771 linked with Title: I-495 Hot Lanes Project

I-66 - Additional Lanes, HOV Lanes

6566 Agency ID: 70043 Title: I66 WIDEN TO 8-LANES FROM RT 234 BYPASS TO RT 29/GAINESVILLE

6350 Agency ID: 93577 Title: I-66 Widening to Route 15 (1 HOV + 1 SOV ea. direction)

6565 Agency ID: 69113 Title: RTE 66 - ADDITIONAL LANE & HOV LANES

I-66 @ Route 28 Interchange Improvements

6208 Agency ID: 103317 Title: I-66 @ Route 28 Interchange Improvements

I-66 and US 29 Interchange, Widen and Construct US 29 and VA 55

4794 Agency ID: 52326 Title: I-66 - Reconstruction of Interchange at Rte 29 (Gainesville) Phase IV

I-66 Corridor Improvements Project

6568 Agency ID: 105500 Title: I-66 Tier II

6540 Agency ID: 108826 Title: Transform 66 Outside of Beltway

6549 Agency ID: 110496 Title: TRANSFORM I-66 OVERSIGHT PROJECT

I-66 Multimodal Improvement Project, inside the Beltway

6544 Agency ID: 108424 Title: I-66 Inside of the Beltway Initiatives

6545 Agency ID: 110392 Title: I-66 Inside of the Beltway Initiatives GARVEE DEBT SERVICES

6513 Agency ID: 107371 Title: I-66 Inside the Beltway Tolling Infrastructure

6512 Agency ID: 108337 Title: I-66 Inside the Beltway Tolling Systems Integration

I-66 Spot Improvements Inside the Beltway

6206 Agency ID: 78827 Title: I-66 Spot Improvements 3

6577 Agency ID: 78826 Title: Westbound Accel/Decel Lane from Geo Mason Dr to Sycamore St

4303 Agency ID: 78828 Title: Westbound ACCEL/DECEL LN Westmoreland to Haycock Rd

I-66 Study / Access Improvements(Outside the Beltway)

2/9/2017

NORTHERN VIRGINIA FY 2017-2022 TIP PROJECT TYPE INDEX

6347	Agency ID: 54911,	Title: I 66 Preliminary Engineering for EIS
6348	Agency ID: 105239	Title: I-66 PPTA Study

I-95 HOT/HOV Lanes Construction

6562	Agency ID: 110527	Title: Fred Ex - 1-95 Express Lanes Extension Exit 160 to Exit 133
6567	Agency ID: 77616	Title: I-95 - PE STUDIES (HOT LANES)
6264	Agency ID: 103106	Title: I-95 HOV/HOT Lanes Construction
6265	Agency ID: 103222 [T11619]	Title: I-95 HOV/HOT Lanes Debt Service

I-95 Interchange Improvements Phase VIII Support

6552	Agency ID: 90159	Title: I-95 Interchange Improvements Phase VIII Support
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I-95 NB DIRECTIONAL OFF RAMP TO NB FAIRFAX COUNTY PARKWAY

6221	Agency ID: 93033	Title: I-95 Directional Off Ramp to NB Fairfax County Parkway
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NB I-395 Auxiliary Lane (Duke St. to Seminary Road)

5966	Agency ID: 102437	Title: NB I-395 Auxiliary Lane (Duke St. to Seminary Road)
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Reconstruction of I-66/ Rte. 15 Interchange

5930	Agency ID: 100566	Title: I-66 / Route 15 IINTERCHANGE RECONSTRUCTION
6543	Agency ID: 110376	Title: I-66 / Route 15 IINTERCHANGE RECONSTRUCTION GARVEE DEBT SERVICES

Transit Service Improvements

4152	Agency ID: 81009	Title: I-66 Vienna Metrorail Accessibility and Capacity Improvements
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Primary

Construct Interchange at Rte 1/123 Phase 1 (CN Only)

6309	Agency ID: 14693	Title: Route 123/ Route 1 Interchange in PWC
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Construct Interchange at Rte. 7 and Rte 659 - Belmont Ridge Road

5926	Agency ID: 99481	Title: Rte 7/ Rte 659 Interchange
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Dulles Air Cargo, Passenger and Metro Access Highway

6311	Agency ID: 103929	Title: Dulles Air Cargo, Pass Metro Access HWY (DACPMA) - PE ONLY
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FAIRFAX COUNTY PARKWAY - CONSTRUCT 4 LANES

6569	Agency ID: 14719	Title: FAIRFAX COUNTY PARKWAY - CONSTRUCT 4 LANES
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Manassas National Battlefield Park Bypass

6304	Agency ID: 103319	Title: RT 29 Manassas National Battlefield Bypass - PE Only
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Nokesville Road Widening

6302	Agency ID: 92080	Title: RT 28 Widen to Four Lanes Including RT 215 Re-alignment
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Route 1 Improvements

6446	Agency ID: 104303	Title: Route 1 Widening from Featherstone Road to Mary's Way
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Route 234 Bypass Extension

6355	Agency ID: 52405	Title: PROPOSED TRI-COUNTY PARKWAY - 4-LANE - EIS STUDY ONLY
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Route 7 (Leesburg Pike) Widening (VA 267 to Reston Ave.)

6546	Agency ID: 110377	Title: #HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PH 1 GARVEE DEBT SERVICE
6519	Agency ID: 99478	Title: #HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PHASE 1
6547	Agency ID: 110378	Title: HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PHASE 2 GARVEE DEBT SERVICES
6300	Agency ID: 52328	Title: RT 7- Wident to Six Lanes PE Only

2/9/2017

NORTHERN VIRGINIA FY 2017-2022 TIP PROJECT TYPE INDEX

RTE 123 - WIDEN FROM 2 TO 4 LANES ON 6-LANE R/W□

6574 Agency ID: 51135 Title: RTE 123 - WIDEN FROM 2 TO 4 LANES ON 6-LANE R/W

Rte 123 Widen Roadway to 4 Lanes

6555 Agency ID: 16622 Title: RTE 123 - WIDENING FROM 2 LANES TO 4 LANES ON 6 LANE R/W

Rte. 28 Widening

6298 Agency ID: 96721 Title: Route 28 Widening

US 1 Construct 6-Lane divided roadway

6353 Agency ID: 16422 Title: REPLACE AND WIDEN BRIDGE AND APPROACHES AT NEABSCO CREEK

US 1, Widen, Reconstruct Interchange, Study

6443 Agency ID: 107187 Title: Richmond Highway Multimodal Improvements

US 1/ VA 123 Interchange, Widen

6310 Agency ID: 94102 Title: US 1/RT 123 Interchange Construction Phase-I (Route 1 Widening only)

US 15 South King Street Widening

6257 Agency ID: 17687 Title: Widen US 15 Phase I

US 29, Construct, Widen

6324 Agency ID: 88600 Title: Water Main Relocaitons and Water System Upgrades

US 50 Interchange

6305 Agency ID: 13531 Title: Arlington Blvd, RT 50 10th St. and Courthouse Rd. Interchanges

6308 Agency ID: 95552 linked to 93 Title: ARRA C Arlington Blvd. RT 50 , 10th and Courthouse Interchanges

VA 235 Mt Vernon Memorial Hwy, Reconstruct, Study

6314 Agency ID: 77404 Title: Mulligan Rd Realign Rt. 235 and Widen Rt. 619

VA 27, Reconstruct Interchange at VA 244

4344 Agency ID: 13528 Title: VA 27 - Interchange Modifications

VA 28 Centreville Road

6450 Agency ID: 108720 Title: VA Route 28 Widening (Prince William County Line to Route 29)

VA 28 PPTA, Upgrade, Construct

6457 Agency ID: 106652 Title: Route 28 Widening (SB from the Dulles Toll Road to Route 50)

VA 7

6301 Agency ID: 99478 Title: Route 7 - Widen to Six Lanes

6299 Agency ID: 52327 Title: RT 7 - Widen to Six Lanes

VA 7, Widen, Upgrade

6539 Agency ID: 106917 Title: #HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PHASE 2

VA Route 28 Study

6205 Agency ID: 105482 Title: VA Route 28 Study

VINT HILL RD WIDENING TO 4 LANES (VDOT Oversight)□

6575 Agency ID: 104554 Title: VINT HILL RD WIDENING TO 4 LANES (VDOT Oversight)

Widen Rte 1 from Telegraph Rd (Fairfax County) to Annapolis Way (Prince William Cnty)

6557 Agency ID: 12906 Title: RTE 1 - WIDENING

6352 Agency ID: 103073 Title: Widening of US 1 to 6 lanes between Telegraph Rd and Rt 235

Secondary

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NORTHERN VIRGINIA FY 2017-2022 TIP PROJECT TYPE INDEX

Expanding Rolling Road/Franconia-Springfield Parkway/Fairfax County Parkway Ramp to two lanes

5924 Agency ID: 100391 Title: Rolling Road Loop Road

Fairfax County Parkway Improvements

6339 Agency ID: 95549 Title: ARRA-C Route 286 (Formerly 7100)Fairfax Cty Pkwy at Fair Lakes Interchange

6520 Agency ID: UPC 107937 Title: Fairfax County Parkway widen from 4 to 6 lanes

6337 Agency ID: 52404 Title: RTE 7100 - FAIRFAX COUNTY PRKWY - CONSTR INTRCHNG-PE/RW ONLY

Jones Branch Dr. Connector

6080 Agency ID: 103907 Title: Jones Branch Drive Connector

Loudoun County Pkwy

6202 Agency ID: 97529 Title: Route 606 Loudoun County Parkway / Old Ox Rd.Reconstruction

Minnieville Road Construct 4-Lane Divided Roadway

5392 Agency ID: 103484 Title: Minnieville Road Construct 4-Lane Divided Roadway

Neabsco Mills Road

6541 Agency ID: 107947 Title: NEABSCO MILLS ROAD - Widen to 4 lanes

Possum Point Road Drainage Improvements

6560 Agency ID: 104056 Title: Possum Point Road Drainage Improvements

Purcell Rd Realignment & added capacity

5890 Agency ID: 90499 Title: Purcell Rd Realignment & added capacity

Reconstruct and widen Rte. 659 - Belmont Ridge Road

6447 Agency ID: -16861 Title: Belmont Ridge Road (Route 659), South of the Dulles Greenway

Rogues Road Reconstruction

6429 Agency ID: 104300 Title: Rogues Road Reconstruction

Rolling Road Widening

6248 Agency ID: 102905 Title: Rolling Road Widening

Route 7 George Washington Boulevard Overpass

6553 Agency ID: 105584 Title: ROUTE 7/GEORGE WASHINGTON BLVD OVERPASS

Rte 659 - Belmont Ridge Road Reconstruction to four lanes

6335 Agency ID: 76244 Title: VA 659 Reconstruct to 4 Lanes

Telegraph Road

6336 Agency ID: 104802 Title: TELEGRAPH RD - RTE 611- WIDEN TO 4 LANES (PE Only)

University Boulevard Extension

6559 Agency ID: 104816 Title: RTE 840 UNIVERSITY BOULEVARD WIDENING AND EXTENSION -PE ONLY

VA 1036 Pacific Boulevard, Construct

6359 Agency ID: 93144 Title: Pacific Blvd construction

VA 638 Rolling Road Widening

6247 Agency ID: 5559 Title: Rolling Road

VA 7100 Fairfax County Parkway, Construct

6317 Agency ID: 88556 Title: VA 7100 Fairfax Co Pkwy at EPG Phase I & II Construction

Urban

Battlefield Parkway, Construct

2/9/2017

NORTHERN VIRGINIA FY 2017-2022 TIP PROJECT TYPE INDEX

6561	Agency ID: 18992	Title: BATTLEFIELD PARKWAY - 4 LANES ON 6 LANE R/W
6407	Agency ID: 100518	Title: Battlefield Parkway Extension

Eisenhower Valley Access and Circulation Improvements

6445	Agency ID: 52175	Title: Clermont Avenue Connector - PE Only for NEPA Study
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Evergreen Mill Road Widening

6256	Agency ID: 104380	Title: Evergreen Mill Road Widening
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Spring Street

6537	Agency ID: 105521	Title: Widen East Spring Street
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Sycolin Road

6203	Agency ID: 102895	Title: Sycolin Road
6204	Agency ID: 90339	Title: Widen US Route 1

Wellington Rd. Overpass Phase III

6332	Agency ID: 104374	Title: Wellington rd. Overpass Phase II
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Widen Liberia Avenue

6550	Agency ID: 102903	Title: Widen Liberia Avenue - PE Only
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Bike/Ped

HOT Lanes Bicycle/Pedestrians Facilities Phase II

6273	Agency ID: 104005	Title: HOT Lanes Bicycle/Pedestrian Facilities - Phase II
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Project Grouping for Construction: Recreational Trails

6485	Agency ID:	Title: Project Grouping: Construction: Recreational Trails
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Bridge

Construction: Bridge Rehabilitation/Replacement/Reconstruction

5503	Agency ID: TIPGRP001	Title: Construction: Bridge Rehabilitation/Replacement/Reconstruction
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Frontier Drive Extension plus Braided Ramps

6449	Agency ID: 106742	Title: Frontier Dr Extension
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RTE 28 - BRIDGE REPLACEMENT OVER BROAD RUN

6554	Agency ID: 68627	Title: RTE 28 - BRIDGE REPLACEMENT OVER BROAD RUN
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TIP Grouping for Preventive Maintenance for Bridges

5525	Agency ID: TIPGRP006	Title: TIP Grouping for Preventive Maintenance for Bridges
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Enhancement

Colechester Road

6316	Agency ID: 76256	Title: Colchester Road - RTE 612
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TIP Grouping project for Construction: Transportation Enhancement Byway Non-Traditional

5523	Agency ID: TIPGRP004	Title: TIP Grouping project for Construction: Transportation Enhancement Byway Non-Tra
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ITS

TIP Grouping project for Maintenance: Traffic and Safety Operations

5526	Agency ID: TIPGRP007	Title: TIP Grouping project for Maintenance: Traffic and Safety Operations
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Other

BRAC/Economic Development

2/9/2017

NORTHERN VIRGINIA FY 2017-2022 TIP PROJECT TYPE INDEX

5768 Agency ID: 81738 linked with Title: BRAC -Economic Development

Embark Richmond Highway (Study)

6542 Agency ID: Title: Embark Richmond Highway Comprehensive Plan Amendment

Evaluation of Significant Projects that can ease Congestion

6074 Agency ID: 103910 Title: Evaluation of Significant Projects that can ease Congestion

I-95/395 HOT Lanes - Arlington Lawsuit Support

6271 Agency ID: 95382 Title: I-95/395 HOT Lanes - Arlington Lawsuit Support

TIP Grouping project for Construction: Safety/ITS/Operational Improvements

6548 Agency ID: 110375 Title: #HB2.FY17 Const Inter AT RTE 15/17/29 BUS GARVEE DEBT SERVICES

5506 Agency ID: TIPGRP003 Title: TIP Grouping project for Construction: Safety/ITS/Operational Improvements

Virginia Statewide Vehicle Fuel Conversion Program

6041 Agency ID: T11802 Title: Virginia Statewide Vehicle Fuel Conversion Program

CMAQ

FAIRFAX COUNTY PARKWAY - ROUTE 7 INTERCHANGE

6558 Agency ID: 15292 Title: FAIRFAX COUNTY PARKWAY - ROUTE 7 INTERCHANGE

Fairfax County Parkway Extension

6297 Agency ID: 4700 Title: Fairfax County Parkway Extension

RTE 66 - CONSTRUCT COMMUTER LOT

6551 Agency ID: 16003 Title: RTE 66 - CONSTRUCT COMMUTER LOT

Federal Lands Highway Program

Construction : Federal Lands Highway

6441 Agency ID: Title: Project Grouping: Constuction : Federal Lands Highway

I-95 NB HOV - Direct Access Ramps into Fort Belvoir EPG

6223 Agency ID: 96259 Title: Engineering Studies for I-95 NB Ramps and Rolling Road Loop Ramp

6222 Agency ID: 96256 Title: I 95 DAR Ramps into Ft. Belvoir

Maintenance

TIP Grouping project for Preventive Maintenance and System Preservation

5524 Agency ID: TIPGRP005 Title: TIP Grouping project for Preventive Maintenance and System Preservation

Transit

CSX RF &P Rail Corridor Third Track

6402 Agency ID: VRE0018 Title: Phase II - Work related potomac shores station

Dulles Corridor Metrorail Extension Phase II

6362 Agency ID: 102891 and FFX0 Title: Route 28 Metrorail Station (Innovation Station)

Dulles Corridor Metrorail Project

4272 Agency ID: DUL0002 Title: Dulles Corridor Metrorail Project - Phase 2

Eisenhower Valley Transit Improvements

6573 Agency ID: 77378 Title: EISENHOWER AVENUE WIDENING AND REMOVE TRAFFIC CIRCLE

Franconia-Springfield Parkway Park-and-Ride Lots

6281 Agency ID: 106274 Title: Springfield CBD Commuter Parking Garage

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NORTHERN VIRGINIA FY 2017-2022 TIP PROJECT TYPE INDEX

Loudoun County Park and Ride Lots, Construct

4216 Agency ID: 79679 Title: Loudoun County Park-and-Ride Lot (Loves Island)

PRTC - Bus Acquisition / Replacement Program

4506 Agency ID: PRTC0005 Title: PRTC - Bus Acquisition / Replacement Program

PRTC - Captial Cost of Contracting

5601 Agency ID: PRTC0004 Title: PRTC - Preventive Maintenance

PRTC Security Enhancements

5707 Agency ID: PRTC0006 Title: PRTC Security Enhancements

TIP Grouping for Transit Vehicles

6331 Agency ID: Title: Transit : Vehicles

TIP Grouping project for Construction: Rail

6306 Agency ID: Title: Rail Construction

TIP Grouping project for Transit Access

6333 Agency ID: Title: Transit : Access

TIP Grouping project for Transit Amenities

6328 Agency ID: Title: Amenities

Transit: Ridesharing

6330 Agency ID: Title: Transit Ridesharing

VRE - Administration / Studies / Training

4802 Agency ID: VRE0002 Title: Fare Collection System/Comm. Improvements

4489 Agency ID: VRE0008 Title: Grant and Project Management

4277 Agency ID: VRE0003 Title: Security Enhancements Systemwide

VRE - Rolling Stock Acquisition

4534 Agency ID: VRE0009 Title: Rolling Stock Acquisition

4818 Agency ID: VRE0001 Title: Rolling Stock Modifications and Overhauls

VRE - Stations and Facilities

6320 Agency ID: T10671 Title: VRE Rippon Platforms

6404 Agency ID: Title: VRE Stations and Facilities

4310 Agency ID: VRE0011 Title: VRE Stations and Facilities

VRE - Tracks and Storage Yards

4070 Agency ID: VRE0007 Title: VRE Storage Yards Improvements

VRE Track Lease Improvements

5489 Agency ID: VRE0012 Title: VRE Track Lease Improvements

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

			Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 4070			Agency ID: VRE0007			Title: VRE Storage Yards Improvements			Complete: 2030			Total Cost: \$44,801	
Facility:			Sect. 5307	62/34/4	8,048 c	5,100 c	4,636 c					9,736	
From: Systemwide													
To:			Sect. 5309	62/34/4	262 c								
			Sect. 5337-SGR	62/34/4	33,971 c	18,794 c						18,794	
											Total Funds:	28,530	

Description: As additional cars are added to accommodate ridership demand, storage yards and maintenance facilities must be obtained and/or upgraded. Improvements to the yards and maintenance facilities will allow additional maintenance to be performed by VRE contractors and additional vehicles to be stored.

TIP ID: 4152			Agency ID: 81009			Title: I-66 Vienna Metrorail Accessibility and Capacity Improvements			Complete: 2016			Total Cost: \$3,207	
Facility: I			AC	100/0/0	14,747 c								
From: Transit Ramps- from EB & to WB													
To: @ Vaden Drive			CMAQ	80/20/0	29,033 c								
			RSTP	80/20/0	-705 a		-711 a						
					1,500 b								
					40,723 c								
			STP	80/20/0	583 c								

Description: Construction of a transit access ramp from I-66 to the Vaden Drive bridge, adjacent to the Vienna Metrorail Station. The proposed ramps would access Vaden Drive from the center of I-66 providing for bus access from the HOV/leftmost lane east bound and to the HOV/leftmost lane west bound. The ramps would be operational 24/7.

TIP ID: 4216			Agency ID: 79679			Title: Loudoun County Park-and-Ride Lot (Lowes Island)			Complete:			Total Cost: \$425	
Facility: Park and Ride Lot			AC	80/20/0	179 c								
From: Lowes Island													
To:			AC Conversion	80/20/0	130 c								
			CMAQ	80/20/0	56 c		61 c					61	
											Total Funds:	61	

Description: Lease commuter parking spaces at Great Falls Plaza

This lot is served by the County's Commuter Bus Service. This project will enable funding for several years while a permanent, non-leased site is located.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 4272 Agency ID: DUL0002 Title: Dulles Corridor Metrorail Project - Phase 2			Complete: 2018 Total Cost: \$2,937,421						
Facility: Local	0/0/100	856,129 c	24,699 c	13,175 c					37,874
From: Wiehle Avenue									
To: VA	State	0/100/0	300,000 c						
	TIFIA	0/0/100	1,875,697 c						
Total Funds:									37,874

Description: Continue the extension of the Metrorail system for another 11.5 miles to Route 772 in Loudoun County with additional stations at Reston Parkway, Monroe Street (Herndon), VA 28, Dulles Airport and VA 606. Direct access will be provided to Dulles Airport terminal.

TIP ID: 4277 Agency ID: VRE0003 Title: Security Enhancements Systemwide			Complete: 2040 Total Cost: \$2,100						
Facility: Sect. 5307	80/16/4	405 c	105 c	105 c	105 c	105 c	105 c		420
From: Systemwide									
To:									Total Funds: 420

Description: Grantees must certify that at least 1% of 5307 funding received each fiscal year is being used for transit security projects

TIP ID: 4303 Agency ID: 78828 Title: Westbound ACCEL/DECEL LN Westmoreland to Haycock Rd			Complete: Total Cost: \$15,424						
Facility: I	AC	80/20/0	135 a		159 a				159
From: Westmoreland Dr. / Washington Blvd Exit			3,166 c						
To: Haycock Rd /Dulles Access Highway Ramp	Earmark	80/20/0	2,142 a						
			15,720 c						
	NHPP	80/20/0	11,191 c						
Total Funds:									159

Description: Construct Spot Improvement Phase II within cited limits.

TIP ID: 4310 Agency ID: VRE0011 Title: VRE Stations and Facilities			Complete: Total Cost: \$4,612						
Facility: VRE Stations and Facilities	Sect. 5307	80/20/0	957 c						
From: Districtwide									
To:	Sect. 5309	80/20/0	500 c						
	Sect. 5337-SGR	80/16/4	7,266 c	3,930 c	946 c	946 c	946 c		6,768
Total Funds:									6,768

Description: Involves the addition of second platforms, canopy and platform extensions, replacement of signage and other related improvements at various VRE stations in order to keep the stations in good repair. This work will be done at various stations including Fredericksburg, Leeland Road, Brooke, Manassas, Manassas Park, Woodbridge, Rippon, Rolling Road, Broad Run, Burke and other stations to be determined.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 4344 Agency ID: 13528 Title: VA 27 - Interchange Modifications			Complete:		Total Cost:		\$43,244		
Facility: VA Washington Blvd Interchange	AC	100/0/0		1,122 a					2,561
From: I North of 0.31 mile				1,439 c					
To: VA North of 0.29 mile									
AC 1	80/20/0	997 c							
AC Conversion	80/20/0	2,760 a 1,615 b							
AC Conversion 1	100/0/0	-9,693 c							
BR	80/20/0	1,508 a -2,254 b 747 c		-2,254 b					
EB/MG	80/20/0	-164 b 164 c							
STP	80/20/0			331 a -4,357 b					331
Total Funds:									2,892

Description: Rehabilitate Washington Blvd. Interchange (Rte 27 & 244). Rehabilitate the existing grade-separated Washington Boulevard Interchange at Columbia Pike to eliminate existing safety hazards and provide geometric improvements.

TIP ID: 4489 Agency ID: VRE0008 Title: Grant and Project Management			Complete:		Total Cost:		\$2,450		
Facility: System Wide	Sect. 5307	80/20/0	2,546 a	650 a	650 a	650 a	650 a		2,600
From: Northern Virginia									
To:									
Total Funds:									2,600

Description: The costs of grants and project management, as well as staff participation in federal grants management seminars, will be capitalized to the grants, reserving operating funds for service provision.

TIP ID: 4506 Agency ID: PRTC0005 Title: PRTC - Bus Acquisition / Replacement Program			Complete:		Total Cost:		\$10,338		
Facility: PRTC - Bus Acquisition	Sect. 5309	80/16/4	572 a						
From: NOVA Districtwide									
To:	Sect. 5339	80/16/4		10,338 c					10,338
Total Funds:									10,338

Description: Replacement of sixteen commuter buses manufactured in 2002 that have reached the end of their useful life.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 4534 Agency ID: VRE0009 Title: Rolling Stock Acquisition			Complete:			Total Cost:			\$58,761
Facility: VRE Rolling Stock	Sect. 5307	80/16/4	2,726 c	2,726 c	2,726 c	2,726 c			10,904
From: Systemwide									
To:	Sect. 5337-SGR	80/16/4	3,878 c	3,878 c	3,878 c	3,878 c			15,512
Total Funds:									26,416

Description: VRE has purchased from Sumitomo 11 cab cars (base order), 50 cab and trailers (option order) and an additional 10 cars. This project includes funding for a new procurement of up to 42 railcars with of base order of eight cars and option orders of seven, five and nine cars.

TIP ID: 4794 Agency ID: 52326 Title: I-66 - Reconstruction of Interchange at Rte 29 (Gainesville) Phase IV			Complete:			Total Cost:			\$211,942
Facility: I Interchange	AC	80/20/0	1,086 a						
From: US Virginia Oaks Drive Intersection			31,848 b						
To: 0.033 mile west of WB I-66			1,960 c						
	AC Conversion	80/20/0	1,086 a						
			31,848 b						
			5,840 c						
	Earmark	80/20/0	254 b						
			457 c						
	NHPP	100/0/0		147 a					3,193
				3,046 c					
	NHPP 1	80/20/0		-3,842 b					
Total Funds:									3,193

Description: Reconstruct the existing I-66/US 29 interchange in Gainesville. Reconstruction may include the addition of exclusive HOV access ramps within the interchange or in close proximity to the interchange.

Due to high traffic volumes, existing and projected traffic operational problems, and land use issues in the vicinity of the I-66/US 29 interchange; the design/evaluation of this interchange will include, but not necessarily be limited to, the following components:

- * a grade separation of US 29 and the Southern Railroad tracks,
- * an interchange between US 29/Relocated VA 55/Relocated VA 619 (Linton Hall Road),
- * widening of US 29 to six lanes from the vicinity of Virginia Oaks Drive to the interchange,
- * relocation/widening of VA 55 to four lanes from the vicinity of the Gainesville United Methodist Church to US 29,
- * relocation/widening of VA 619 in the vicinity of US 29,
- * a four-lane East-West Connector link bridging over I-66 between Route 29 (opposite Conway Robinson Memorial State Forest) to Route 674 (Wellington Road),
- * improvements on US 29 north of the I-66 interchange between the interchange and the Connector Link.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 4802 Agency ID: VRE0002 Title: Fare Collection System/Comm. Improvements							Complete: 2030	Total Cost:	\$18,728
Facility: Sect. 5307	80/16/4		1,200 c						1,200
From: Systemwide									
To:									Total Funds: 1,200
Description: Ongoing maintenance of the fare collection equipment and the next generation of fare equipment. Fare Collection III									

TIP ID: 4818 Agency ID: VRE0001 Title: Rolling Stock Modifications and Overhauls							Complete:	Total Cost:	\$35,765
Facility: Sect. 5307	80/16/4	3,388 c							
From: Systemwide									
To: Sect. 5309	80/16/4	2,283 c							
	Sect. 5337-SGR	80/16/4	8,800 c	4,900 c					4,900
									Total Funds: 4,900

Description: Technological developments and safety mandates from the Federal Railroad Administration (FRA), may require ongoing improvements to the VRE fleet. Projects that bring VRE into compliance with future federal mandates will be given the highest funding priority. Implementing PTC as required by FRA.

TIP ID: 5392 Agency ID: 103484 Title: Minnieville Road Construct 4-Lane Divided Roadway							Complete: 2020	Total Cost:	\$40,000
Facility: VA Minnieville Road	AC	100/0/0		12,000 c					12,000
From: VA Spriggs Road									
To: VA Dumfries Road	BD	0/0/100	3,275 b 13,552 c						
	Local	0/0/100	18,040 c						
	REVSH	0/50/50	1,750 a 3,830 b 4,420 c						
	State/Local	50/50/0		2,500 a 3,000 b 22,500 c					28,000
									Total Funds: 40,000

Description: Minnieville Road Construct 4-Lane Divided Roadway within cited limits.

TIP ID: 5489 Agency ID: VRE0012 Title: VRE Track Lease Improvements							Complete:	Total Cost:	\$229,971
Facility: VRE Track	STP	50/34/16	60,500 c	17,024 c	17,490 c	18,190 c			52,704
From: NoVA and District of Columbia									
To:									Total Funds: 52,704

Description: Provides capitalized access fees in the form of long term and related capital improvements on the railroad systems that VRE operates on, railroad systems owned by Amtrak, CSX, and Norfolk Southern.

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

Source		Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5503 Agency ID: TIPGRP001		Title: Construction: Bridge Rehabilitation/Replacement/Reconstruction				Complete:		Total Cost:		\$184,923
Facility: District-wide Bridges	AC	89/11/0			3,267 a		530 a			3,797
From:	AC 1	100/0/0			13,997 c					13,997
To:	AC 2	85/15/0		9,714 c						9,714
	AC Conversion	80/20/0			15 a 62 b 423 c	125 c	4,384 c			5,009
	BR	80/20/0			90 a -1,197 c					90
	BR 1	90/10/0		1,752 c						1,752
	RSTP	80/20/0						125 a		125
	STP	80/20/0					74 a			74
Total Funds:										34,558

Description: TIP Grouping project for Construction: Bridge Rehabilitation/Replacement/Reconstruction. See CLRP for the derivation of STIP Grouping and how they are part of the TIP. Individual projects within STIP Group are shown on Appendix A.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5506 Agency ID: TIPGRP003 Title: TIP Grouping project for Construction: Safety/ITS/Operational Improve			Complete:		Total Cost:		\$975,536		
Facility: Safety/ITS/Operational Projects	AC	100/0/0		1,180 b					1,180
From: Districtwide	AC 1	95/5/0	507 a 711 b 15,070 c						16,288
To:	AC 2	91/9/0		3,438 c	8,055 c	11,815 c	78 c		23,386
	AC 3	86/14/0	649 a						649
	AC 4	85/15/0	189 a						189
	AC 5	83/17/0	1,008 b	14,354 a	1,057 a	20,941 a	16,950 a		54,310
	AC Conversion	80/20/0	700 a	386 c	878 a 445 c	1,203 a 437 c	1,301 a 283 c		5,633
	AC Conversion 1	81/19/0	1,209 c						1,209
	BR	80/20/0	769 b						769
	CMAQ	81/19/0	11,263 c						11,263
	CMAQ 1	80/20/0		3,203 a 398 c	400 a 2,306 c	1,822 a	2,530 a 911 c		11,570
	CMAQ 2	75/25/0	107 a						107
	CMAQ 3	74/26/0	108 a						108
	DEMO	80/20/0		1,450 b	1,073 c				2,523
	EB/MG	81/19/0	840 c						840
	EB/MG 1	84/16/0	109 c						109
	EB/MG 2	80/20/0	387 b						387
	HSIP	90/10/0		22 b 1,250 c	690 a 605 b	111 a 278 b 376 c	89 b		3,421
	HSIP 1	100/0/0	999 b						999

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
HSIP 2	98/2/0		9,379 c						9,379
HSIP 3	52/48/0		96 a						96
IM	94/6/0		3,581 c						3,581
NHPP	80/20/0			313 b	781 c	4,987 a			6,081
NHPP 1	100/0/0		47 c						47
RSTP	80/20/0		2,601 b 2,148 c	2,206 a 1,344 c	5 a 875 b 3,430 c	150 a 3,125 c	1,291 a 600 c		17,775
RSTP 1	79/21/0		1,957 a						1,957
State/Local	0/80/20			44 b	688 c	63 a			795
STP	80/20/0		22,334 c		1,313 b 4,854 c	1,270 c			29,771
STP 1	83/17/0		31 a						31
STP 2	84/16/0		967 b						967
STP 3	98/2/0		835 c						835
STP 4	100/0/0		40 b 2,627 c						2,667
STP/E	80/20/0		41 b						41
Total Funds:									209,054

Description: TIP Grouping project for Construction: Safety/ITS/Operational Improvements. See Appendix A for specific projects and UPC information.

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

			Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5523 Agency ID: TIPGRP004 Title: TIP Grouping project for Construction: Transportation Enhancement By			Complete:	Total Cost:		\$176,344						
Facility: Transportation Enhancement Byway Non-Tra	AC	100/0/0				631 b	10 b			330 b		971
From: NoVA District	AC 1	92/8/0				3,676 c	11,779 c	6,537 c		718 c		22,710
To:	AC 2	80/20/0			496 c	50 a	139 a	292 a		425 a		1,402
	AC Conversion	80/20/0			79 c		63 a	166 a		285 a		1,500
							238 c			669 c		
	BR	80/20/0			380 c							380
	CMAQ	80/20/0			559 c	200 a	2,084 a	313 a		13 a		12,548
						808 b	5,802 c	2,081 c		688 c		
	DEMO	80/20/0					196 c					196
	NHPP	80/20/0				250 a	188 b	500 c				938
	RSTP	80/20/0			1,000 a		398 a	745 a		200 a		9,749
					151 b		1,567 c	403 c		721 c		
					4,564 c							
	State	0/100/0			100 a							100
	State/Local	0/50/50			100 a							100
	STP	80/20/0			1 c		1,331 c					1,332
	TAP	80/20/0				401 b	403 c					5,271
						4,467 c						
											Total Funds:	57,197

Description: TIP Grouping project for Construction: Transportation Enhancement Byway Non-Traditional. See CLRP for the derivation of STIP Grouping and how they are part of the TIP. See Appendix A to see individual projects within this STIP Group.

TIP ID: 5524 Agency ID: TIPGRP005 Title: TIP Grouping project for Preventive Maintenance and System Preservati			Complete:	Total Cost:		\$20,654						
Facility: Preventive Maintenance and System Preserv	STP	100/0/0				17,265 c	19,132 c	16,242 c	20,571 c	20,654 c		93,864
From: NoVA District												
To:												
											Total Funds:	93,864

Description: This listing covers a number of projects/programs throughout Northern Virginia District. The nature/scope of these projects are Preventive Maintenance and System Preservation. These projects have been determined to be exempt from conformity requirements and are eligible for a Categorical Exclusion (CE) under NEPA and hence may be grouped as per April 9, 2008 MOA between FHWA, FTA, VDOT & VDRPT which was subsequently adopted by the NCR-TPB. Individual projects within the STIP Group are found in Appendix A.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5525 Agency ID: TIPGRP006 Title: TIP Grouping for Preventive Maintenance for Bridges			Complete:			Total Cost:			\$3,476
Facility: Bridges	STP	100/0/0		3,220 c	2,734 c	3,462 c	3,476 c		12,892
From: NoVA District									
To:	STP/E	100/0/0	2,905 c						2,905
Total Funds:									15,797

Description: TIP Grouping for Preventive Maintenance for Bridges. See CLRP for the derivation of STIP Grouping and how they are part of TIP. See Appendix A for listing of individual STIP Grouped projects.

TIP ID: 5526 Agency ID: TIPGRP007 Title: TIP Grouping project for Maintenance: Traffic and Safety Operations			Complete:			Total Cost:			\$4,618
Facility: Traffic and Safety Operations	STP	100/0/0	4,047 c	4,278 c	3,632 c	4,600 c	4,618 c		21,175
From: NoVA District									
To:									
Total Funds:									21,175

Description: TIP Grouping project for Maintenance: Traffic and Safety Operations. See CLRP for the derivation of STIP Grouping and how they are part of TIP. Individual projects within the STIP Group are found in Appendix A.

TIP ID: 5541 Agency ID: 86527 Title: NoVA GEC Mega Project Administration			Complete:			Total Cost:			\$63,939
Facility:	AC	90/10/0	10,200 c						
From:									
To:	NHPP	80/20/0	4,390 a	-4,390 a					
	State	0/100/0	1,564 c						

Description: Provide Project Administration for NoVA Mega Projects. This is a breakout of UPC 87396.

TIP ID: 5601 Agency ID: PRTC0004 Title: PRTC - Preventive Maintenance			Complete: 2040			Total Cost:			
Facility:	Sect. 5307	80/0/20	10,015 c	1,513 c	1,600 c	1,650 c	1,700 c	1,750 c	8,213
From:									
To:	Sect. 5337-SGR	80/0/20	3,933 c	1,157 c	1,300 c	1,450 c	1,600 c	1,650 c	7,157
	Sect. 5339	80/0/20		161 c	177 c	194 c	213 c	234 c	979
	STP	80/16/4		938 c					938
Total Funds:									17,287

Description: Maintenance of the Omniride and Omnilink fleet.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5707 Agency ID: PRTC0006 Title: PRTC Security Enhancements			Complete:			Total Cost:			\$846

Facility: PRTC Transit Center	Sect. 5307	80/16/4	15 c	16 c	17 c	17 c	18 c		83
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From:

To:

Total Funds: 83

Description: Ongoing

Improves safety and security at the PRTC Transit Center. Grantees must certify that at least 1% of Formula funding received each fiscal year is being used for transit security projects. Projects include cameras, additional lighting, drills, communications systems, facility access, System Safety Security Plan, etc.

TIP ID: 5768 Agency ID: 81738 linked Title: BRAC -Economic Development			Complete:			Total Cost:			\$30,173
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Facility: AC	100/0/0			575 a					575
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From:

To:

AC Conversion	90/10/0	1,499 a							
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AC Conversion 1	100/0/0	1,522 a							
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NHPP	100/0/0			1,590 a					1,590
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Total Funds: 2,165

Description: Program is to finance BRAC State Administration.

TIP ID: 5890 Agency ID: 90499 Title: Purcell Rd Realignment & added capacity			Complete:			Total Cost:			\$8,051
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Facility: AC	100/0/0	3,193 c		366 c					366
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From: VA 234 Rte 234

To: 0.3 Mi East of Vista Brooke Drive

AC Conversion 1	80/20/0	935 b							
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EB/MG	80/20/0	41 c							
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HSIP	90/10/0	617 c							
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HSIP 1	100/0/0	1,311 c							
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Local	0/0/100	735 c							
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RSTP	80/20/0	1,434 a							
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		1,075 b							
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		2,277 c							
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STP	80/20/0	702 c							
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STP/E	80/20/0	703 c							
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Total Funds: 366

Description:

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

			Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5924 Agency ID: 100391			Title: Rolling Road Loop Road			Complete:			Total Cost:			\$13,716
Facility: VA			AC	100/0/0			39 b					593
From: Fairfax County Parkway							554 c					
To: VA Rolling Road												
			AC 1	80/20/0	7,000 c							
			AC Conversion	80/20/0	1,500 a							
					13,816 c							
			RSTP	80/20/0	970 a							
					3,213 b							
					2,000 c							
											Total Funds:	593

Description: Expand to two lanes existing single-lane loop ramp in north-east quadrant of Rolling Road/Franconia-Springfield Pkwy/Fairfax County Pkwy.

TIP ID: 5926 Agency ID: 99481			Title: Rte 7/ Rte 659 Interchange			Complete:			Total Cost:			\$77,297
Facility: VA John Mosby Highway			AC	100/0/0	13,305 b		55,842 c					55,842
From: Route 659 Belmont Ridge Road					115,253 c							
To:												
			AC Conversion	80/20/0	6,500 b							
			DEMO	80/20/0	-6,500 a							
			STP	100/0/0	495 b		0 a					7,621
							7,621 c					
			STP	80/20/0	495 b		0 a					7,621
							7,621 c					
											Total Funds:	63,463

Description: Construct interchange at Rte 7 and Rte 659 to alleviate congestion and reduce accidents at one of Loudoun County's most dangerous interchanges.

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

			Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5930 Agency ID: 100566			Title: I-66 / Route 15 IINTERCHANGE RECONSTRUCTION				Complete:			Total Cost:		\$59,058
Facility: i-66	AC	100/0/0	5,000 b			-59 b	6,914 b					45,130
From: Rte. I-66/Rte 15 Interchange			45,383 c			-21,693 c	38,216 c					
To:	AC Conversion	100/0/0	5,000 b			1,172 c						1,172
			57,148 c									
	IM	90/10/0	3,400 a									
	NHPP	90/10/0					-257 a					
											Total Funds:	46,302

Description: FROM: 0.224 Miles West of Rte. 15 TO: 0.371 Miles East of Rte. 15 (0.8380)

TIP ID: 5965 Agency ID: 104323			Title: Boundary Chanel Drive Modifications				Complete: 2020			Total Cost:		\$9,335
Facility:	AC	0/100/0				5,537 c						5,537
From:	Local	0/0/100	8,000 c									
To:	NVTA-PAYGO	0/73/27					1,440 a					2,340
							900 b					
	NVTA-PAYGO 1	80/20/0					6,995 c					6,995
	REVSH	0/50/50	1,440 a			1,458 c						1,458
			900 b									
											Total Funds:	16,330

Description: This project involves modifications to the intersection of Boundary Channel Drive and Old Jefferson Davis Highway immediately off of the I-395/Boundary Channel Drive Interchange. The project is part of the County's Long Bridge Park redevelopment initiative which includes the construction of a large regional aquatic Center.

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

Source		Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5966 Agency ID: 102437		Title: NB I-395 Auxiliary Lane (Duke St. to Seminary Road)				Complete:		Total Cost:		\$15,794
Facility: I 395	AC	100/0/0	13,005 c		843 a					8,222
From: Duke street					7,379 c					
To: Seminary Road										
	AC Conversion	100/0/0	1,699 a 224 b 29,377 c							
	NHPP	100/0/0			556 a					556
	NHS	80/20/0	1,000 a 500 b							
Total Funds:										8,778

Description: The project involves the construction of an auxiliary lane on I-395 from the Duke Street on-ramp to the Sanger Avenue Bridge.

TIP ID: 6029 Agency ID: 96261		Title: I-395/ Seminary Rd Reversible lane ramp				Complete:		Total Cost:		\$60,071
Facility: I	AC	100/0/0	1,000 b		15,492 c					15,492
From: Seminary Road Interchange			70,400 c							
To:										
	AC Conversion	100/0/0	9,088 a 1,730 b 58,888 c							
	IM	90/10/0	4,699 a							
	NHPP	100/0/0			12,817 c					12,817
	NHPP 1	80/20/0			-56 a					
	NHS	80/20/0	463 a							
	PRIV	0/0/0							0 a	
Total Funds:										28,309

Description: Project constructs new single lane, reversible HOV ramp on I-395 HOV lanes to the third level of the Seminary Road Interchange. The project adds ramp capacity to accommodate HOV and transit for the additional 6,400 employees of the Department of Defense - Washington Headquarters Services locating to Mark Cengter as part of the 2005 Base Realignment and Closure. An operational study is underway and a draft Interchange Modification Report will begin later this year. Environmental Reviews are expected to be underway in 2011. Project funding will be included in VDOT's FY12-17 Six Year Improvement Program scheduled to be adopted by the Commonwealth Transportation Board in June, 2011.

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

		Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6041	Agency ID: T11802	Title: Virginia Statewide Vehicle Fuel Conversion Program					Complete:		Total Cost:		\$25,740
Facility:		AC	80/20/0	21,094 c		16,740 c					16,740
From:											
To:		AC Conversion	80/20/0		1,227 c						1,227
		CMAQ	80/20/0	2,818 c		3,516 c	600 c	1,000 c	2,754 c		7,870
Total Funds:											25,837

Description: The project is for implementing the Statewide Vehicle Fuel Conversion Program.

TIP ID: 6074	Agency ID: 103910	Title: Evaluation of Significant Projects that can ease Congestion					Complete:		Total Cost:		\$4,500
Facility: N/A		AC	100/0/0	1,500 a		1,117 a					1,117
From:											
To:		IM	90/10/0	1,500 a							
Total Funds:											1,117

Description: Chapters 768 and 825 of the 2012 Acts of Assembly amended the Code of Virginia by adding §33.1-13, 03:1, which directs VDOT to work with the Commonwealth Transportation Board, the Department of Rail and Public Transportation, and the Northern Virginia Transportation Authority to evaluate and rate all significant transportation projects in and near the NOVA district. Each transportation project's evaluation and rating are to be based primarily on the project's expected impact on reducing congestion. To the extent possible, the evaluation and rating will also be based on the project's expected improvement in mobility during a homeland security emergency.

TIP ID: 6080	Agency ID: 103907	Title: Jones Branch Drive Connector					Complete:		Total Cost:		\$57,836
Facility: Scotts Crossing Rd		AC	100/0/0			14,468 c					14,468
From: Dolly Madison Blvd											
To: Jones Branch Dr		AC 1	93/7/0	22,226 c							
		AC 2	80/20/0	387 a							
		AC Conversion	80/20/0	387 a	7,594 c						7,594
		REVSH	0/50/50	20,000 c							
		RSTP	80/20/0	5,913 a		-2,000 b					1,431
				5,000 b		1,431 c					
				2,474 c							
		State/Local	0/50/50			27,000 c					27,000
Total Funds:											50,493

Description: The proposed connector is intended to provide a connection between Route 123 and the I-495 Express Lane (HOV/HOT lanes) ramps. By building this connection, the project will connect ROute 123 via the extended Scotts Crossing Rd, ultimately to Jones Branch Dr since the segment between i-495 Express lane (HOV/HOT lanes) ramps and Jones Branch Dr is currently being built as part of the I-495 Express lane (HOV/HOT lanes) project.

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

Source		Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6202 Agency ID: 97529		Title: Route 606 Loudoun County Parkway / Old Ox Rd.Reconstruction				Complete:		Total Cost:		\$82,700
Facility: VA 606 Loudoun County Parkway	AC	100/0/0	150 a		2,492 b					56,011
From: VA 621 Evergreen Mills Road			13,000 b		53,519 c					
To: VA 267 Dulles Greenway			65,257 c							
<hr/>										
	BR	100/0/0	750 a							
<hr/>										
	RSTP	80/20/0			1,202 a					3,273
					2,071 b					
<hr/>										
	STP	100/0/0			3,688 b					3,688
Total Funds:										62,972

Description: Reconstruct and widen Route 606 to a four lane divided roadway with a continuous shared-use path along its north side between Route 621 (Evergreen Mills Road) and Route 267 (Dulles Greenway). Other major elements include: reconstruction of Route 606 and Loudoun County Parkway intersection at Route 842, Arcola Road, and a bridge that carries Old OX Road over the Horsepen dam emergency spillway.

TIP ID: 6203 Agency ID: 102895		Title: Sycolin Road				Complete:		Total Cost:		\$15,450
Facility: Sycolin Road	AC	100/0/0			4,062 c					4,062
From: Tolbert lane										
To: Leesburg S Corporate Limits	REVSH	0/50/50	1,000 a							
			1,500 b							
<hr/>										
	RSTP	80/20/0		2,019 c	387 b					2,406
					1,106 b					
<hr/>										
	State/Local	0/50/50			8,894 c					10,000
Total Funds:										16,468

Description: Widen Sycolin Road from two to four lanes between the above cited limits. This segment is part of a larger project included in the regional air quality conformity analysis (VU33: Widen Sycolin Rd. between VA 7/US 15 Bypass and Leesburg SCL).

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

			Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6204 Agency ID: 90339			Title: Widen US Route 1			Complete:			Total Cost:			\$7,490
Facility: US 1			AC	100/0/0	1,110 a		6,910 a					6,910
From: Brady's Hill Road 0.1 miles south of			EB/MG	80/20/0	182 a							
To: Dumfries Road 02. miles north of			NHPP	100/0/0	125 a							
			RSTP	80/20/0		30 a	16 a	21 a	23 a			90
			STP	80/20/0	183 a		182 a					182
											Total Funds:	7,182

Description: Widen US Route 1 from 4 to 6 lanes between the above cited limits. This segment is part of a larger project included in the regional air quality conformity analysis (VP1ad: Widen US 1 between Brady's Hill Rd. and Cardinal Drive)

TIP ID: 6205 Agency ID: 105482			Title: VA Route 28 Study			Complete:			Total Cost:			\$2,510
Facility: VA 28			AC	100/0/0			9 a					9
From: VA 234 Sudley Road			EB/MG	80/20/0	1,143 a							
To: I 66			STP	80/20/0	1,359 a		1,143 a					1,143
											Total Funds:	1,152

Description: VDOT will evaluate a seven mile corridor along Route 28 from Sudley Road to I-66 to determine short and long term solutions to the transportation congestion and access issues in this area.

TIP ID: 6206 Agency ID: 78827			Title: I-66 Spot Improvements 3			Complete:			Total Cost:			\$25,037
Facility: I 66 I 66 Spot Improvements 3			AC	80/20/0	14,536 c		900 a					900
From: rt 120 .045 E. of Glebe Rd												
To: US 29 .095 W. of Lee Highway												
Description: New construction roadway												
											Total Funds:	900

TIP ID: 6208 Agency ID: 103317			Title: I-66 @ Route 28 Interchange Improvements			Complete:			Total Cost:			\$50,000
Facility:			AC	100/0/0			1,990 a					1,990
From:												
To:			AC Conversion 1	100/0/0	13,000 b							
					25,000 c							
											Total Funds:	1,990

Description: The purpose of this project is to design segments of the interchange at Interstate 66 and Route 28 (Sully Road), remove four traffic signals on Route 28 to enhance safety, and improve capacity to accommodate the area's forecasted traffic demand. PE for entire project and estimate for PH1 of RW,CN.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6221 Agency ID: 93033 Title: I-95 Directional Off Ramp to NB Fairfax County Parkway			Complete:			Total Cost:			\$5,207
Facility: I-95	AC	0/100/0	4,582 a						
From: FXCO Pkwy Exit 166 to									
To: 0.6 mi. W. of Exit 166	DEMO	90/10/0	4,800 a	-46 a					
	NHS	80/20/0	32 a						

Description:

TIP ID: 6222 Agency ID: 96256 Title: I 95 DAR Ramps into Ft. Belvoir			Complete:			Total Cost:			\$4,221
Facility: I 95	DEMO	100/0/0	486 a	-69 c					
From: Heller Rd.			-491 b						
To: I-95 HOV Lanes (approx. 3500 ft N. of FFXC	NHPP	80/20/0		-130 a					
				-10 b					

Description: Add direct access ramps from I-95 into Ft. Belvoir

TIP ID: 6223 Agency ID: 96259 Title: Engineering Studies for I-95 NB Ramps and Rolling Road Loop Ramp			Complete:			Total Cost:			\$2,111
Facility: I-95	AC	100/0/0		1,900 a					1,900
From: Rolling Road									
To:									Total Funds: 1,900

Description:

TIP ID: 6247 Agency ID: 5559 Title: Rolling Road			Complete: 2019			Total Cost:			\$35,149
Facility: VA 638 Rolling Road	AC	100/0/0				2,410 c			2,410
From: VA 286 Fairfax Co. Pkwy (0.369 mi N. of Pkw	CMAQ	80/20/0	560 a				561 c		561
To: VA 644 Old Keene Mill Road	NVTA-BOND	0/100/0	5,000 a						
	NVTA-PAYGO	50/50/0		3,389 a			13,534 c		19,999
				3,076 b					
	REVSH	0/100/0	941 a						
			4,856 b						
	RSTP	80/20/0		3,500 b	1,500 b	1,457 b	3,142 c		9,599
									Total Funds: 32,569

Description: Widening to 4 lanes - PE Only

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6248 Agency ID: 102905 Title: Rolling Road Widening			Complete:			Total Cost:			\$25,500

Facility: VA 638 Rolling Road RSTP 80/20/0 3,500 a 3,500
 From: VA 5297 Delong Dr.
 To: VA 4502 Fullerton Rd. **Total Funds: 3,500**
 Description: Widen to 4 lanes - total of 1.12 miles
 Between Delong Rd. and 0.01 mi N. of Fullerton Rd.

TIP ID: 6256 Agency ID: 104380 Title: Evergreen Mill Road Widening			Complete:			Total Cost:			\$11,300
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Facility: VA 621 Evergreen Mill Road State/Local 0/98/2 351 a 649 a 1,000
 From: US S. King Street
 To: City Corp. Limits **Total Funds: 1,000**
 Description: Widening Evergreen Mill Road to 4 Lanes

TIP ID: 6257 Agency ID: 17687 Title: Widen US 15 Phase I			Complete:			Total Cost:			\$8,568
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Facility: US 15 S. King Street AC 100/0/0 1,184 c 1,184
 From: Masons Lane
 To: VA 621 Evergreen Mill Road RSTP 80/20/0 694 c 4 a 379
 375 c
 STP 80/20/0 1 c 1
Total Funds: 1,564

Description: Widen US 15 (Phase I)

TIP ID: 6264 Agency ID: 103106 Title: I-95 HOV/HOT Lanes Construction			Complete:			Total Cost:			\$785,756
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Facility: I 95 I-95 AC 100/0/0 -54,332 c
 From: Garrisonville Rd.
 To: 1 mi. N. of Edsall Rd. AC Conversion 1 100/0/0 -25,378 a

Description:

TIP ID: 6265 Agency ID: 103222 [T1161 Title: I-95 HOV/HOT Lanes Debt Service			Complete:			Total Cost:			\$112,940
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Facility: I 95 Interstate 95 AC 100/0/0 97,879 c
 From: Garrisonville Rd.
 To: 1 mi. N. of Edsall Rd. AC Conversion 1 100/0/0 11,431 c 7,808 c 7,458 c 15,266
Total Funds: 15,266

Description: Debt service

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

Source		Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6271 Agency ID: 95382		Title: I-95/395 HOT Lanes - Arlington Lawsuit Support				Complete:		Total Cost:		\$153
Facility: I 395	NHPP	80/20/0			45 a					45
From:										
To:	NHS	80/20/0	-3,456 a							
Total Funds:										45

Description: GEC Staff support to VDOT and the OAG office in the development of the Administrative Record for the pending I-95/395 HOT Lanes Arlington lawsuit.
Linked with UPC 70849

TIP ID: 6272 Agency ID: 68805 linked wi		Title: BUILD 4-HOT LANES FROM SPRINGFIELD TO N OF DULLES TOLL RD				Complete:		Total Cost:		\$56,633
Facility:	AC Conversion	100/0/0	-15,389 a							
From:			16,017 c							
To:	IM	80/20/0	100 c							
	NHPP	100/0/0	3,829 c							
	NHS	100/0/0	5,098 c							
	State/Local	100/0/0			-26,741 a					

Description:

TIP ID: 6273 Agency ID: 104005		Title: HOT Lanes Bicycle/Pedestrian Facilities - Phase II				Complete:		Total Cost:		\$7,622
Facility:	AC	100/0/0	1,800 c		1,800 c					1,800
From: VA 123 Leesburg Pike										
To: VA Idylwood	CMAQ	80/20/0	200 a		1,600 b					2,205
			1,600 b		605 c					
			2,014 c							
	NHPP	100/0/0			1,227 c					1,227
Total Funds:										5,232

Description: HOT Lanes Bicycle/Pedestrian Facilities

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

Source		Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6275 Agency ID: 84742		Title: HOT LANES PAVEMENT REHABILITATION AND OTHER CONSTRUCTIO				Complete:		Total Cost:		\$63,100
Facility: I 495		AC Conversion 1	100/0/0	1 a						
From: Fairfax County										
To:		IM	90/10/0	1,211 a						
				-1,211 c						
		NHPP	90/10/0		1,212 a					4,123
					2,911 c					
Total Funds:										4,123

Description: Pavement Rehabilitation

TIP ID: 6276 Agency ID: 87771 linked w		Title: I-495 Hot Lanes Project				Complete:		Total Cost:		\$1,617,400
Facility: I 495		AC Conversion 1	100/0/0	1,328,629 a						
From:				230,756 b						
To:		BR	90/10/0		-14,056 c					
		IM	90/10/0	4,897 b						
		NHS	100/0/0	8,902 b						

Description: Roadway improvements--High Occupancy/Toll lanes

TIP ID: 6280 Agency ID: 94611		Title: GEC Design Services I495/DAAH Interchange Improvements				Complete:		Total Cost:		\$54,591
Facility: I 495		AC	100/0/0		49,203 c					49,203
From: .1 mi. E. of Spring Hill Rd.		NHPP	80/20/0		-15,411 a					
To: I-495		NHS	80/20/0	6,571 a						
				700 b						
				-15,100 c						
Total Funds:										49,203

Description: To improve access at the Dulles Airport Access Highway/Interstate 495 interchange

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6281 Agency ID: 106274 Title: Springfield CBD Commuter Parking Garage			Complete:			Total Cost:			\$63,810
Facility: 644 Old Keene Mill Road	AC	100/0/0		16,086 c					16,086
From:									
To:	CMAQ	80/20/0	5,500 a	5,200 a					47,424
			3,110 b	3,110 b					
				39,114 c					
Total Funds:									63,510

Description: Springfield CBD Commuter Parking Garage

TIP ID: 6287 Agency ID: 103581 Title: I-495 HOT Lanes Final Landscaping Phase II			Complete:			Total Cost:			\$2,613
Facility:	NHPP	100/0/0		80 c					80
From:									
To:	NHS	100/0/0	1,009 c						
Total Funds:									80

Description: Landscaping

TIP ID: 6297 Agency ID: 4700 Title: Fairfax County Parkway Extension			Complete:			Total Cost:			\$56,449
Facility: VA 286 Fairfax Co Pkwy	AC	100/0/0	20,400 a	20,400 a					35,466
From: VA Fullertron Rd			14,938 b	15,066 b					
To: VA 638 Rolling Road									
	EB/MG	80/20/0	5,448 b						
	NHPP	80/20/0		8,104 b					8,104
	NHS	80/20/0	8,104 b						
	STP	80/20/0		6,032 b					6,032
	STP/E	80/20/0	714 b						
Total Funds:									49,602

Description: UPC 4700 will include PE & RW only. CN will be covered under other UPC's for Phase 1-4.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 6298 Agency ID: 96721 Title: Route 28 Widening			Complete: 2017						Total Cost:	\$13,778
Facility: VA 28 Nokesville Rd	AC	80/20/0	488 c						488	
From: Godwin Drive	AC 1	100/0/0		3,157 c					3,157	
To: City Southern Corporate Limits	NVTA-BOND	0/100/0	3,294 c						3,294	
	NVTA-PAYGO	100/0/0		2,029 c					2,029	
	REVSH	50/50/0	2,538 c						2,538	
	RSTP	80/20/0	650 a 2,500 b	2,908 c	662 a 2,500 b 3,942 c	128 c	170 c	187 c	10,497	
Total Funds:									22,003	

Description: Widen to six lanes

TIP ID: 6299 Agency ID: 52327 Title: RT 7 - Widen to Six Lanes			Complete:						Total Cost:	\$33,497
Facility: RT 7 Leesburg Pike	AC	100/0/0		1,348 a					26,690	
From: Rolling Holly Dr. (mm. 50.5)				1,280 b						
To: .15 mi. E of Reston Ave.				24,062 c						
	AC Conversion 1	100/0/0	800 a 1,197 b							
Total Funds:									26,690	

Description: Widen RT 7 from 4 lanes divided to six lanes divided, with 10 ft, shared use path in both directions.

TIP ID: 6300 Agency ID: 52328 Title: RT 7- Wident to Six Lanes PE Only			Complete:						Total Cost:	\$12,000
Facility: RT 7 Leesburg Pike	AC	100/0/0		2,668 a					2,668	
From: Jarrett Valley Dr. (mm 51.4)	AC Conversion	100/0/0	18,386 a							
To: Reston Ave. (mm. 51.4)	RSTP	80/20/0		57 a					57	
Total Funds:									2,725	

Description: PE only -- widen RT 7 from Jarrett Valley Dr /RT 267 to Reston Ave. Increase capacity and safety by by widening to six lanes. Improve mobility by adding pedestrian and bicycle facilities.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 6301 Agency ID: 99478 Title: Route 7 - Widen to Six Lanes						Complete:	Total Cost:	\$11,000		
Facility: RT 7 Leesburg Pike	RSTP	80/20/0	1,200	b						1,200
From: Reston Ave. (mm 51.5)										
To: Reston Parkway (mm 52)										
Description: Increase capacity and safety by widening Route 7 to six lanes and correcting existing profile deficiencies. Increase mobility by providing pedestrian and bicycle facilities.									Total Funds: 1,200	

TIP ID: 6302 Agency ID: 92080 Title: RT 28 Widen to Four Lanes Including RT 215 Re-alignment						Complete:	Total Cost:	\$43,945		
Facility: VA 28 Nokesville Rd.	RSTP	80/20/0	43,163	c	-1,049	c				
From: Linton Hall Rd.										
To: Fitzwater Dr.										
Description: Widen to 6 lanes within 6 lane ROW from Linton Hall Rd to VInt Hill Rd. Widen to 4 lanes within 4 lane ROW between Vint Hill Rd. and Fitzwater Dr.										

TIP ID: 6304 Agency ID: 103319 Title: RT 29 Manassas National Battlefield Bypass - PE Only						Complete:	Total Cost:	\$4,000	
Facility: US 29 Lee Highway	AC	100/0/0	4,500	a	4,000	a			
From: I 66									
To: VA 621									
Description: Construct new road (bypass). \$500,000 of PE is for mitigation easements.									

TIP ID: 6305 Agency ID: 13531 Title: Arlington Blvd, RT 50 10th St. and Courthouse Rd. Interchanges						Complete:	Total Cost:	\$10,326	
Facility:	AC	100/0/0	750	a					
From:	EB/MG	80/20/0	-225	b					
To:	STP	80/20/0			728	a			728
									0 b
									Total Funds: 728

Description: Proposed improvements involve adding collector distributor roads to both eastbound and westbound Arlington Blvd. These improvements will replace the 10th St. and Courthouse Rd. interchanges.

TIP ID: 6306 Agency ID: Title: Rail Construction						Complete:	Total Cost:	\$1,077	
Facility:	AC	100/0/0	4	c	60	c			
From:	STP	90/10/0	547	c	600	c			
To:									
									Total Funds: 660

Description: Grouped Rail Construction Projects

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6308 Agency ID: 95552 linked t Title: ARRA C Arlington Blvd. RT 50 , 10th and Courthouse Interchanges			Complete:		Total Cost:		\$10,104		
Facility: US 50 Arlington Blvd.	AC	100/0/0		3,250 c					3,250
From:									
To:									
Description: Linked to UPC 93526. Project set up to capture non-ARRA funds.									Total Funds: 3,250

TIP ID: 6309 Agency ID: 14693 Title: Route 123/ Route 1 Interchange in PWC			Complete:		Total Cost:		\$97,824		
Facility: VA 123 Gordon Blvd.	AC	100/0/0		32,172 b					32,172
From: .50 miles south of existing Rte 123									
To: .40 miles North of existing Rte 123	DEMO	80/20/0		2,462 b					2,462
	RSTP	80/20/0		3,887 b					3,887
	STP	80/20/0		2,987 a					2,987
									Total Funds: 41,508

Description: Construct new interchange To improve the flow of traffic, reduce accidents, and support traffic demand from the planned development in the area. Linked to UPC 100938.

TIP ID: 6310 Agency ID: 94102 Title: US 1/RT 123 Interchange Construction Phase-I (Route 1 Widening ony)			Complete:		Total Cost:		\$56,414		
Facility: US 1	AC	100/0/0	51,306 c	25,443 c					25,443
From: 0.50 miles South of existing Rte 123									
To: 0.40 miles North of existing Rte 123	NHPP	100/0/0	4,500 c	3,939 c	3,291 c	8,128 c	1,484 c		16,842
	RSTP	80/20/0	525 c						
	STP	100/0/0	83 c		3,800 c				3,800
									Total Funds: 46,085

Description: Wide Route 1 in association with the US-1/RT 123 Interchange project.. Purpose: improve the flow of traffic, reduce accidents, and support traffic demand from the planned development in the area.

TIP ID: 6311 Agency ID: 103929 Title: Dulles Air Cargo, Pass Metro Access HWY (DACPMA) - PE ONLY			Complete:		Total Cost:		\$5,500		
Facility: 234 Dulles Air Cargo, Pass Metro Access H	AC	100/0/0		5,116 a					5,116
From: US 50									
To: VA 606									
Description: PE only for DACPMA Highway									Total Funds: 5,116

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6314 Agency ID: 77404 Title: Mulligan Rd Realign Rt. 235 and Widen Rt. 619			Complete:			Total Cost:			\$41,983
Facility: 235 Mt. Vernon Highway / Mulligan Rd. From: MOUNT VERNON HIGHWAY/ROUTE 1 To: VA 611 TELEGRAPH ROAD	AC	100/0/0	31,896 c	5,265 a					40,511
				35,246 c					
	DEMO	80/20/0	437 a						
	NHPP	80/20/0		373 a					373
	RSTP	80/20/0	5,200 a 3,350 c						
Total Funds:									40,884

Description:

TIP ID: 6316 Agency ID: 76256 Title: Colchester Road - RTE 612			Complete:			Total Cost:			\$445
Facility: VA 612 Colchster Road From: VA 641 Chapel Road To: VA 641 0.24 Mile N. W. Of VA 641	AC	100/0/0		60 a					60
Total Funds:									60

Description: Reconstruct & Pave Gravel Road

TIP ID: 6317 Agency ID: 88556 Title: VA 7100 Fairfax Co Pkwy at EPG Phase I & II Construction			Complete:			Total Cost:			\$75,112
Facility: VA 286 Fairfax Co. Pkwy From: VA Chancelor Road To: VA Fulerton Road	AC	100/0/0	70,263 c	70,262 c					70,262
	NHPP	80/20/0	4,850 c	4,849 c					4,849
Total Funds:									75,111

Description: Phase 1 CN only - Construct 4 lanes on 6 lane RW from Chancelor Rd to Fullerton Rd and Interchange at EPG. Linked to UPC 4700.

TIP ID: 6320 Agency ID: T10671 Title: VRE Rippon Platforms			Complete:			Total Cost:			\$10,890
Facility: US 1 From: Farm Creek Drive To: Rippon Blvd.	AC	100/0/0	3,034 c	4,256 c					7,290
	CMAQ	80/20/0	2,100 a	5,755 c	2,100 a	4,534 c			12,389
Total Funds:									19,679

Description: Project includes additional funding for environmental review, PE/final desing and construction to lengthen the exisitng platform at the VRE Rippon station from 400 feet to 650 feet and extend the canopy by 100 feet and desing and construction of a second, 650 platform, canopy and elevator.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6324 Agency ID: 88600 Title: Water Main Relocaitons and Water System Upgrades			Complete:			Total Cost:			\$9,185
Facility: US 29 Lee Highway	AC	100/0/0		4,849 c					4,849
From: 70' W. of Merrilee Dr.									
To: 97'E. of Hartland Rd.	State	0/100/0	-1,061 c						
Total Funds:									4,849

Description: To be constructed in advance of VDOT roadway construction project 0029-029-119, C508 to accelerate widening construction.

TIP ID: 6328 Agency ID:			Title: Amenities			Complete:			Total Cost: \$13,661	
Facility:	AC	80/20/0	4,700 c							
From:										
To:	AC Conversion	90/10/0	2,222 c	958 c					958	
	AC Conversion 1	80/20/0			580 c	226 c			806	
	CMAQ	85/15/0	2,374 c							
Total Funds:									1,764	

Description:


TIP ID: 6330 Agency ID:			Title: Transit Ridesharing			Complete:			Total Cost: \$23,508	
Facility:	AC	100/0/0	20,554 a					47 c	47	
From:										
To:	AC Conversion	85/15/0	4,739 a	4,850 a					4,850	
	AC Conversion 1	80/20/0			5,300 a	6,215 a	5,492 a	6,419 a	23,426	
	CMAQ	80/20/0	5,143 a					35 c	35	
Total Funds:									28,358	

Description:

TIP ID: 6331 Agency ID:			Title: Transit : Vehicles			Complete:			Total Cost: \$34,474	
Facility:	AC	80/20/0	28,926 c							
From:										
To:	AC Conversion	85/15/0	8,533 c	1,317 c					1,317	
	AC Conversion 1	80/20/0				2,655 c			2,655	
	CMAQ	80/20/0	1,315 c							
	RSTP	80/20/0	210 c		21,719 c				21,719	
Total Funds:									25,691	

Description:

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6332 Agency ID: 104374 Title: Wellington rd. Overpass Phase II			Complete:			Total Cost:			\$60,000
Facility: Wellington Rd.	AC	100/0/0	1,000 a						1,000
From: Dean Drive									
To: Dean Park Dr.									
Description: Improve emergency response times, increase capacity and safety and facilitate pedestrian and bicycle access. See also CLRP# 1951.									
Total Funds:									1,000

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6333 Agency ID:			Title: Transit : Access			Complete:			Total Cost: \$24,205
Facility:	AC	95/5/0	14,255 c	16,780 c					16,780
From:									
To:	AC Conversion	80/20/0		127 a	202 c	4,183 c			4,512
	CMAQ	80/20/0		4,901 c					4,901
	RSTP	80/20/0		220 c					220
Total Funds:									26,413

Description:

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6335 Agency ID: 76244 Title: VA 659 Reconstruct to 4 Lanes			Complete: 2015			Total Cost: \$61,031			
Facility: VA 659 Belmont Ridge Rd.	AC	100/0/0	1,600 a	39,200 c					39,200
From: Va Hay Rd			28,394 c						
To: VA Gloucester Pkwy	Local	0/0/100	2,100 a						
			26,000 c						
	NVTA-BOND	0/100/0	3,660 b	13,805 c					13,805
			13,340 c						
	STP	80/20/0	1,477 a						
			1,771 b						
Total Funds:									53,005

Description: Reconstruct VA 659 (Belomnt Ridge Rd) to 4 lanes Urban Collector

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6336 Agency ID: 104802 Title: TELEGRAPH RD - RTE 611- WIDEN TO 4 LANES (PE Only)			Complete:			Total Cost: \$2,921			
Facility: Telegaph Rd.	State	0/100/0	928 a	1,992 a					2,920
From: Prince William Parkway									
To: Minnieville Rd.									
Total Funds:									2,920

Description: WIDEN TELEGRAPH RD TO 4 LANE DIVIDED SECTION WITH BIKE/PED FACILITIES. Associatated with CLRP project numbers 1931 and 1837.

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

			Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6337 Agency ID: 52404			Title: RTE 7100 - FAIRFAX COUNTY PRKWY - CONSTR INTRCHNG-PE/RW O			Complete:			Total Cost:			\$11,210
Facility: VA 286 Fairfax County Parkway			AC	100/0/0	2,980 a		2,629 a					2,629
From: Fairlakes												
To:			RSTP	80/20/0	1,586 b		-1,550 b					
											Total Funds:	2,629

Description: To improve traffic and congestion by providing free flow conditions on the fairfax County Pkwy, Fair lakes Vlvd and Monument Dr. The project will consist of 3 bridhges, Ramps, Signals, Lights and trails.

TIP ID: 6339 Agency ID: 95549			Title: ARRA-C Route 286 (Formerly 7100)Fairfax Cty Pkwy at Fair Lakes Inter			Complete:			Total Cost:			\$15,385
Facility: VA 286 Fairfax County Parkway			RSTP	80/20/0	-13,183 c		-1,970 c					
From: 0.64 MI. South of EBL I-66												
To: 0.16 MI. North of Route 750 (Rugby Road) (3												
Description: Child project of UPC 93528 to capture NON-ARRA funding												

TIP ID: 6347 Agency ID: 54911,			Title: I 66 Preliminary Engineering for EIS			Complete: 2017			Total Cost:			\$8,622
Facility: I 66			AC	100/0/0	37,106 a		573 a					573
From: I 495												
To: VA 15			AC Conversion	100/0/0	2,685 a							
											Total Funds:	573

Description: I-66 Study/Preliminary Engineering for EIS

TIP ID: 6348 Agency ID: 105239			Title: I-66 PPTA Study			Complete:			Total Cost:			\$11,500
Facility: I 66			AC	100/0/0	500 a		6,862 a					6,862
From: I 95												
To: VA 15			NHPP	100/0/0			3,138 a					3,138
			NHS	80/20/0	1,000 a							
											Total Funds:	10,000

Description: Develop additional information for procurement. Break out of UPC 54911

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

Source		Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6350 Agency ID: 93577		Title: I-66 Widening to Route 15 (1 HOV + 1 SOV ea. direction)				Complete:		Total Cost:		\$64,487
Facility: I 66	AC	100/0/0	44,066 c		12,847 c					12,847
From: 1.2 mi. W. of Route 15 (mp 39.6)										
To: .8 mi. E. of Route 15 (mp 44.1)	NHPP	100/0/0	70 a -70 b		-768 b					
	NHPP 1	80/20/0			3,110 a 4,401 c					7,511
Total Funds:										20,358

Description: RTE 66 ADDITIONAL LANES (HOV PEAK) - Omnibus Act of 2009

TIP ID: 6352 Agency ID: 103073		Title: Widening of US 1 to 6 lanes between Telegraph Rd and Rt 235				Complete:		Total Cost:		\$53,900
Facility:	AC	100/0/0			600 a					53,900
From:					52,500 b					
To:					800 c					
Total Funds:										53,900

Description: Widen Route 1 to 6 lanes with raised median

TIP ID: 6353 Agency ID: 16422		Title: REPLACE AND WIDEN BRIDGE AND APPROACHES AT NEABSCO CRE				Complete:		Total Cost:		\$37,798
Facility: US 1	AC	100/0/0	1,116 a 846 b 209 c		3,771 c					3,771
From: Featherstone Rd										
To: Neabsco Mills Rd	BR	80/20/0			1,441 a 846 b 2,750 c					5,037
Total Funds:										8,808

Description: Replace the existing bridge over Neabsco Creek with a six lane divided facility that includes pedestrian and bicycle facilities.

TIP ID: 6355 Agency ID: 52405		Title: PROPOSED TRI-COUNTY PARKWAY - 4-LANE - EIS STUDY ONLY				Complete:		Total Cost:		\$6,600
Facility:	AC	100/0/0			1,950 a					1,950
From: 234										
To: 620										
Total Funds:										1,950

Description: Environmental Impact Study for Tri County Parkway

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

Source			Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6359 Agency ID: 93144 Title: Pacific Blvd construction									Complete:	Total Cost:	\$10,882
Facility: VA	AC	100/0/0				2,691 c					2,691
From: VA 775 Relocation Drive											
To: Dresden Street	RSTP	80/20/0				302 c					302
Total Funds:											2,993

Description: The purpose of the project is to complete a missing link of the western collector road corridor for the Route 28 corridor in Loudoun County.

TIP ID: 6361 Agency ID: 106025 Title: I-495 Northern Section Shoulder Use Debt Service									Complete:	Total Cost:	\$21,418
Facility: I-495	AC	100/0/0	20,704 c			9,289 c					9,289
From: South of Old Dominion Drive Overpass											
To: George Washington Memorial Highway	AC Conversion	100/0/0	2,829 c	1,428 c							1,428
	NHPP	100/0/0	714 c			2,143 c	1,427 c	1,427 c	1,426 c		6,423
Total Funds:											17,140

Description: Debt service line item for I-495 Northern Section Shoulder Use. Associated with construction project UPC 105130.

TIP ID: 6362 Agency ID: 102891 and F Title: Route 28 Metrorail Station (Innovation Station)									Complete: 2018	Total Cost:	\$83,000
Facility: 28 Innovation Station	CMAQ	80/20/0			2,085 c	7,166 c	1,773 c	45 c			11,069
From: Silver Line at Route 28											
To:	NVTA-BOND	0/100/0	48,000 c								
	NVTA-PAYGO	0/100/0	21,000 c								
Total Funds:											11,069

Description: This metrorail station, part of PH II of the Silver Line extension, is vital to support the increase in development that has been approved. It will include pedestrian and bicycle improvements, bus bays and bus stop improvements, and park-and-ride and kiss-and-ride facilities. There is \$69 million in prior years (FY 2014) NVTA funding allocated to this project.

TIP ID: 6402 Agency ID: VRE0018 Title: Phase II - Work related potomac shores station									Complete:	Total Cost:	
Facility: CSX RF&P Rail Corridor	State/Local	0/50/50	90 c	10,000 c	10,800 c	10,000 c					30,800
From: CF 557 Hamilton Interlocking (HA)											
To: CF 1063 Control Point Slaters Lane (CP)											
Total Funds:											30,800

Description: Track, Signal and Switch work and second platforms that support capacity expansion, operational flexibility and service expansion for the VRE Potomac Shores Station

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

Source		Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6404 Agency ID:		Title: VRE Stations and Facilities				Complete:		Total Cost:		
Facility:	AC	80/20/0	25,039 c							
From:	AC Conversion	80/15/0	3,823 c	4,923 c						4,923
To:	CMAQ	80/20/0	20,912 c							
Total Funds:										4,923

Description: Additions of 2nd platforms, signage, related improvements at various VRE stations

TIP ID: 6407 Agency ID: 100518		Title: Battlefield Parkway Extension				Complete: 2015		Total Cost: \$13,500		
Facility:	Rt Battlefield Parkway Extension	AC	100/0/0		11,500 c					11,500
From:	Rt 15 South King Street	BD	0/100/0	1,000 a						
To:	Rt 267 Dulles Greenway			650 b						
				9,075 c						
	State	0/100/0	274 c							
	State/Local	50/50/0			1,100 a					2,000
					400 b					
					500 c					
Total Funds:										13,500

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


TIP ID: 6429 Agency ID: 104300		Title: Rogues Road Reconstruction				Complete: 2020		Total Cost: \$9,391		
Facility:	Rogues Road	AC	100/0/0				5,901 c			5,901
From:	Fauquier/Prince William County Line	STP	80/20/0	767 a	1,250 b		1,473 c			2,723
To:	RT 605									
Total Funds:										8,624

Description: Reconstruction without added capacity. Reconstruct and widen travel lanes and shoulders, improve drainage and safety of road and minimize maintenance.


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

		Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 6441 Agency ID:		Title: Project Grouping: Constuction : Federal Lands Highway					Complete:		Total Cost:		\$10,807	
Facility:	AC	100/0/0						4,428 a			4,428	
From:	FLAP	100/0/0		765 a								
To:				848 c								
Total Funds:											4,428	

Description: Grouping for federally funded transportation improvements on federal lands.
TIP AMD to add Federal Lands grouping - add \$163,363 (PB - FLAP) FFY15 CN phase (lco 05/27/15)

TIP ID: 6443 Agency ID: 107187		Title: Richmond Highway Multimodal Improvements					Complete: 2022		Total Cost:		\$214,773	
Facility:	US 1 Richmond Highway	AC	100/0/0					3,500 a			3,500	
From:	VA 235 Mount Vernon Memorial Highway	NVTA-BOND	0/100/0	1,000 a								
To:	VA 5255 Napper Road	RSTP	80/20/0	9,000 a								
Total Funds:											3,500	

Description: Project will reconstruct and widen Richmond Highway (US Route 1) from four to six lanes and add bicycle and pedestrian facilities between the Mount Vernon Memorial Highway and Napper Road.

TIP ID: 6445 Agency ID: 52175		Title: Clermont Avenue Connector - PE Only for NEPA Study					Complete: 2016		Total Cost:		\$250	
Facility:	Clermont Ave.	STP	80/20/0	500 a				-225 a				
From:	I-95 Interchange	STP	96/4/0	500 a				-225 a				
To:	Eisenhower Ave											

Description: Plans to extend Clermont Avenue to an interchange with I-95 as part of the Eisenhower Valley Access and Circulation Improvements project were changed and the Clermont connector road was not built. This TIP amendment will provide funding for The City of Alexandria to move forward with a final study to close out the environmental process.

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

Source		Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6446 Agency ID: 104303		Title: Route 1 Widening from Featherstone Road to Mary's Way				Complete: 2019		Total Cost:		\$96,391
Facility: US 1 Route 1	AC	100/0/0				27,641 c				27,641
From: Featherstone Road	AC 1	95/5/0			59,793 b					59,793
To: Mary's Way	AC Conversion	87/13/0				10,218 b	9,474 b	4,674 b		24,366
	NHPP	100/0/0	2,500 b		3,473 b					3,473
	NVTA-PAYGO	0/100/0	4,100 a 51,479 b							
	RSTP	80/20/0	300 a		4,100 a 1,086 b					5,186
Total Funds:										120,459

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

TIP ID: 6447 Agency ID: -16861		Title: Belmont Ridge Road (Route 659), South of the Dulles Greenway				Complete: 2018		Total Cost:		\$19,500
Facility: VA 659 Belmont Ridge Road	Local	0/0/100		1,080 a						16,963
From: VA 625 Truro Parish Road				1,283 b						
To: VA 645 Croson Road				14,600 c						
	NVTA-BOND	0/100/0		19,500 c						19,500
Total Funds:										36,463

Description: Widen from a substandard 2-lane rural section to a 4-lane arterial standard with the appropriate auxiliary turn lanes and signalization

TIP ID: 6449 Agency ID: 106742		Title: Frontier Dr Extension				Complete: 2016		Total Cost:		\$90,130
Facility: Frontier Dr	AC	100/0/0	1,000 a		6,000 a					6,000
From: VA 289 Franconia-Springfield Parkway	NVTA-BOND	0/100/0	2,000 a							
To: VA 789 Loisdale Rd	NVTA-PAYGO	100/0/0			2,000 a					2,000
Total Funds:										8,000

Description: Extend Frontier Drive from Franconia-Springfield Parkway to Loisdale Road.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6450 Agency ID: 108720 Title: VA Route 28 Widening (Prince William County Line to Route 29)			Complete: 2020		Total Cost: \$68,829				
Facility: VA 28 Centreville Road	NHPP	100/0/0	5,859 a	7,660 a					8,229
From: PW County Line				569 b					
To: Old Centreville Road									
NVTA-PAYGO	50/50/0	5,000 a		5,855 b					5,855
REVSH	0/50/50	1,800 a							
Total Funds:									14,084

Description: Widen from 4 to 6 lanes including intersection improvements and pedestrian/bicycle facilities.

TIP ID: 6457 Agency ID: 106652 Title: Route 28 Widening (SB from the Dulles Toll Road to Route 50)			Complete: 2017		Total Cost: \$20,000				
Facility: VA 28 Sully Road	NVTA-BOND	0/100/0	14,785 c	5,215 c					5,215
From: VA 267 Dulles Toll Road									
To: US 50 Lee Jackson Memorial Highway									
Total Funds:									5,215

Description: Widening from 3 to 4 lanes

TIP ID: 6485 Agency ID: Title: Project Grouping: Construction: Recreational Trails			Complete:		Total Cost: \$4,833				
Facility:	AC	100/0/0		736 c					736
From:									
To:	RSTP	80/20/0		2,188 b	2,830 c				5,018
Total Funds:									5,754

Description: Project Grouping for construction of recreational trails that do not impact the Air Quality Conformity Analysis.

TIP ID: 6512 Agency ID: 108337 Title: I-66 Inside the Beltway Tolling Systems Integration			Complete: 2017		Total Cost: \$25,000				
Facility: I-66	AC	100/0/0		5,000 a					25,000
From: I-495				20,000 c					
To: Route 29 Near Roslyn, Arlington County									
Total Funds:									25,000

Description: Design, build, operate, & maintain rush hour tolling systems to manage traffic in I-66 Corridor

TIP ID: 6513 Agency ID: 107371 Title: I-66 Inside the Beltway Tolling Infrastructure			Complete: 2017		Total Cost: \$43,391				
Facility: I-66	AC	0/100/0	5,000 a	1,000 b					1,000
From: I-495									
To: Route 29 Near Roslyn, Arlington County									
Total Funds:									1,000

Description: Construct tolling gantries, signage, and related on I-66 inside the Beltway

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6519 Agency ID: 99478 Title: #HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PHASE 1			Complete: 2022			Total Cost: \$135,872			
Facility: RT 7 Leesburg Pike	AC	100/0/0		16,156 b		106,472 c			122,628
From: Reston Ave									
To: Jarrett Valley Drive	AC 1	0/100/0	2,400 a	27,000 b					133,472
				106,472 c					🚲
	AC Conversion	100/0/0					5,248 b		5,248
	NHPP	100/0/0	670 a						670
	RSTP	80/20/0		2,400 a					13,244
				10,844 b					

Total Funds: 275,262

Description: Rt 7 Corridor Improvements to add one travel lane both EB and WB; upgrade intersections; and construct pedestrian and bicycle facilities EB and WB.

FROM: Reston Avenue TO: Jarrett Valley Drive (0.5000 MI)

TIP ID: 6520 Agency ID: UPC 107937 Title: Fairfax County Parkway widen from 4 to 6 lanes			Complete: 2025			Total Cost: \$82,431			
Facility: 286 Fairfax County Parkway	NVTA-PAYGO	80/20/0	10,000 a	10,000 a					10,000
From: 123 Ox Road									
To: 29 2,000 ft. north of Lee Highway									Total Funds: 10,000
Description: Widen Fairfax County Parkway from 4 lanes to 6									🚲

TIP ID: 6537 Agency ID: 105521 Title: Widen East Spring Street			Complete: 2019			Total Cost: \$6,705			
Facility: Spring Street	AC	100/0/0	705 a	2,000 b	705 a				2,705
From: Herndon Parkway									
To: Fairfax County Parkway	AC 2	94/6/0		2,000 b					2,000
	AC Conversion	80/20/0				90 b	415 b		505
									Total Funds: 5,210

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

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6539 Agency ID: 106917 Title: #HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PHASE 2			Complete: 2024				Total Cost: \$98,000		
Facility: VA 7 Leesburg Pike	AC	100/0/0	296 a				17,634 b		52,930
From: Reston Avenue			35,000 b						
To: 500 ft. E of Colvin Forest Drive									
AC 1	0/100/0		957 a						957
AC 2	85/15/0		62,000 c						62,000
NHPP	100/0/0		704 a						704
RSTP	80/20/0		43 a	1,000 a			17,366 b		18,409
Total Funds:									135,000

Description: Phase 2 for Rt 7 Corridor Improvements to add one travel lane both EB and WB; upgrade intersections; and construct pedestrian and bicycle facilities EB and WB

Reconstruction w/ Added Capacity - FROM: Reston Avenue TO: 500 ft. E of Colvin Forest Drive (3.2500 MI)

TIP AMD - add \$34,658 (RSTP) & \$956,677 (AC-Other GARVEE) FFY17 PE phase. (lco 9/27/16)

child project of UPC 99478

FROM: Reston Avenue TO: 500 ft. E of Colvin Forest Drive (3.2500 MI)

TIP ID: 6540 Agency ID: 108826 Title: Transform 66 Outside of Beltway			Complete: 2021				Total Cost: \$600,000		
Facility: I 66	AC	0/100/0	300,000 c						300,000
From: US 15 Haymarket									
To: I 495 Beltway									
Total Funds:									300,000

Description: The Transform 66 Outside the Beltway Project is a multimodal project which will provide 2 Express Lanes & 3 general purpose lanes in each direction, with a median width designed to accommodate future high quality transit.

TIP ID: 6541 Agency ID: 107947 Title: NEABSCO MILLS ROAD - Widen to 4 lanes			Complete: 2018				Total Cost: \$26,300		
Facility: Neabscos Mills Road	AC	80/20/0	453 b						453
From: Smoke Court	REVSH	50/50/0	2,000 b						2,000
To: US 1 Jefferson Davis Highway	RSTP	80/20/0	1,700 a	1,700 a					8,057
			1,848 b	2,809 b					
State/Local	0/50/50			1,491 b					1,491
Total Funds:									12,001

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

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6542 Agency ID:			Title: Embark Richmond Highway Comprehensive Plan Amendment			Complete:	Total Cost:		\$800
Facility: US 1 Richmond Highway	Sect. 5309	50/25/25	800 d						800
From:									
To:									
Description:									Total Funds: 800


TIP ID: 6543 Agency ID: 110376			Title: I-66 / Route 15 INTERCHANGE RECONSTRUCTION GARVEE DEBT SE			Complete:	Total Cost:		\$17,543
Facility: I 66	AC	100/0/0	16,322 a	1,963 a					18,285
From: Rte. I-66/Rte 15 Interchange									
To:	NHPP	100/0/0	1,221 a						1,221
Description:									Total Funds: 19,506

TIP ID: 6544 Agency ID: 108424			Title: I-66 Inside of the Beltway Initiatives			Complete:	Total Cost:		\$125,000
Facility: I 66	AC	100/0/0	12,000 a	-5,031 a	9,000 b	108,000 c			117,000
From: I 495									
To: US 29 Near Rosslyn, Arlington	AC Conversion	100/0/0	1,031 a	8,000 a					9,031
Description: From: Exit 67 DULLES AIRPORT ACCESS ROAD TO: 71 N. GEORGE MASON DRIVE (4.0000MI)									Total Funds: 126,031

TIP ID: 6545 Agency ID: 110392			Title: I-66 Inside of the Beltway Initiatives GARVEE DEBT SERVICES			Complete:	Total Cost:		\$30,418
Facility: I 66	AC	100/0/0	29,343 a						29,343
From: I 495									
To: U 29 Near Rosslyn, Arlington	AC Conversion	100/0/0		2,722 a					2,722
	NHPP	100/0/0	1,075 a						1,075
Description:									Total Funds: 33,140

TIP ID: 6546 Agency ID: 110377			Title: #HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PH 1 GARVEE DEBT			Complete: 2022	Total Cost:		\$250,009
Facility: VA 7	AC	100/0/0	24,311 a						24,311
From: Reston Avenue									
To: Jarrett Valley Drive	AC Conversion	100/0/0		1,017 a					1,017
	NHPP	100/0/0	698 a						698
Description:									Total Funds: 26,026

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

Source		Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6547 Agency ID: 110378		Title: HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PHASE 2 GARVEE DE				Complete: 2022		Total Cost:		\$14,931
Facility: VA 7	AC	100/0/0		14,197 a						14,197
From: Reston Avenue	AC Conversion	100/0/0			1,137 a					1,137
To: Jarrett Valley Drive	NHPP	100/0/0		734 a						734 
Total Funds:										16,068

Description:

TIP ID: 6548 Agency ID: 110375		Title: #HB2.FY17 Const Inter AT RTE 15/17/29 BUS GARVEE DEBT SERVICES				Complete:		Total Cost:		\$9,037
Facility: US 15 INTERCHANGE	AC	100/0/0		8,609 a						8,609
From: US 29	AC Conversion	100/0/0		428 a	1,022 a					1,450
To: VA 17										
Total Funds:										10,059

Description:

TIP ID: 6549 Agency ID: 110496		Title: TRANSFORM I-66 OVERSIGHT PROJECT				Complete:		Total Cost:		\$100,000
Facility: I 66	AC	100/0/0		15,000 a						15,000
From: I 495 Beltway										
To: US 15										
Total Funds:										15,000

Description: TIP AMD - add \$15,000,000 (AC-Other Concession Funds) FFY17 PE Phase (SB 1/18/17)

TIP ID: 6550 Agency ID: 102903		Title: Widen Liberia Avenue - PE Only				Complete:		Total Cost:		\$1,554
Facility: Liberia Avenue	RSTP	80/20/0		911 a	643 a					1,554
From: VA 28										
To: Quarry Road										
Total Funds:										1,554

Description: Reconstruction w/ Added Capacity

TIP ID: 6551 Agency ID: 16003		Title: RTE 66 - CONSTRUCT COMMUTER LOT				Complete:		Total Cost:		\$7,734
Facility: I 66 @ Stringfellow Road	AC	100/0/0		77 a						1,403
From:				333 b						
To:				993 c						
Total Funds:										1,403

Description:

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

			Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6552 Agency ID: 90159			Title: I-95 Interchange Improvements Phase VIII Support			Complete:			Total Cost:			\$4,000
Facility: I 495 Beltway			AC	80/20/0		2,600	c					2,600
From:												
To:			NHPP	80/20/0		-100	a					
											Total Funds:	2,600

Description: HOV Roadways Between Routes i-95/I-395/I-495 (1.3000 MI)

TIP ID: 6553 Agency ID: 105584			Title: ROUTE 7/GEORGE WASHINGTON BLVD OVERPASS			Complete:			Total Cost:			\$28,000		
Facility: VA 7 Harry Bird Highway			AC	100/0/0				3,661	c			3,661		
From: Overpass @ G.W. Blvd														
To:			RSTP	80/20/0		3,500	b	2,723	c	8,223	c	8,526	c	22,972
											Total Funds:	26,633		

Description: FROM: 0.25 MI. S. OF RESEARCH PLACE TO: CENTER LINE OF RESEARCH PLACE (0.2500 MI)

TIP ID: 6554 Agency ID: 68627			Title: RTE 28 - BRIDGE REPLACEMENT OVER BROAD RUN			Complete:			Total Cost:			\$12,761
Facility: VA 28			DEMO	100/0/0				-1	b			
From: 0.280 MILE WEST BROAD RUN												
To: 0.302 MILE EAST BROAD RUN			RSTP	80/20/0				-1	c			

Description: FROM: 0.280 MILE WEST BROAD RUN TO: 0.302 MILE EAST BROAD RUN (0.5820 MI)

TIP ID: 6555 Agency ID: 16622			Title: RTE 123 - WIDENING FROM 2 LANES TO 4 LANES ON 6 LANE R/W			Complete:			Total Cost:			\$21,850
Facility: VA 123			NHPP	80/20/0		101	c					101
From: Lee Chapel Road												
To: Burke Lake Road			RSTP	80/20/0		0	a					437
						136	b					
						301	c					
			STP	80/20/0		27	c					27
											Total Funds:	565

Description: FROM: 0.287 KILOMETER SOUTH LEE CHAPEL ROAD TO: 0.006 KILOMETER SOUTH BURKE LAKE ROAD (3.8520 KM)

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6557 Agency ID: 12906 Title: RTE 1 - WIDENING			Complete:			Total Cost:			\$23,834
Facility: US 1 Jefferson Davis Highway	AC	100/0/0		1,938 a					4,691
From: VA 642 Lorton Road				2,753 c					
To: VA 611 Telegraph Road									
	STP	80/20/0		252 b					696
				444 c					
Total Funds:									5,387

Description: FROM: 0.448 KILOMETER SOUTH LORTON ROAD TO: 0.223 KILOMETER NORTH TELEGRAPH ROAD (1.9120 KM)

TIP ID: 6558 Agency ID: 15292 Title: FAIRFAX COUNTY PARKWAY - ROUTE 7 INTERCHANGE			Complete:			Total Cost:			\$20,354
Facility: VA 286 Fairfax County Parkway	NHPP	80/20/0		1,622 b					3,814
From: VA 7				2,192 c					
To:									
	STP	80/20/0		-896 b					
Total Funds:									3,814

Description: FROM: 0.436 MILE SOUTH OF ROUTE 7 TO: 0.279 MILE NORTH OF ROUTE 7 (0.7150 MI)

TIP ID: 6559 Agency ID: 104816 Title: RTE 840 UNIVERSITY BOULEVARD WIDENING AND EXTENSION -PE O			Complete:			Total Cost:			\$32,985
Facility: University Boulevard	RSTP	80/20/0				1,700 a			1,700
From: VA 1566 Suddly Manor Drive									
To: VA 621 Devlin Road									
Total Funds:									1,700

Description: FROM: Route 621 (Devlin Road) TO: Route 1566 (Sudley Manor Drive) (1.2900 MI)

TIP ID: 6560 Agency ID: 104056 Title: Possum Point Road Drainage Improvements			Complete:			Total Cost:			\$2,401
Facility: Possum Point Road	State/Local	0/50/50		357 a					2,402
From:				2,045 c					
To:									
Total Funds:									2,402

Description: FROM: U.S. 1 TO: Eastern Corporate Limits (1.6000 MI)

TIP ID: 6561 Agency ID: 18992 Title: BATTLEFIELD PARKWAY - 4 LANES ON 6 LANE R/W			Complete:			Total Cost:			\$32,956
Facility: Battlefield Parkway	AC	100/0/0		1,824 a					8,757
From: VA 7 East Market Street				6,933 c					
To: Kincaid Boulevard									
	NHPP	80/20/0		57 a					57
	RSTP	80/20/0		-3 b					
Total Funds:									8,814

Description: FROM: KINCAID BOULEVARD TO: ROUTE 7 (0.6500 MI)

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

Source			Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6562 Agency ID: 110527 Title: Fred Ex - 1-95 Express Lanes Extension Exit 160 to Exit 133								Complete: 2019	Total Cost: \$12,000		
Facility: I 95			AC	0/100/0	12,000	d					12,000
From: Exist 160											
To: Exit 133											Total Funds: 12,000
Description: P..E. to extend I-95 Express Lanes south to Exit 133 in the FAMPO planning area. Study ramp, lane and access point improvements needed for Express Lanes between Route 123 and Garrisonville exit in NC RTPB planning area..											
TIP ID: 6565 Agency ID: 69113 Title: RTE 66 - ADDITIONAL LANE & HOV LANES								Complete:	Total Cost: \$42,516		
Facility: I 66			AC	100/0/0		102	c				102
From: VA 234 Bypass											
To: VA 234 Business											Total Funds: 102
Description: FROM: 0.887 KILOMETER WEST SB ROUTE 234 BYPASS TO: 0.646 KILOMETER EAST NB ROUTE 234 BUSINESS (SUDLEY ROAD) (6.1100 KM)											
TIP ID: 6566 Agency ID: 70043 Title: I66 WIDEN TO 8-LANES FROM RT 234 BYPASS TO RT 29/GAINESVILLE								Complete:	Total Cost: \$92,092		
Facility: I 66			AC	100/0/0		1,461	c				1,461
From: US 29 1.55 Km W. SB US 29											
To: US 29 3.716 Km E. SB US 29											Total Funds: 1,461
Description: FROM: 1.554 KILOMETERS WEST SB ROUTE 29 BASELINE TO: 3.716 KILOMETERS EAST SB ROUTE 29 BASELINE (5.2700 KM)											
TIP ID: 6567 Agency ID: 77616 Title: I-95 - PE STUDIES (HOT LANES)								Complete:	Total Cost: \$25,406		
Facility: I 95			AC	100/0/0		218	a				218
From: VA 17											
To: 14th Street Bridge											Total Funds: 218
Description: FROM: ROUTE 17 SOUTH TO: 14TH STREET BRIDGE											
TIP ID: 6568 Agency ID: 105500 Title: I-66 Tier II								Complete:	Total Cost: \$51,539		
Facility: I 66			AC	100/0/0		8,195	a				8,195
From: I 495											
To: US 15			NHPP	88/12/0		20,529	a				20,529
											Total Funds: 28,724
Description: FROM: I-495 Beltway TO: Rte 15											
TIP ID: 6569 Agency ID: 14719 Title: FAIRFAX COUNTY PARKWAY - CONSTRUCT 4 LANES								Complete:	Total Cost: \$23,874		
Facility: VA 286 Fairfax County Parkway			State/Local	0/50/50		2,250	b				2,250
From: VA 611 0.23 Miles W. of Telegraph Road											
To: Newington Road											Total Funds: 2,250
Description: FROM: NEWINGTON ROAD TO: 0.23 MILE WEST OF TELEGRAPH ROAD											

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6573 Agency ID: 77378 Title: EISENHOWER AVENUE WIDENING AND REMOVE TRAFFIC CIRCLE			Complete:		Total Cost:		\$8,136		
Facility: Eisenhower Avenue	AC	100/0/0		3,730	c				3,730
From: Mill Road									
To: Holland Lane	STP	80/20/0		-194	a				1,355
				1,099	b				
				256	c				
Total Funds:									5,085

Description: FROM: WEST SIDE OF INTERSECTION WITH MILL ROAD TO: EAST SIDE OF INTERSECTION WITH HOLLAND LANE (0.4000 MI)

TIP ID: 6574 Agency ID: 51135 Title: RTE 123 - WIDEN FROM 2 TO 4 LANES ON 6-LANE R/W			Complete:		Total Cost:		\$25,479		
Facility: VA 123	NVTA-BOND	100/0/0		5,734	c				5,734
From: 0.330 KILOMETER NORTH DAVIS DRIVE									
To: 0.287 KILOMETER SOUTH LEE CHAPEL R	RSTP	80/20/0		257	a				383
				126	b				
	STP	80/20/0		122	b				122
Total Funds:									6,239

Description:

TIP ID: 6575 Agency ID: 104554 Title: VINT HILL RD WIDENING TO 4 LANES (VDOT Oversight)			Complete:		Total Cost:		\$305		
Facility: VA 215 Vint Hill Road	State/Local	0/100/0		84	a				305
From: VA 1566 Sudley Manor Drive				221	c				
To: Schaeffer Ln									
Total Funds:									305

Description:

TIP ID: 6577 Agency ID: 78826 Title: Westbound Accel/Decel Lane from Geo Mason Dr to Sycamore St			Complete:		Total Cost:		\$15,424		
Facility: 66	AC	80/20/0		3	a				212
From: Sycamore Street				209	c				
To: George Mason Drive									
Total Funds:									212

Description: Westbound Accel/Decel Lane from Geo Mason Dr to Sycamore St.

**Table 3A
VIRGINIA
FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM
Financial Summary by Funding Source (in \$ Millions)**

Source	2017		2018		2019-2020		2021-2022		2017-2022
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	Total
Title I - FHWA									
Bridge Replacement and Rehabilitation Program	2.50	2.90	4.10	5.13					8.03
Congestion Mitigation and Air Quality Improvement Program	16.00	19.88	61.21	76.52	14.58	18.23		7.49	122.11
Demonstration			3.13	3.91	1.02	1.27			5.18
Equity Balance/Minimum Guarantee	1.08	1.34							1.34
Interstate Maintenance	3.37	3.58							3.58
National Highway Freight Program			0.07	0.09					0.09
National Highway Performance Program	5.15	5.15	82.49	90.45	19.44	20.73		2.91	119.24
Regional Surface Transportation Program	17.69	22.14	64.56	80.70	22.73	28.41		33.88	165.13
Surface Transportation Program	52.77	66.11	59.11	70.88	72.39	83.55		28.75	249.29
Enhancements (STP)	2.94	2.95							2.95
Highway Safety Improvement Program (STP)	10.24	10.47	1.14	1.27	1.85	2.06		0.09	13.90
Transportation Alternatives Program			3.89	4.87	0.32	0.40			5.27
<i>Title I - FHWA Total:</i>	<i>111.73</i>	<i>134.51</i>	<i>279.72</i>	<i>333.82</i>	<i>132.33</i>	<i>154.64</i>		<i>73.12</i>	<i>696.09</i>
Title III - FTA									
Section 5307 - Urbanized Area Formula Program	8.13	11.31	6.95	9.73	8.28	10.35		1.77	33.16
Section 5309 - Capital Program	0.40	0.80							0.80
5339 - Alternatives Analysis Funding	8.40	10.50	0.14	0.18	0.33	0.41		0.23	11.32
State of Good Repair Grant Funds	22.74	32.66	4.90	6.12	10.16	12.70		1.65	53.13
<i>Title III - FTA Total:</i>	<i>39.67</i>	<i>55.27</i>	<i>11.99</i>	<i>16.03</i>	<i>18.76</i>	<i>23.45</i>		<i>3.65</i>	<i>98.40</i>
State/Local Funds									
Local Funds		41.66		13.18					54.84
Northern Virginia Transportation Authority		41.81	29.52	41.42				13.53	96.77
State Funds		1.03		1.99					3.02
State/Local Funds		10.45	15.00	84.94		10.75			106.14
<i>State/Local Total:</i>		<i>94.96</i>		<i>141.53</i>		<i>10.75</i>		<i>13.53</i>	<i>260.77</i>
Other Funds									
Advanced Construction	228.25	693.36	908.87	920.35	319.86	326.99		38.59	1,979.30
Advanced Construction Conversion	30.57	34.72	26.87	28.25	38.73	46.69		19.29	128.96
Revenue Sharing	2.27	6.00							6.00
<i>Other Total:</i>	<i>261.09</i>	<i>734.08</i>	<i>935.74</i>	<i>948.60</i>	<i>358.59</i>	<i>373.69</i>		<i>57.89</i>	<i>2,114.26</i>
<i>Virginia Total:</i>	<i>412.49</i>	<i>1,018.82</i>	<i>1,227.45</i>	<i>1,439.98</i>	<i>509.68</i>	<i>562.53</i>	<i>0.00</i>	<i>148.19</i>	<i>3,169.52</i>

**Table 3B
VIRGINIA
FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM
Financial Summary (in Millions of Dollars)**

Project Type	2017		2018		2019-2020		2021-2022		2017-2022	
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	Federal	Total
Interstate	74.40	394.40	263.13	272.02	119.85	119.85	1.43	1.43	458.81	787.70
Primary	134.29	288.73	420.88	438.49	166.70	169.32	42.47	46.59	764.35	943.13
Secondary	10.28	64.79	248.03	305.37	21.86	24.94	20.32	29.87	300.48	424.97
Urban	4.62	5.37	36.07	48.15	0.62	0.77	0.35	0.44	41.65	54.73
Federal Lands			1.90	1.90		4.43			1.90	6.33
Bridge	12.74	14.37	28.60	29.07	10.33	11.31	3.58	3.60	55.25	58.36
Surface Transportation:	236.32	767.65	998.61	1,095.01	319.37	330.62	68.15	81.93	1,622.44	2,275.21
Transit:	67.88	130.05	137.74	194.50	44.49	72.43	8.13	10.15	258.24	407.13
Bike/Ped:	0.00	0.00	6.54	7.42	0.00	3.57	0.00	0.00	6.54	10.99
CMAQ	0.00	0.00	51.23	54.82					51.23	54.82
Enhancement	5.78	7.43	9.01	10.54	30.39	35.24	3.39	4.05	48.58	57.26
ITS	4.05	4.05	4.28	4.28	8.23	8.23	4.62	4.62	21.18	21.18
Maintenance	17.27	17.27	19.13	19.13	36.81	36.81	20.65	20.65	93.86	93.86
Other	81.19	92.37	45.42	54.28	62.96	75.63	21.96	26.79	211.53	249.08
Enhancements, ITS, Maintenance and Other:	108.28	121.12	129.08	143.06	138.39	155.91	50.62	56.11	426.37	476.19
Total Funds:	412.41	1,018.81	1,271.91	1,439.91	502.21	562.51	126.91	148.11	2,313.61	3,169.51

ITEM 13 – Action

March 29, 2017

Approval to Amend the FY 2017-2022 Transportation Improvement Program (TIP) to Add the Governor Harry W. Nice Bridge Improvement Project For the Maryland Transportation Authority

Staff

Recommendation: Approve Resolution R18-2017 to amend the FY 2017-2022 TIP.

Issues: None

Background: The Maryland Transportation Authority has requested an amendment to add the Governor Harry W. Nice Bridge Improvement Project to the TIP. This project is already included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment. On March 3, 2017, the Steering Committee reviewed the amendment and recommended approval.

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

RESOLUTION ON AN AMENDMENT TO THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE GOVERNOR HARRY W. NICE BRIDGE IMPROVEMENT PROJECT, AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

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

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

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

WHEREAS, in the attached letter of March 1, 2017, MDOT has requested that the FY 2017-2022 TIP be amended to include \$560 million in state funding for right-of-way acquisition and construction of the Governor Harry W. Nice Bridge Improvement Project connecting Charles County in Maryland to King George County in Virginia over the Potomac River, as described in the attached materials, and

WHEREAS, the TPB Steering Committee reviewed this proposed amendment at its meeting on March 3, 2017 and has recommended it for approval by the TPB at its March 29, 2017 meeting, and

WHEREAS, this project is already included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP;

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to include \$560 million in state funding for right-of-way acquisition and construction of the Governor Harry W. Nice Bridge Improvement Project, as described in the attached materials.



Maryland Department of Transportation
The Secretary's Office

Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

March 1, 2017

The Honorable Bridget Donnell Newton, 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 Newton:

The Maryland Department of Transportation (MDOT) requests the following amendments to the suburban Maryland portion of the National Capital Region Transportation Planning Board's (TPB) FY 2017-2022 Transportation Improvement Program (TIP) for one existing project as described below and in the attached memo. The change for TIP #5227 reflects the addition of state toll funds to replace the Governor Harry W. Nice Bridge. The Maryland Transportation Authority's (MDTA) anticipates advertising a design-build contract for the new bridge in 2018, starting construction in 2020, and opening a new, wider, and safer bridge in 2023. As this project is already included in the current regional Air Quality Conformity for the 2016 Constrained Long Range Plan (CLRP), this action does not change the air quality impact on conformity.

TIP ID#	Project	Phase	Amount of New Funding	Comment
5527	Governor Harry W. Nice Bridge Improvement Project	RW CO	\$10,516,000 \$549,300,000	Add funding for right-of-way and construction.

MDOT requests that this amendment be approved by the Transportation Planning Board (TPB) at its March 15th, 2017 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 additional funds are available through a combination of MDTA cash and debt and utilizing refunding opportunities for existing debt. MDTA will be taking advantage of significant cost savings through a design-build approach to procurement, a practical design, over attainment of toll revenues, and current low interest rates. The amount of MDTA debt needed to fund the project will be determined by the participation by the Virginia Department of Transportation (VDOT) and actual revenue attainment.

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

The Honorable Bridget Donnell Newton
Page Two

We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact Ms. Kari Snyder, MDOT Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@mdot.state.md.us. Ms. Snyder will be happy to assist you. Of course, please feel free to contact me directly.

Sincerely,

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

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

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPCP, MDOT



Maryland Transportation Authority

Larry Hogan Governor

Boyd K. Rutherford Lt. Governor

Pete K. Rahn Chairman

Katherine Bays Armstrong
Peter J. Basso
William H. Cox, Jr.
William C. Ensor, III
W. Lee Gaines, Jr.
William K. Hellmann
Randall Nixon
John Von Paris

Kevin C. Reigrut Executive Director

2310 Broening Highway
Baltimore MD 21224
410-537-1000
410-537-1003 (fax)
711 (MD Relay)
1-866-713-1596

e-mail: mdta@mdta.maryland.gov

www.mdtta.maryland.gov

Nice Bridge Improvement Project

TO: Director Heather Murphy
ATTN: Regional Planning Manager Tyson Byrne
Regional Planner Kari Snyder
FROM: Melissa Williams, MDTA, Acting Director, Planning and Program Development
SUBJECT: Request to amend the FY 2017-2022 National Capital Region Transportation Planning Board (TPB) Transportation Improvement Program (TIP)

DATE: February 23, 2017

PREPARED BY: Glen Smith, Project Manager for Division of Planning and Program Development

PURPOSE

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

SUMMARY

The Maryland Department of Transportation's Maryland Transportation Authority (MDTA) hereby requests amendment of the FY 2017-2022 TPB TIP to reflect the following actions.

ANALYSIS

Table with 4 columns: TIP, PROJECT, PHASE, NEW FUNDING. Row 1: 5527, Gov Harry W. Nice Bridge Improvement Project, RW, \$10,516,000. Row 2: CO, \$549,300,000.

This requested amendment reflects the addition of \$10,516,000 of right-of-way acquisition and the addition of \$549,300,000 of construction funding in the FY 2017-2022 TPB TIP. While outside the scope of the FY 2017-2022 TPB TIP, MDTA is programming an additional \$208,784,000 in FY 2023 and beyond for construction of this project.

Please amend the FY 2017-2022 TPB TIP and the FY 2017-2022 Maryland STIP to reflect the funding information provided in the attachments. MDOT requests this amendment in order that the FY 2017-2022 TPB reflect MDOT's addition of right-of-way and construction funds for this project.

Ms. Heather Murphy

Page Two

The MDTA is an independent State agency that acts on behalf of but is separate from the Maryland Department of Transportation. By law, the MDTA is a group of eight citizens who are appointed by the Governor (and confirmed by the Senate) and the Secretary of Transportation, who serves as Chairman. The MDTA is a non-budgeted agency that relies solely on revenues generated from Maryland's eight toll facilities. Toll revenues are pooled to cover financing, construction, operating, maintenance, and law-enforcement costs, thus providing the strongest possible security for financing transportation improvement projects.

Right-of way and construction funds are being added now because MDTA has brought the project cost down significantly by building only what is needed and making important design changes. MDTA is also taking advantage of the current low-interest rate environment.

If you have any questions regarding this amendment request, please contact Mr. Glen Smith, MDTA Project Manager, at 410-537-5665, or via email to gsmith2@mdta.state.md.us.

ATTACHMENT

FY 2017-2022 TPB TIP project 5527

cc: Ms. Melissa Williams, Acting Director, MDTA
Mr. Will Pines, Director, MDTA
Ms. Kari Snyder, Regional Planner, MDOT
Mr. Tyson Byrne, Manager, MDOT

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

FY 2017 - 2022

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
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MDOT/Maryland Transportation Authority

Primary

Governor Harry W. Nice Bridge Improvement Project

TIP ID: 5527	Agency ID:	Title: Governor Harry W. Nice Bridge Improvement Project	Complete: 2030	Total Cost: \$768,600							
Facility: US Bridge over Potomac		State	0/100/0	19,959 a	2,761 b	1,825 b	2,825 b	2,025 b	1,080 b	268,600 c	559,816
From: Charles County, MD				147 b				83,800 c	196,900 c		
To: King George County, VA											Total Funds: 559,816

Description: Construct a new four-lane bridge north of the existing bridge, with a barrier-separated, two-way bicycle/pedestrian path on the south side of the bridge. Included in the project is preventative maintenance of the existing bridge until the construction phase is programmed.

Amendment: Add New Project **Requested on: 3/15/2017**
 Amend project into the FY 2017-2022 TIP with \$560 million in state funding between FY 2017 and FY 2022 for right-of-way acquisition and construction.



February 24, 2017



Nice Bridge

Preservation and Replacement Project



Maryland Transportation Authority The Governing Body of the MDTA?



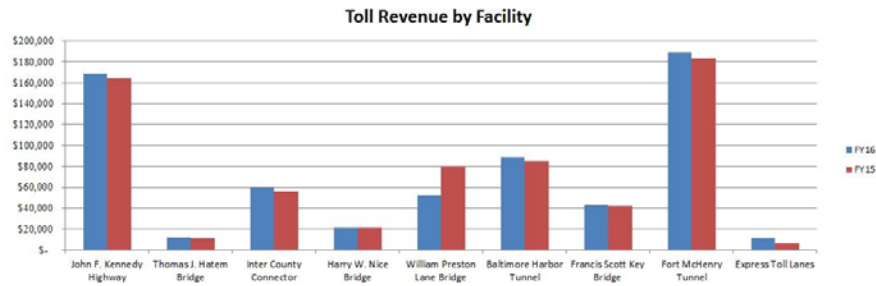
- A group of eight citizens appointed by the Governor and confirmed by the Maryland Senate serves as the policy-setting, decision-making, and governing body.
- Maryland's Secretary of Transportation, Pete K. Rahn serves as the MDTA's Chairman.
- Membership represents the geographic regions of all toll facilities
- The MDTA is an independent State agency that acts on behalf of but is separate from the Maryland Department of Transportation.

Maryland Transportation Authority

How is MDTA Financed?



- The MDTA is a non-budgeted agency that relies solely on revenues generated from its transportation facilities.
- Toll revenues are pooled to cover financing, construction, operating, maintenance, and law-enforcement costs.

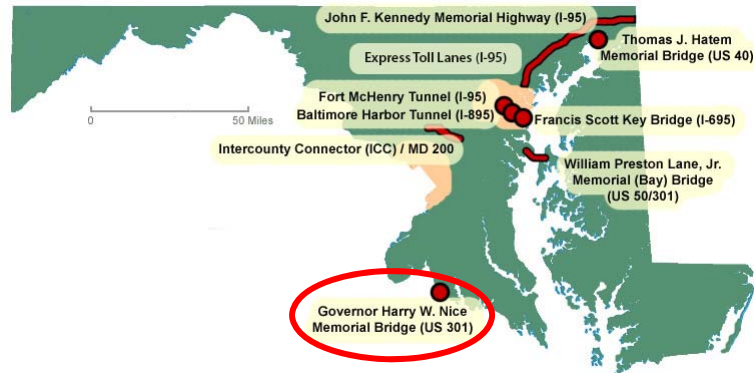


Maryland Transportation Authority

MDTA's Tolling Facilities



- Since 1971, the MDTA has been responsible for constructing, managing, operating and improving the State's toll facilities, as well as for financing new revenue producing transportation projects.



Project Background

Nice Bridge Fast Facts



- Construction dates: March 1938 – December 1940
- Original cost to construct: \$5 million
- Named in 1968 for Maryland Governor Harry W. Nice
- Length of entire facility (including bridge and approaches): 2.2 miles
- Bridge length: 1.9 miles of two-lane bridge
- CY 2015 traffic volume: 6.6 million vehicles (average annual daily traffic: 18,600)
- FY 2016 toll revenue: \$21.0 million



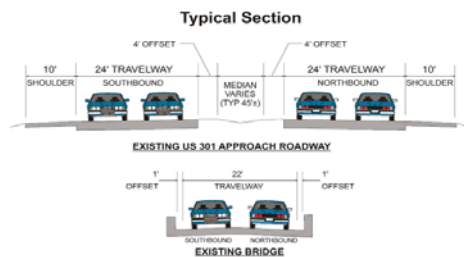
Project Background

Purpose & Need



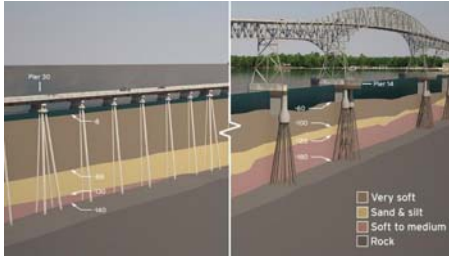
MOST SIGNIFICANT NEEDS FOR BRIDGE REPLACEMENT:

- From NEPA Documents:
 - Geometric inconsistencies
 - Safety issues
 - Traffic capacity limitations
 - Traffic impacts due to incidents, maintenance & wide-loads
- Life Cycle Cost Analysis (LCCA)
 - Major rehab needed in the near future will be very problematic, and a cost driver in the LCCA timing
 - Detour is 115 miles



Actions to Date

Existing Site Investigations



Geotechnical:

- Borings - Field work completed May 2016, Geotechnical Data Report compiled for new bridge design
- Test Piles - Accomplished small test pile program in February 2016 (2 - 24" steel pipe piles)

MEC/UXO Investigation

- 2 dive investigations completed. 151 anomalies investigated. **No UXO indicated**; mostly construction, fishing debris, crab pots

Utility Investigation:

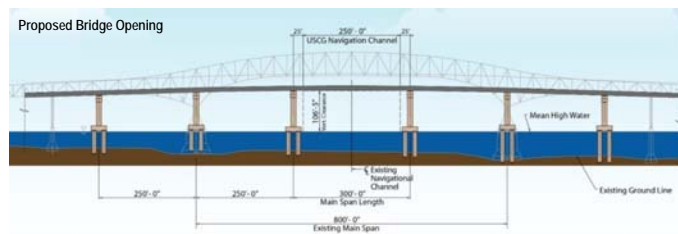
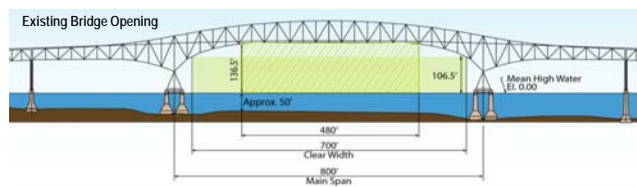
- Completed level 'C' Utility Mosaic Basemap
- Confirmed AT&T under river crossing well clear of proposed new bridge location

Actions to Date

US Coast Guard Coordination



PROPOSED CLEARANCE CHANGES



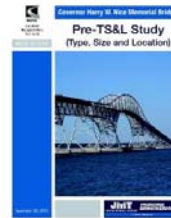
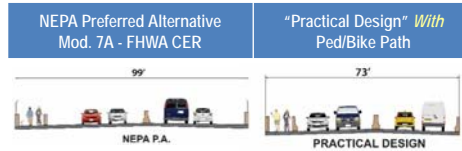
Actions to Date

Practical Design



BRIDGE DESIGN

- Several alternatives have been evaluated to reduce the horizontal and vertical clearances, as well as the types and sizes of structures.



	NEPA Preferred Alternative Mod. 7A - FHWA CER	"Practical Design" <i>With</i> Ped/Bike Path
2016\$*	\$839 million	\$608 million – \$675 million
YOE 2020\$**	\$994 million	\$724 million – \$805 million
YOE 2028\$**	\$1,234 million	\$904 million – \$1,006 million

* Cost estimates have been developed in 2016 (FY17) dollars.
 ** Dates in the Year of Expenditure (YOE) dollar cost estimates are the start of construction.
 Cost estimates include PE, ROW, and CO.

Actions to Date

Right-of-Way



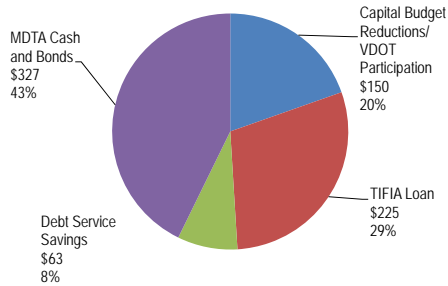
RIGHT-OF-WAY ACQUISITION STATUS

	Property Owner	Status	Acquisition Area (In Acres) Fee Simple
Maryland Side	BRC, LLC (Aqua-Land Marina)	ROW plats approved, Appraisals completed, Negotiations underway	7.153
	Mundi Enterprises Inc.	ROW plats approved, Appraisals completed, Negotiations underway	0.500
	Bryan Road Corporation	ROW plats approved, Appraisals completed, Negotiations underway	1.047
Virginia Side	King George County, Virginia	ROW plats prepared, Appraisals underway	6+
	Virginia Tourism Authority	ROW plats prepared, Appraisals underway	2.115
	Virginia 4(f) & 6(f) Replacement Parkland sites - locations being investigated	ROW plats prepared, mitigation properties search underway	13+/-

Project Funding



NICE BRIDGE FUNDING PLAN \$ in Millions



Project Cost = \$765 million (\$61 million currently funded)

Project Cost

Total Project Cost	\$765 million
Currently Funded	\$61 million
Net Project Cost	\$704 million

Project Funding

Paygo Cash	\$335 million (44%)
MDTA Debt	\$430 million (56%)
Total	\$765 million

Delivery Method – Design-Build



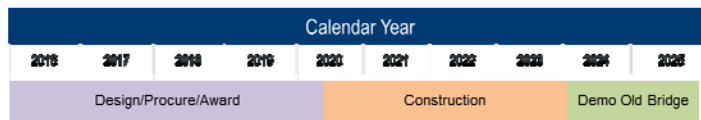
DESIGN-BUILD ADVANTAGES

- Consistent with nation-wide industry recent trends for comparable projects.
- Firm-fixed price contract with early pricing works well with required FHWA funding obligations and financial plan for TIFIA loan, etc.
- Pre-TS&L concepts showed that a number of design options are cost comparable, allowing for cost efficiencies from a Contractor customized design.
- Alternative Technical Concepts offer innovation opportunities prior to award.
- Based on a Start-of-Construction date of FY 2020, DB deemed to be best method to meet the schedule
- No specific site characteristics presenting significant risks of unknowns (e.g., UXO low risk, boring data reasonably consistent, no HAZMAT identified, etc.)
- No anticipated 3rd Party agreements requiring upfront full design

Approximate Project Schedule



OVERVIEW



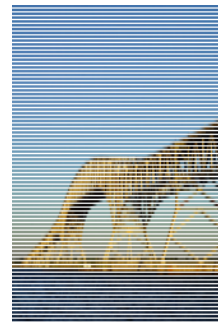
- 2016 (late): Funded for construction
- 2018 (late): Request for Qualifications
- 2019 (early): RFP to be advertised
- 2019 (late): Notification of award
- 2020: Construction to begin
- 2023: New bridge open to traffic
- 2024: Demolition of old bridge begins



Next Steps



- Progress right-of-way acquisition
- Continue working with Coast Guard on clearance changes
- Re-engage FHWA for coordination of NEPA reevaluation
- Develop detailed schedule with milestones
- Begin procurement document development:
 - Preparation of project request for qualifications (RFQ)
 - Project performance specifications
 - Preparation of project request for proposals (RFP)
- Develop indicative and directive plans for RFP
- Continue to work with the Build America Bureau on application process for TIFIA loan for the project



ITEM 14 – Action

March 29, 2017

Approval to Amend the FY 2017-2022 Transportation Improvement Program (TIP) for the Washington Metropolitan Area Transit Authority (WMATA)

Staff

Recommendation:

Approve Resolution R19-2017 to amend the FY 2017-2022 TIP. Staff's recommendation reflects its review and reconciling of the proposed reprogramming of funds and consultation with the MPO oversight agencies (state Departments of Transportation). The time sensitivity faced by WMATA to take the reprogramming actions, agreed by the Federal Transit Administration, precluded deferring the review to the next meeting of the Steering Committee. The proposed amendment will not affect the long-range plan, the regional air quality conformity analysis or the fiscal constraint of the Plan and Program but facilitates timely access to existing approved, but unspent, FTA grant funds to be used for current FY 2017.

Issues:

None

Background:

After the March 15 TPB meeting was rescheduled, WMATA received guidance from the Federal Transit Administration (FTA) that an urgent TIP amendment is necessary. WMATA and the FTA are in the process of de-obligating a total of \$204.1

million of funds from grants awarded in prior years. This amount will be re-obligated in a new grant in FY 2017. At the special request of WMATA and with the concurrence of the Chairman Newton, this action to amend the FY 2017-2022 TIP has been added to the March 29 agenda. These TIP projects do not affect the currently approved air quality conformity analysis because these projects are either exempt or not regionally significant in terms of air quality. Because these funds had previously been obligated, this amendment does not reflect any change to the financial constraint of the Constrained Long Range Plan (CLRP) or the TIP.

Materials for Item 14
Approval to Amend the FY 2017-2022 Transportation
Improvement Program (TIP) for the Washington Metropolitan
Area Transit Authority (WMATA)
will be posted early next week

ITEM 15 – Notice
March 29, 2017

Notice of Proposed Amendment to the
2016 Constrained Long Range Plan (CLRP),
As Requested by the Virginia Department of Transportation (VDOT)
and the Maryland Department of Transportation (MDOT)

Staff

Recommendation: Review proposed project submissions as
an amendment to the 2016 CLRP

Issues: None

Background: As described in the attached materials,
VDOT and MDOT have requested an
amendment to the 2016 CLRP to update
the I-66 outside the Beltway project, to
add a new exit ramp from the northbound
HOT lanes directly to Russell Rd in
southern Prince William County, and to
change the year of completion of the
Governor Nice Bridge replacement in
Charles County, MD from 2030 to 2023.



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, TPB Plan Coordination and Program Director
SUBJECT: Proposed Amendment to the 2016 Constrained Long-Range Transportation Plan (CLRP)
DATE: March 9, 2017

The Transportation Planning Board (TPB) approved the 2016 Constrained Long-Range Transportation Plan (CLRP) Amendment on November 16, 2016. The next scheduled update of the CLRP will occur in 2018. Since there is no scheduled update of the CLRP planned to occur before 2018, and the Virginia Department of Transportation (VDOT) and the Maryland Department of Transportation (MDOT) have projects that have progressed to a point where a CLRP update is needed in 2017, VDOT and MDOT have requested an amendment to the 2016 CLRP for three projects. The proposed changes are relatively minor, but will affect the Air Quality Conformity Analysis, and will therefore require a new demonstration of air quality conformity before they can be incorporated into the CLRP. This “off-cycle” conformity analysis is being requested so that the projects can remain on schedule. VDOT and MDOT will pay for this analysis out of their Technical Assistance portion of the 2017 Unified Planning Work Program.

VDOT is proposing to construct an off-ramp from the northbound I-95 HOT lanes to serve the area near the Marine Corps Base Quantico in Prince William County. The new ramp would provide direct access from the northbound HOT lanes to Russell Road. More information can be found on this project on the CLRP project description form starting on page 5.

VDOT is also proposing modifications to the I-66 outside the Beltway HOT lanes project in Fairfax and Loudoun Counties to reflect changes to the “preferred alternative” which was included in the 2016 CLRP. These proposed changes would modify the locations of various access points between the HOT lanes and general purpose lanes, as well as some other roadways. More information can be found on this project on the CLRP project description form starting on page 9.

Maryland has recently approved funding to advance construction of the Governor Harry W. Nice Bridge Improvement Project. The Governor Harry W. Nice Bridge connects Charles County, Maryland to King George County, Virginia over the Potomac River, and this project will replace the existing 2-lane structure with a new 4-lane structure. This project is already included in the current 2016 Constrained Long Range Plan (CLRP). However, MDOT is proposing modifications to the construction timeline to reflect an earlier completion date of 2023 instead of 2030. More information can be found on this project on the CLRP project description form starting on page 23.

OPPORTUNITY FOR PUBLIC COMMENT

On March 9, 2017, the TPB released the projects and scope of work for a 30-day public comment period which will conclude at 11:59 P.M. on Saturday, April 8. Comments may be submitted:

- Online at www.mwcog.org/TPBcomment
- Via email at TPBcomment@mwcog.org

- By calling (202) 962-3262, TDD: (202) 962-3213
- Or in writing to The Transportation Planning Board
777 North Capitol Street, NE, Suite 300
Washington, DC 20002-4239

The TPB will be asked to approve the proposed amendment for inclusion in the Air Quality Conformity Analysis of the CLRP at the April 19 meeting. A second comment period will be held in September 2017 after the results of the Air Quality Conformity Analysis have been finalized. The TPB will be asked to approve the Air Quality Conformity Analysis and the CLRP amendment on October 18, 2017.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

March 7, 2017

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

RE: Off-Cycle Amendments to the Constrained Long Range Plan and Air Quality Conformity Analysis

Dear Ms. Newton:

The Virginia Department of Transportation (VDOT) requests amendments to the National Capital Region Transportation Planning Board's Constrained Long Range Plan (CLRP) and Air Quality Conformity Analysis (AQC) for two projects:

- 1.) I-66 Corridor Improvements Project Outside the Beltway
- 2) I-95 Express Lanes Marine Base Quantico Access at Russell Road.

We have provided CLRP project description forms and air quality conformity input data as documentation of these requests. We understand that reasonable charges for TPB staff's evaluation of these amendments will be assessed against VDOT's TPB Technical Assistance budget.

The Commonwealth of Virginia has entered into a Public Private Partnership (P3) to design, build and operate the I-66 Outside the Beltway Express Lanes. The proposed CLRP Amendment reflects two potential access option scenarios for future direct access ramps to and from the Express Lanes. Both access option scenarios are being considered by the Commonwealth and its P3 partner. We are requesting evaluation of the two options, and one option will be selected by the Virginia P3 prior to the Board's final action on the Amendment. The requested amendments are limited to the Express Lane access changes detailed in the attached CLRP project description form and Air Quality Conformity Inputs and a change in completion date for Phase 1 of the project from 2021 to 2022. Otherwise, the project description as approved by the TPB Board of Directors, including descriptions of transit services, reservation of space in the median for future transit extensions, and bike-pedestrian facilities, remains in effect.

The Russell Road I-95 Express Lanes Access project is part of the larger Atlantic Gateway initiative. The Atlantic Gateway is a package multi-modal of projects focused on the I-95/I-395 corridor

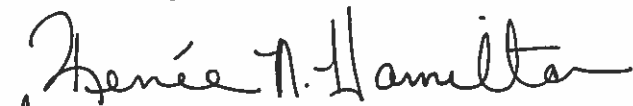
between Washington, D.C., and Fredericksburg, VA. Atlantic Gateway project component 3A consists of a southern extension of the I-95 Express Lanes. VDOT is conducting an analysis to revise the Environmental Assessment previously prepared in 2011 for the I-95 Express Lanes between the Capital Beltway (I-495) and U.S. Route 17 (Mills Drive) in Stafford County, Virginia. This analysis will include a 10-mile extension of the I-95 Express Lanes from south of Route 610 (Garrisonville Road) in Stafford County to the vicinity of Route 17 (I-95 Exit 133).

As part of this analysis, VDOT is evaluating enhanced access from the existing I-95 Express Lanes near Marine Base Quantico in the vicinity of Russell Road (Exit 148) in Prince William County, Virginia. This enhanced access will allow vehicles accessing the proposed 10-mile extension of the I-95 Express Lanes to have better access to Marine Base Quantico. Without providing this access, vehicle trips originating in Stafford County that travel to employment centers near the base would not have a choice to access the Marine Base Quantico via the I-95 Express Lanes system. Almost all of this work will be within the Fredericksburg Area Metropolitan Planning Organization (FAMPO) region and will be outside the boundaries of the TPB CLRP planning area.

Both projects will be fully funded by a combination of Federal, State and private sources assembled by the Commonwealth, so the amendments will not affect the fiscal constraint status of the CLRP or TIP. VDOT requests that both matters be placed on the March, 2017 agendas of the Citizens Advisory Committee and the Transportation Planning Board in order to initiate the Amendment process. VDOT's representative will attend the Transportation Planning Board meeting and will be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,


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

cc:

Ms. Ms. Renée Hamilton, VDOT-NoVA
Ms. Susan Shaw, P.E., VDOT-NoVA
Ms. Amanda Baxter, VDOT-NoVA
Ms. Maria Sinner, P.E., VDOT-NoVA, VDOT-NoVA
Mr. Norman Whitaker, AICP, VDOT-NoVA

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

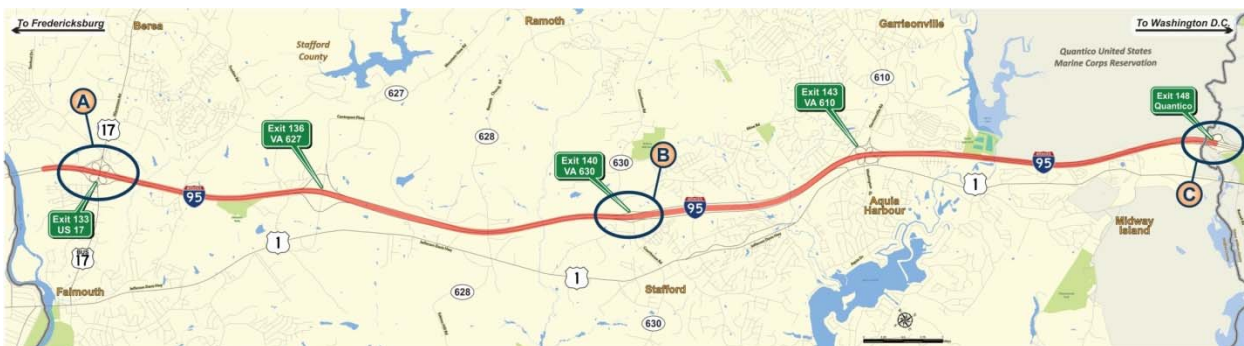


BASIC PROJECT INFORMATION

1. Submitting Agency: Virginia Department of Transportation
2. Secondary Agency: n/a
3. Agency Project ID: **UPC 110527**
4. Project Type: Interstate Primary Secondary Urban Bridge Bike/Ped Transit CMAQ
 ITS Enhancement Other Federal Lands Highways Program
 Human Service Transportation Coordination TERMS
5. Category: System Expansion; System Maintenance; Operational Program; Study; Other
6. Project Name: **I-95 Express Lane Extension to Fredericksburg**
7. Facility: **Interstate 95**
8. From (□at): **Exit 148: Russell Road (Prince Wm Co, VA)**
9. To: **0.25 mile south of Exit 148 (Stafford Co, VA)**
10. Description: Project components include:

VDOT is conducting analysis to revise the Environmental Assessment previously prepared in 2011 for the I-95 Express Lanes between the Capital Beltway (I-495) and U.S. Route 17 (Mills Drive) in Stafford County, Virginia. This analysis will include a 10-mile extension of the I-95 Express Lanes from south of Route 610 (Garrisonville Road) in Stafford County to the vicinity of Route 17 (I-95 Exit 133).

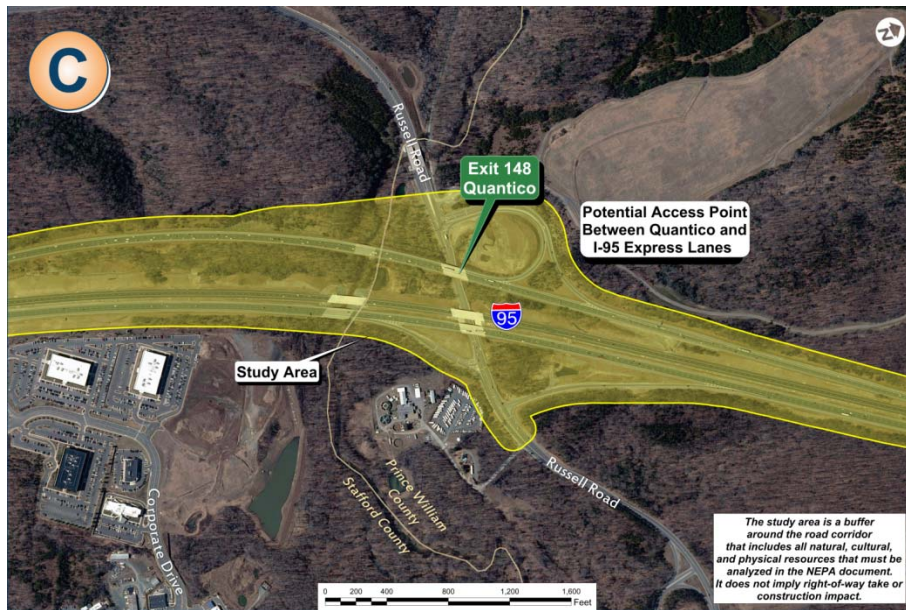
As part of this analysis, VDOT is evaluating enhanced access from the existing I-95 Express Lanes near Marine Base Quantico in the vicinity of Russell Road (Exit 148) in Prince William County, Virginia. This enhanced access will allow vehicles accessing the proposed 10-mile extension of the I-95 Express Lanes to have better access to Marine Base Quantico. Without providing this access, vehicle trips originating in Stafford County that travel to employment centers near the base would not have a choice to access the Marine Base Quantico via the I-95 Express Lanes system.



11. Projected Completion Year: **2022**
12. Project Manager: **Amanda Baxter**
13. Project Manager E-Mail: **Amanda.Baxter@vdot.virginia.gov**
14. Project Information URL:
http://www.virginiadot.org/projects/fredericksburg/i-95_express_lanes_fredericksburg_extension.asp
15. Total Miles: **0.25 mile (approximate)**

CLRP PROJECT DESCRIPTION FORM

16. Schematic (file upload):



17. State/Local Project Standing (file upload):

18. Jurisdictions: Prince William and Stafford Counties, VA

19. Baseline Cost (in Thousands): **16,500** cost estimate as of 02/01/2017

20. Amended Cost (in Thousands): N/A cost estimate as of MM/DD/YYYY

21. Funding Sources: Federal; State; Local; Private; Bonds; Other

Regional Policy Framework: Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

22. Provide a Comprehensive Range of Transportation Options

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

- | | | |
|---|--|---|
| <input checked="" type="checkbox"/> Single Driver | <input checked="" type="checkbox"/> Carpool/HOV | <input type="checkbox"/> Streetcar/Light Rail |
| <input type="checkbox"/> Metrorail | <input type="checkbox"/> Commuter Rail | <input type="checkbox"/> Metrobus |
| <input type="checkbox"/> BRT | <input checked="" type="checkbox"/> Express/Commuter bus | <input type="checkbox"/> Local Bus |
| <input type="checkbox"/> Bicycling | <input type="checkbox"/> Walking | <input type="checkbox"/> Other |

Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

CLRP PROJECT DESCRIPTION FORM

23. Promote Regional Activity Centers

- Does this project begin or end in an Activity Center?
- Does this project connect two or more Activity Centers?
- Does this project promote non-auto travel within one or more Activity Centers?

24. Ensure System Maintenance, Preservation, and Safety

- Does this project contribute to enhanced system maintenance, preservation, or safety?

25. Maximize Operational Effectiveness and Safety

- Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?
- Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

26. Protect and Enhance the Natural Environment

- Is this project expected to contribute to reductions in emissions of criteria pollutants?
- Is this project expected to contribute to reductions in emissions of greenhouse gases?

27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

- Long-Haul Truck
- Local Delivery
- Rail
- Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

- Air
- Amtrak intercity passenger rail
- Intercity bus

28. Additional Policy Framework Response

Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

MAP-21 PLANNING FACTORS

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

- a. Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- b. Increase the **safety** of the transportation system for all motorized and non-motorized users.
 - i. Is this project being proposed specifically to address a safety issue? Yes; No
 - ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
- c. Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
- d. Increase **accessibility and mobility** of people.
- e. Increase accessibility and mobility of **freight**.
- f. Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- g. Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
- h. Promote efficient system **management and operation**.
- i. Emphasize the **preservation** of the existing transportation system.

CLRP PROJECT DESCRIPTION FORM

ENVIRONMENTAL MITIGATION

30. Have any potential mitigation activities been identified for this project? Yes; No
- a. If yes, what types of mitigation activities have been identified?
- Air Quality; Floodplains; Socioeconomics; Geology, Soils and Groundwater; Vibrations;
 - Energy; Noise; Surface Water; Hazardous and Contaminated Materials; Wetlands

CONGESTION MANAGEMENT INFORMATION

31. Congested Conditions
- a. Do traffic congestion conditions necessitate the proposed project or program? Yes; No
- b. If so, is the congestion recurring or non-recurring? Recurring; Non-recurring
- c. If the congestion is on another facility, please identify it: **I-95 Northbound – General Purpose Lanes**
32. Capacity
- a. Is this a capacity-increasing project on a limited access highway or other principal arterial? Yes; No
- b. If the answer to Question 32.a was “yes”, are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
- None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
 - The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
 - The number of lane-miles added to the highway system by the project totals less than one lane-mile
 - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
 - The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
 - The project consists of preliminary studies or engineering only, and is not funded for construction
 - The construction costs for the project are less than \$10 million.
- c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

RECORD MANAGEMENT

33. Completed Year:
34. Project is being withdrawn from the CLRP.
35. Withdrawn Date: MM/DD/YYYY
36. Record Creator:
37. Created On:
38. Last Updated by:
39. Last Updated On:
40. Comments:

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

1. Submitting Agency: **Virginia Department of Transportation**
2. Secondary Agency: **Virginia Department of Rail & Public Transportation**
3. Agency Project ID: **0066-96A-297, P101 UPC#105500, UPC#110496**
4. Project Type:
 - Interstate Primary Secondary Urban Bridge Bike/Ped
 - Transit CMAQ ITS Enhancement Other
 - Federal Lands Highways Program Human Service Transportation Coordination
 - TERMS
5. Category:
 - System Expansion; System Maintenance; Operational Program;
 - Study; Other
6. Project Name: **I-66 Corridor Improvements Project Outside the Beltway**
Prefix Route Name Modifier
7. Facility: **I-66**
8. From: **US 15, Prince William County**
9. To: **I-495, Fairfax County**



10. Description:

The Commonwealth's I-66 Corridor Improvements Project ("Project") outside the Beltway was first submitted for the 2015 CLRP Air Quality Analysis, and a subsequent FY16 submission provided minor modifications to the project, based on the Commonwealth Transportation Board's (CTB's) selection of a Preferred Alternative on October 27, 2015. The adopted 2016 CLRP amendment that includes these modifications was approved by the TPB on November 16, 2016.

The project CTB's Preferred Alternative in the most recently adopted CLRP includes the following elements:

- Three general purpose lanes in each direction between US 15 in Haymarket and I-495 / Capital Beltway (with auxiliary lanes between interchanges where needed: between US 29 Gainesville and VA 234 Bypass / Prince William Parkway; and between US 29 Centreville and I-495 / Capital Beltway);
- Two barrier-separated managed express lanes in each direction (the existing high-occupancy vehicle (HOV) lane will be converted to an express lane and one new express lane will be added);
- A phased approach to construction that includes express lanes from Gainesville to I-495 in the first phase (opening in 2022), with the remaining portion of the corridor express lanes between Gainesville and Haymarket constructed by 2040. In addition, a typical section that provides space in the median for future transit will be phased as well, between US 15 Haymarket and US 29 Centreville;
- New or expanded commuter park and ride lots in the corridor;
- New high-frequency bus service with more predictable travel times; and
- Direct access ramps to and from the Express Lanes.

Under the P3 project development process, the Virginia Department of Transportation (the Department) has partnered with a P3 developer to design, construct, and operate the I-66 Express Lanes. Modifications for future direct access ramps to and from the Express Lanes, under two potential access option scenarios, are being considered by the P3 developer and the Department. "Access Update Option A" reflects the proposed access point configuration included in the P3 developer's technical proposal for the project. "Access Update Option B" includes the access points in Update A, plus potential additional access points that are under consideration by the P3 developer and the Department:

"Access Update Option A":

- Haymarket - west of US 15 – to / from east and west*
- Gainesville - US 29 – for Phase 1, the eastbound entrance from the General Purpose lanes to the I-66 Express lanes and the westbound exit from the I-66 Express lanes to the General Purpose lanes are located east of US 29
- Gainesville - at University Boulevard – to / from east
- VA 234 Bypass / Prince William Parkway – to / from west*
- Cushing Road Park and Ride Lot / VA 234 Bypass – to / from east*
- Manassas - Balls Ford Road Park and Ride Lot – to / from east
- East of Sudley Road - I-66 mainline transition ramps to allow (i) eastbound movement from General Purpose lanes to I-66 Express lanes

and (ii) westbound movement from I-66 Express lanes to General Purpose lanes

- Centreville – VA 28 – to / from east and west (access between west and south excluded)
- Centreville – I-66 mainline transition ramps to allow all movements between I-66 General Purpose lanes and I-66 Express lanes
- Centreville – Stringfellow Road – to / from east
- Fair Oaks – Monument Drive – to / from east and west
- Fairfax – US 50 – to / from east (I-66) and northwest (US 50)
- Fairfax – VA 123 – to / from east and west
- Vienna – Vaden Drive – to / from west
- Dunn Loring – from Eastbound I-66 General Purpose lanes to Eastbound I-66 Express lanes
- I-495 interchange – all movements towards the west of the I-495 interchange are provided: (i) from northbound I-495 General Purpose lanes and I-495 Express lanes to westbound I-66 Express lanes, (ii) from southbound I-495 General Purpose lanes and I-495 Express lanes to westbound I-66 Express lanes, (iii) from eastbound I-66 Express lanes to northbound I-495 General Purpose lanes and I-495 Express lanes and (iv) from eastbound I-66 Express lanes to southbound I-495 General Purpose lanes and I-495 Express lanes

** Ramps implemented in ultimate phase of Preferred Alternative by 2040; all other access is part of Phase 1, constructed by 2022.*

“Access Update Option B”:

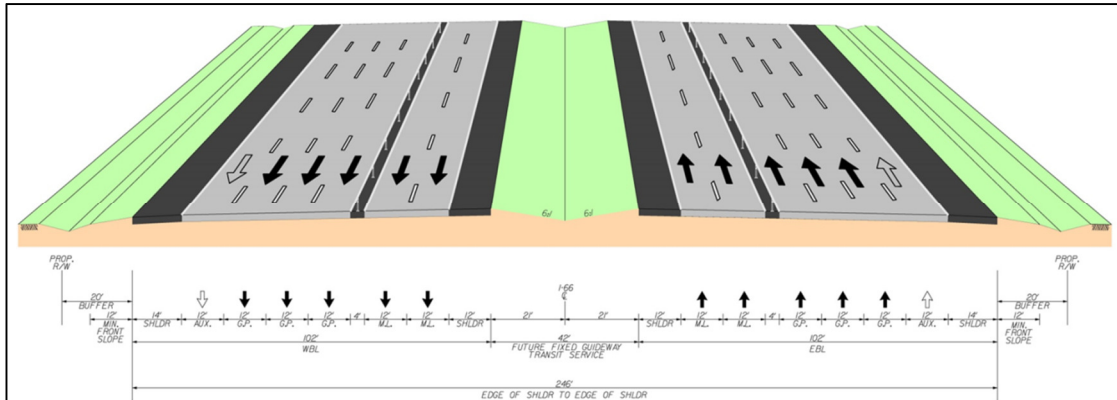
Includes all access points in Access Update Option A plus:

- *VA 234 Bypass / Prince William Parkway – to / from east*
- *Centreville – West of US29 – I-66 mainline transition ramps to allow (i) eastbound movement from I-66 Express lanes to General Purpose lanes and (ii) westbound movement from General Purpose lanes to I-66 Express lanes*
- *Fairfax – VA 286 – to west (I-66) from south (VA 286)*
- *Fairfax – US 50 – to / from east (I-66) and southeast (US 50)*
- *East of US 50 - I-66 mainline transition ramps to allow (i) eastbound movement from eastbound General Purpose lanes to I-66 Express lanes and (ii) westbound movement from I-66 Express lanes to General Purpose lanes*
- *Nutley Street - to / from east and west*

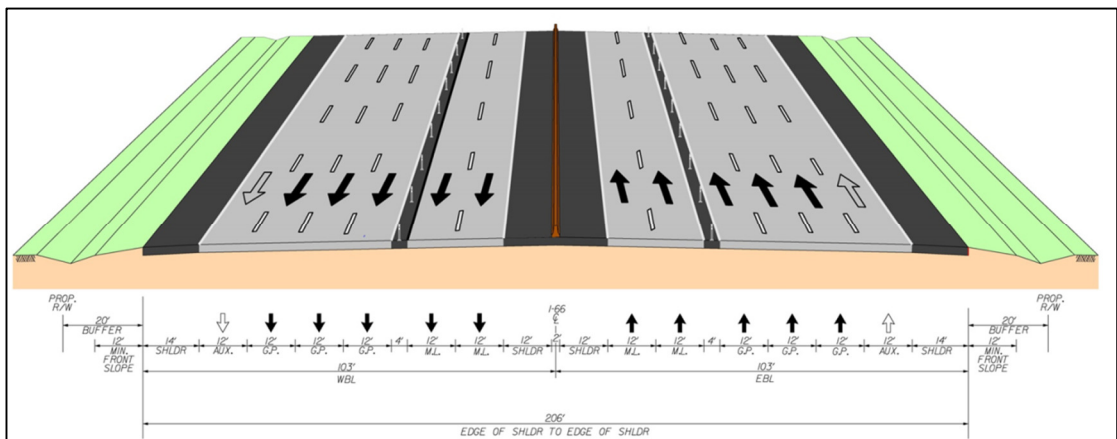
Ramps shown under Update Option B implemented in Phase 1, by 2022.

Below are two typical sections that will be implemented along the corridor. The first typical section illustrates the alternative selected by the Commonwealth Transportation Board for the Preferred Alternative. The second typical section illustrates the alternative that will be initially utilized as part of a phased construction approach, from east of US 29 Gainesville to US 29 Centreville only, under Phase 1. Once the entire project is constructed, the cross section will be reconfigured where needed to allow for future transit.

Preferred Alternative – Flexible Barrier with Buffer & Median reserved for Future Center Transit



Phase 1 (Opening Year Configuration) – Flexible Barrier with Buffer and No Median Between US 29 Gainesville and US 29 Centreville



Access to the I-66 Express Lanes will be available to automobiles, motorcycles, emergency vehicles, buses and transit vehicles, and multi-axle vehicles. A high-level preliminary assessment of multi-axle vehicles in the I-66 Express Lanes has been performed by VDOT¹. Heavy-trucks with two or more trailers will not be allowed to use the I-66 Express Lanes. Vehicles with three or more occupants and motorcycles would travel on the Express Lanes for free, as per the code of the Commonwealth of Virginia and Federal law.

The facility will be operated and enforced for HOV3+ occupancy and toll payment in a manner that complies with the statutory requirements of the Commonwealth. Other vehicles not meeting the occupancy requirement of

¹ VDOT White Paper "Preliminary analysis of multi-axle vehicles in the I-66 Express lanes between Haymarket and the Beltway"; October 5, 2016.

3+ will pay a toll, using electronic toll collection equipment, at a rate that will vary based on congestion, to ensure free-flow conditions as specified by Federal regulations. Multi-axle vehicle toll rates are required to be not less than five times the two-axle toll rate during peak periods and not less than three times the two-axle rate during all other times.

Allowing HOV-3's to ride free is consistent with this policy change, and will also match the High Occupancy Toll lane occupancy requirement on I-495 and I-95. The Project expands the NoVA network of Express lanes by connecting to the I-495 Express Lanes Project, which also connects to the newly constructed I-95 Express Lanes.

The project includes a robust transit component, consisting of new and expanded commuter bus services providing one-seat rides between park and ride lots and major regional destinations on I-66 to complement Metrorail in the corridor. New and expanded park and ride lots are included throughout the corridor, with easy or direct access to the managed lanes. Finally, to promote and incentivize alternative modes in the corridor, new and enhanced corridor transportation demand management strategies will be included as part of the project.

Bicycle and Pedestrian accommodations in the corridor are included as part of the Preferred Alternative, and will be consistent with VDOT's Policy for Integrating Bicycle and Pedestrian Accommodations (www.virginiadot.org/bikepedpolicy/).

Project construction, operations and maintenance will be procured using Virginia's Public-Private Transportation Act (PPTA) legislation leading to the selection of a private consortium ("P3 Developer"). A comprehensive agreement will ultimately outline all of the terms and conditions of the Public-Private Partnership.

Tolling Policy

Express lanes use dynamic pricing to maintain free-flowing conditions for all users, even during rush hour. The toll rates will vary throughout the day corresponding to demand and congestion levels. Toll prices will be adjusted in response to the level of traffic to ensure free flowing operations.

Dynamic message signs will provide drivers with current toll rates so they can choose whether or not to use the lanes. Toll collection on the Express Lanes will be totally electronic. There will be no toll booths. The dynamic message signs will be supplemented by other notification/communications methods to ensure all users, including transit operators, have as much advance notice of traffic conditions as is possible.

MAP-21 mandates strict performance standards which are intended to ensure free-flowing conditions on the Express lanes. The proposed Express lanes

project will include performance monitoring as an integral part of the project and ensure that the MAP-21 mandated performance standards are complied with as a minimum. More specifically, the project will meet all applicable requirements of MAP-21 regarding "HOV Facility Management, Operation, Monitoring, and Enforcement" as described in Section 166 of Title 23 U.S.C., inclusive of the amendments (deletions, insertions and additions) prescribed by MAP-21 Section 1514 "HOV FACILITIES". This includes a minimum average operating speed of 45 mph for 90% of the time over a specific period of time during the peak period. The I-66 Express Lanes will have a posted speed limit of 70 mph. The general purpose lanes have posted speeds ranging from 55 mph – 65 mph throughout the corridor.

Schedule

Construction of the Phase 1 Project is projected to begin in in late 2017. The facility is expected to enter operations in 2022. The remaining elements of the Preferred Alternative will be implemented by 2040.

Federal Environmental Review ("NEPA") Process

The completed Tier 2 Environmental Assessment for the Preferred Alternative built upon and included a combination of concepts identified in the Tier 1 Environmental Impact Statement. It evaluated site-specific conditions and potential effects the proposed improvements would have on air quality, noise, neighborhoods, parks, recreation areas, historic properties, wetlands and streams. The Tier 2 Final Environmental Assessment was approved on June 21, 2016, and FHWA issued a Finding of No Significant Impact on June 22, 2016. A reevaluation of the approved Environmental Assessment for the proposed project modifications, in compliance with Federal (NEPA) and state regulations, is planned to be completed in late 2017.

Transportation Management Plan

As a matter of policy, practice and a reflection the agency's commitment to safety, VDOT adopts Transportation Management Plans for its construction projects. Such Plans are also required by FHWA for large projects such as this initiative. The congestion mitigation plans used for projects such as the Springfield Interchange, the I-495 Express Lanes, and the I-95 Express Lanes have been very successful in managing traffic during construction. VDOT and the P3 Developer will similarly implement a robust Transportation Management Plan for this Project.

Coordination with Other Projects in the Corridor

This project is being coordinated with other active projects in the corridor such as:

- Vaden Drive ramp improvements (now incorporated into I-66 project)

- Route 28 / I-66 interchange improvements (now incorporated into I-66 project)
- US 15 / I-66 interchange improvements

Financial Plan

The total cost for the proposed Project is estimated to be approximately \$2 – 3 billion in year of expenditure dollars. Funding sources for the Project will include a combination of private and public equity and third party debt, including private bank loans and/or Private Activity Bonds, with TIFIA funding as a form of subordinated debt.

The P3 Developer will be fully authorized to toll the facility, which will serve to pay debt service, operating and maintenance costs, state police costs, transit costs, support for future corridor improvements and return on equity. Toll revenue will be the main source of revenue. The Commonwealth entered into a Comprehensive Agreement with the P3 Developer, authorizing the P3 Developer to raise the necessary funds to construct the Project, on December 8, 2016.

Stakeholder Outreach

A Stakeholder Technical Advisory Group (STAG) has been established and meets regularly. The STAG provides the opportunity for direct engagement with various groups along the corridor, including local jurisdictions, environmental resource agencies, transit service providers, and various other agencies. Stakeholder and public outreach is a high priority for the I-66 project team. A Transit/TDM Technical Advisory Group (TTAG) has been actively engaged in project development. There have been numerous opportunities for the public to learn more about the Project, as well as provide comments, through public meetings, the project website, and community dialogs in addition to other items. The project outreach has included 2 sets of Public Information Meetings and two sets of Public Hearings. VDOT has had over 300 meetings with various stakeholders so far and this will continue throughout the duration of the project. Public Information Meetings and a Design Public Hearing are planned in 2017.

- 11. Projected Completion Year: **2022 for Phase 1 / 2040 for Preferred Alternative**
- 12. Project Manager: **Ms. Susan Shaw, P.E.**
- 13. Project Manager E-Mail: **susan.shaw@VDOT.Virginia.gov**
- 14. Project Information URL: **<http://www.transform66.org>**
- 15. Total Miles: **23 miles for Phase 1 / 26 miles for Preferred Alternative**
- 16. Schematic: **See figures in items 9 and 10 above, as well as attached roll maps.**

17. Documentation: **The graphics included in the response to items 9 and 10 above have been uploaded to allow a more readable version. All project documentation may be accessed electronically at: <http://outside.transform66.org/>**

18. Jurisdictions: **Fairfax County, Prince William County**

19. Baseline Cost (in Thousands): **\$2,000,000 - \$3,000,000 (approximately 2 to 3 \$billion) combined public & private cost estimate as of 11/10/2014**

20. Amended Cost (in Thousands): **\$2,400,000 (Phase 1) / approximately \$3,100,000 (Preferred Alternatives) - combined public & private cost as of 2/23/2017**

21. Funding Sources: Federal; State; Local; Private; Bonds; Other

Regional Policy Framework

22. Provide a Comprehensive Range of Transportation Options

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

Single Driver Carpool/HOV Metrorail Commuter Rail Streetcar/Light Rail
 BRT Express/Commuter bus Metrobus Local Bus Bicycling Walking Other

Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?) Yes No

23. Promote Dynamic Activity Centers

Does this project begin or end in an Activity Center? Yes No

Does this project connect two or more Activity Centers? Yes No

Does this project promote non-auto travel within one or more Activity Centers? Yes No

24. Ensure System Maintenance, Preservation, and Safety

Does this project contribute to enhanced system maintenance, preservation, or safety?

Yes No

25. Maximize Operational Effectiveness and Safety

Does this project reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)? Yes No

Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

Yes No

26. Protect and Enhance the Natural Environment

Is this project expected to contribute to reductions in emissions of criteria pollutants and/or greenhouse gases? Yes No

27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

Long-Haul Truck Local Delivery Rail Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

Air Amtrak intercity passenger rail Intercity bus

28. Additional Policy Framework

In the box below, please provide any additional information that describes how this project further supports or advances these and other regional goals.

VDOT and DRPT's Transforming I-66 Outside the Beltway project addresses several RTPP goals, as noted above. The project will be particularly effective in helping the Region achieve RTPP Goal # 1: **Provide a Comprehensive Range of Transportation Options**. This innovative project will combine capacity improvements with managed lanes, congestion pricing, intelligent transportation systems, new transit services, ride-sharing, new and expanded park and ride lots and bicycle and pedestrian facilities improvements to expand the range of transportation alternatives available to travelers. Moreover, the project is being designed to reserve opportunities for future westward extension of Metrorail or other high quality transit services. The project addresses the four major problems cited in Goal Statement #1: roadway congestion, transit crowding, inadequate bus service, and unsafe walking and biking.

The Preferred Alternative, as approved by the Commonwealth Transportation Board, is the culmination of a process that began with the development of the *Draft Tier1 Environmental Impact Statement* for I-66 Outside the Beltway. This document concluded that there was not a "single mode" solution to the problems associated with I-66. Adding enough freeway lanes to insure reliable travel was not feasible, while it was determined that the mix of modes, strategies and technologies embodied in what became the Preferred Alternative would provide improved and expanded travel opportunities.

MAP-21 PLANNING FACTORS

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

a. Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

b. Increase the **safety** of the transportation system for all motorized and non-motorized users.

- i. Is this project being proposed specifically to address a safety issue? Yes; No
- ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

c. Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.

d. Increase **accessibility and mobility** of people.

e. Increase accessibility and mobility of **freight**.

f. Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

g. Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.

h. Promote efficient system **management and operation**.

i. Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

30. Have any potential mitigation activities been identified for this project? Yes; No

a. If yes, what types of mitigation activities have been identified?

Air Quality; Floodplains; Socioeconomics; Geology, Soils and Groundwater;

Vibrations;

Energy; Noise; Surface Water; Hazardous and Contaminated Materials; Wetlands

CONGESTION MANAGEMENT INFORMATION

31. Congested Conditions

a. Do traffic congestion conditions necessitate the proposed project or program?

Yes; No

b. If so, is the congestion recurring or non-recurring? Recurring; Non-recurring

c. If the congestion is on another facility, please identify it:

32. Capacity

a. Is this a capacity-increasing project on a limited access highway or other principal arterial? Yes; No

b. If the answer to Question 32.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required

The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)

The number of lane-miles added to the highway system by the project totals less than one lane-mile

The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange

- The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
- The project consists of preliminary studies or engineering only, and is not funded for construction
- The construction costs for the project are less than \$10 million.

c. If the project is not exempt and requires a Congestion Management Documentation Form, [click here](#) to open a blank Congestion Management Documentation Form.

RECORD MANAGEMENT

33. Completed Year:

34. Project is being withdrawn from the CLRP.

35. Withdrawn Date: MM/DD/YYYY

36. Record Creator:

37. Created On:

38. Last Updated by:

39. Last Updated On:

40. Comments:



Maryland Department of Transportation
The Secretary's Office

Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

March 2, 2017

The Honorable Bridget Donnell Newton, 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 Newton:

The Maryland Department of Transportation (MDOT) is requesting an amendment to the National Capital Region Transportation Planning Board's (TPB) 2016 Constrained Long Range Plan (CLRP) and the air quality conformity analyses. The amendment reflects the following change proposed by MDOT on behalf of the Maryland Transportation Authority (MDTA):

- Change the year of completion of the Governor Harry W. Nice Bridge Replacement from 2030 to 2023.

The Governor Harry W. Nice Bridge Replacement project will replace the current two-lane bridge with a four-lane bridge with bike and pedestrian accommodations. This project is already included in the current regional Air Quality Conformity for the 2016 CLRP. The proposed change has been determined to be regionally significant for air quality conformity purposes as per the TPB's process of applying federal air quality conformity regulations in conducting regional air quality conformity analyses for the CLRP and the TIP. Since the completion of this project is moving up seven years, MDOT is requesting, in coordination with the Virginia Department of Transportation's (VDOT) request, an off-cycle conformity analysis to meet requirements necessary to modify the construction timeline for the Governor Harry W. Nice Bridge Replacement. Additionally, the updated completion date needs to be reflected in the CLRP so that the MDTA can complete the loan application for Transportation Infrastructure Finance and Innovation Act (TIFIA) funds.

The MDOT also requests that this proposed amendment be included in the appropriate public participation process started for VDOT's amendment. This would involve being included in the public comment period starting on March 9, 2017 and subsequently briefing the TPB on this proposed amendment request and the scope of work at the March 15, 2017 Board meeting.

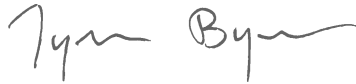
The MDOT agrees to partially reimburse the TPB for the costs incurred in processing this CLRP amendment including those for revising the regional air quality conformity analyses under MDOT's Technical Assistance portion of the approved FY 2017 Unified Planning Work Program (UPWP).

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

The Honorable Bridget Donnell Newton
Page Two

We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact Ms. Kari Snyder, MDOT Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@mdot.state.md.us. Ms. Snyder will be happy to assist you. Of course, please feel free to contact me directly.

Sincerely,

A handwritten signature in black ink that reads "Tyson Byrne". The signature is written in a cursive style with a long horizontal flourish at the end.

Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming

cc: Ms. Kari Snyder, Regional Planner, OPCP, MDOT

BASIC PROJECT INFORMATION

1. Submitting Agency: Maryland Transportation Authority
2. Secondary Agency:
3. Agency Project ID:
4. Project Type: Interstate Primary Secondary Urban Bridge Bike/Ped Transit CMAQ
 ITS Enhancement Other Federal Lands Highways Program
 Human Service Transportation Coordination TERMS
5. Category: System Expansion; System Maintenance; Operational Program; Study; Other
6. Project Name: Governor Harry W. Nice Bridge Improvement Project

	Prefix	Route	Name	Modifier
7. Facility:	US	301	Bridge over the Potomac River	
8. From (<input type="checkbox"/> at):	US	301	Charles County, MD	
			King George County, VA	

9. To:
10. Description: Construct a new four-lane bridge north of the existing bridge, with a barrier-separated, two-way bicycle/pedestrian path on the south side of the bridge. Included in the project is preventative maintenance of the existing bridge until the construction phase is programmed.
11. Projected Completion Year: 2023
12. Project Manager: Mr. Glen Smith
13. Project Manager E-Mail: gsmith2@mdta.state.md.us
14. Project Information URL: http://www.mdt.state.md.gov/Nicebridge/nice_index.html
15. Total Miles:
16. Schematic (file upload):
17. State/Local Project Standing (file upload):
18. Jurisdictions:
19. Baseline Cost (in Thousands): \$768,600 cost estimate as of MM/DD/YYYY
20. Amended Cost (in Thousands): cost estimate as of MM/DD/YYYY
21. Funding Sources: Federal; State; Local; Private; Bonds; Other

Regional Policy Framework: Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

22. Provide a Comprehensive Range of Transportation Options

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

- | | | |
|--|---|---|
| <input type="checkbox"/> Single Driver | <input type="checkbox"/> Carpool/HOV | |
| <input type="checkbox"/> Metrorail | <input type="checkbox"/> Commuter Rail | <input type="checkbox"/> Streetcar/Light Rail |
| <input type="checkbox"/> BRT | <input type="checkbox"/> Express/Commuter bus | <input type="checkbox"/> Metrobus <input type="checkbox"/> Local Bus |
| <input type="checkbox"/> Bicycling | <input type="checkbox"/> Walking | <input type="checkbox"/> Other |

Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

23. **Promote Regional Activity Centers**

- Does this project begin or end in an Activity Center?
- Does this project connect two or more Activity Centers?
- Does this project promote non-auto travel within one or more Activity Centers?

24. **Ensure System Maintenance, Preservation, and Safety**

- Does this project contribute to enhanced system maintenance, preservation, or safety?

25. **Maximize Operational Effectiveness and Safety**

- Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?
- Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

26. **Protect and Enhance the Natural Environment**

- Is this project expected to contribute to reductions in emissions of criteria pollutants?
- Is this project expected to contribute to reductions in emissions of greenhouse gases?

27. **Support Interregional and International Travel and Commerce**

Please identify all freight carrier modes that this project enhances, supports, or promotes.

- Long-Haul Truck Local Delivery Rail Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

- Air Amtrak intercity passenger rail Intercity bus

28. **Additional Policy Framework Response**

Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

MAP-21 PLANNING FACTORS

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

- a. Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- b. Increase the **safety** of the transportation system for all motorized and non-motorized users.
 - i. Is this project being proposed specifically to address a safety issue? Yes; No
 - ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
- c. Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
- d. Increase **accessibility and mobility** of people.
- e. Increase accessibility and mobility of **freight**.
- f. Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- g. Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
- h. Promote efficient system **management and operation**.
- i. Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

30. Have any potential mitigation activities been identified for this project? Yes; No
- a. If yes, what types of mitigation activities have been identified?
- Air Quality; Floodplains; Socioeconomics; Geology, Soils and Groundwater; Vibrations;
 - Energy; Noise; Surface Water; Hazardous and Contaminated Materials; Wetlands

CONGESTION MANAGEMENT INFORMATION

31. Congested Conditions
- a. Do traffic congestion conditions necessitate the proposed project or program? Yes; No
- b. If so, is the congestion recurring or non-recurring? Recurring; Non-recurring
- c. If the congestion is on another facility, please identify it:
32. Capacity
- a. Is this a capacity-increasing project on a limited access highway or other principal arterial? Yes; No
- b. If the answer to Question 32.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
- None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
 - The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
 - The number of lane-miles added to the highway system by the project totals less than one lane-mile
 - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
 - The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
 - The project consists of preliminary studies or engineering only, and is not funded for construction
 - The construction costs for the project are less than \$10 million.
- c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

RECORD MANAGEMENT

33. Completed Year:
34. Project is being withdrawn from the CLRP.
35. Withdrawn Date: MM/DD/YYYY
36. Record Creator: P. Fleming
37. Created On: 1/4/2008
38. Last Updated by: Glen Smith
39. Last Updated On: 3/2/2017
40. Comments:

VDOT AND MDOT AMENDMENT TO THE 2016 CLRP AIR QUALITY CONFORMITY NETWORK INPUTS

ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date	VDOT Preferred Alternative Access Update Option A or B
							Fr	To	Fr	To		
MARYLAND												
	MP18		Construct	US 301 Governor Nice Bridge	Charles County, MD	King George County, VA	2	2	2	4	2030 2023	N/A
VIRGINIA												
			Construct	<i>I-95 HOT lanes Ramp</i>	<i>0.25 miles south of Russell Rd. (Exit 148)</i>	<i>Russell Road (Exit 148)</i>	0	1	0	1	2022	N/A
718	VI1Y	105500	Widen / Revise Operations	I-66	I-495	US 50	1	1	In each direction: 3 general purpose + 1 HOV in peak direction during peak period (during off-peak HOV lane is closed)	In each direction: 3 general purpose + 1 Auxiliary + 2 express (<i>multi-axle vehicles will be allowed in express lanes; speed limit of express lanes will be 70 mph</i>)	2021 2022	A & B
851	VI1Z	105500	Widen / Revise Operations	I-66	US 50	US 29 Centreville	1	1	In each direction: 3 general purpose + 1 HOV in peak direction during peak period (during off-peak, HOV-lane is open to non-HOVs)	In each direction: 3 general purpose + 1 Auxiliary (2 Aux per direction btwn VA 286 & VA 28 only) + 2 express (<i>multi-axle vehicles will be allowed in express lanes; speed limit of express lanes will be 70 mph</i>)	2021 2022	A & B
852	VI1ZA	105500	Widen / Revise Operations	I-66	US 29 Centreville	University Boulevard Ramps (new interchange for express lanes only)	1	1	In each direction: 3 general purpose + 1 HOV in peak direction during peak period (during off-peak, HOV-lane is open to non-HOVs)	In each direction: 3 general purpose + 2 express (<i>multi-axle vehicles will be allowed in express lanes; speed limit of express lanes will be 70 mph</i>)	2021 2022	A & B

NOTE: Changes from the 2016 CLRP are shown in bold italics. Yellow shading represents both alternatives. Orange shading represents Alternative A only. Green shading represents Alternative B only.

VDOT AND MDOT AMENDMENT TO THE 2016 CLRP AIR QUALITY CONFORMITY NETWORK INPUTS

ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date	VDOT Preferred Alternative Access Update Option A or B
							Fr	To	Fr	To		
853	VI1ZB	105500	Widen / Revise Operations	I-66	University Boulevard Ramps (new interchange for express lanes only)	US 15 (1.2 miles west of)	1	1	In each direction: 3 general purpose + 1 HOV in peak direction during peak period (during off-peak, HOV-lane is open to non-HOVs)	In each direction: 3 general purpose + 2 express (multi-axle vehicles will be allowed in express lanes; speed limit of express lanes will be 70 mph) (+1 Auxiliary each direction between US 29 and VA 234 Bypass only)	2040	A & B
752	I66R31 I66R32 I66R34		Construct	I-66 Express Lanes Interchange Ramps	EB Expr to SB GP EB Expr to NB GP NB GP to WB Expr SB GP to WB Expr SB Expr to WB Expr	I-495 Interchange (Capital Beltway GP and Express Lanes)	0	1	0	1	2021 2022	A
753	I66R37		Construct	I-66 General Purpose Lanes Interchange Ramp	NB Expr to WB GP (modification of existing loop ramp)	I-495 Interchange (Capital Beltway GP and Express Lanes)	0	1	0	1	2021 2022	A
754			Relocate / Reconstruct	I-66 Interchange	Dual-lane loop ramp from NB I-495 GP to I-66 WB GP relocated to dual-lane flyover (existing ramp modified to NB I-495 GP to I-66 WB express; included in ConID 752)	@ I-495	1	1	2	2	2021 2022	A
755			Reconstruct	I-66 Interchange	EB GP to SB GP WB GP to SB GP WB GP to SB Expr NB GP to EB GP SB GP to WB GP	@ I-495	1	1	—	—	2021 2022	A
756	I66R29		Construct	I-66 flyover ramp	EB general purpose to EB express lanes	.5 mile east of VA 243	0	1	0	1	2021 2022	A
752	I66R31 I66R32 I66R34		Construct	I-66 Express Lanes Interchange Ramps	EB Expr to SB GP EB Expr to NB GP NB GP to WB Expr SB GP to WB Expr SB Expr to WB Expr	I-495 Interchange (Capital Beltway GP and Express Lanes)	0	1	0	1	2021 2022	B
753	I66R37		Construct	I-66 General Purpose Lanes Interchange Ramp	NB Expr to WB GP (modification of existing loop ramp)	I-495 Interchange (Capital Beltway GP and Express Lanes)	0	1	0	1	2021 2022	B

NOTE: Changes from the 2016 CLRP are shown in bold italics. Yellow shading represents both alternatives. Orange shading represents Alternative A only. Green shading represents Alternative B only.

VDOT AND MDOT AMENDMENT TO THE 2016 CLRP AIR QUALITY CONFORMITY NETWORK INPUTS

ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date	VDOT Preferred Alternative Access Update Option A or B
							Fr	To	Fr	To		
754			Relocate / Reconstruct	I-66 Interchange	<i>Dual-lane loop ramp from NB I-495 GP to I-66 WB GP relocated to dual-lane flyover (existing ramp modified to NB I-495 GP to I-66 WB express; included in ConID 752)</i>	@ I-495	1	1	2	2	2021 2022	B
755			Reconstruct	I-66 Interchange	EB GP to SB GP WB GP to SB GP WB GP to SB Expr NB GP to EB GP SB GP to WB GP	@ I-495	1	1	—	—	2021 2022	B
756	I66R29		Construct	I-66 flyover ramp	EB general purpose to EB express lanes	.5 mile east of VA 243	0	1	0	1	2021 2022	B
			Construct	I-66 Interchange	EB on-ramp, WB off-ramp to/from I-66 Express lanes EB off-ramp, WB on-ramp from/to I-66 Express lanes (in this alternative, the interchange would not be converted to a diverging diamond interchange)	@ Nutley Street (VA 243)	1	1	—	—	2021 2022	B
757	NRS		Reconstruct	I-66 Interchange	Cloverleaf interchange converted to diverging diamond interchange	@ Nutley Street (VA 243)	1	1	—	—	2021 2022	A
759	I66R27 I66R28		Construct	I-66 Express Lanes Interchange Ramps (duplicate project with ConID 399, above)	EB off-ramp, WB on-ramp to/from I-66 Express lanes BUS /HOV-3/EXPRESS ONLY	@ Vaden Drive / Vienna Metro Station	1	1		Bus / HOV-3 / express from proposed Express Lanes	2021 2022	A
	I66R43		Remove	I-66 ramp	remove existing EB on-ramp from Saintsbury Dr. at Vaden Dr.						2021 2022	A
759	I66R27 I66R28		Construct	I-66 Express Lanes Interchange Ramps (duplicate project with ConID 399, above)	EB off-ramp, WB on-ramp to/from I-66 Express lanes BUS /HOV-3/EXPRESS ONLY	@ Vaden Drive / Vienna Metro Station	1	1		Bus / HOV-3 / express from proposed Express Lanes	2021 2022	B
	I66R43		Remove	I-66 ramp	remove existing EB on-ramp from Saintsbury Dr. at Vaden Dr.						2021 2022	B
762	VI1YA		Reconstruct	I-66 Interchange	Reconfigured interchange to eliminate C-D roads & modify EB to NB loop ramp & WB to SB flyover	@ Chain Bridge Road (VA 123)	1	1	—	—	2021 2022	A
763	I66R25 I66R26		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes EB off-ramp, WB on-ramp from/to I-66 Express lanes	@ Chain Bridge Road (VA 123)	0	1	0	1	2021 2022	A

NOTE: Changes from the 2016 CLRP are shown in bold italics. Yellow shading represents both alternatives. Orange shading represents Alternative A only. Green shading represents Alternative B only.

VDOT AND MDOT AMENDMENT TO THE 2016 CLRP AIR QUALITY CONFORMITY NETWORK INPUTS

ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date	VDOT Preferred Alternative Access Update Option A or B
							Fr	To	Fr	To		
762	V11YA		Reconstruct	I-66 Interchange	Reconfigured interchange to eliminate C-D roads & modify EB to NB loop ramp & WB to SB flyover	@ Chain Bridge Road (VA 123)	1	1	—	—	2021 2022	B
763	I66R25 I66R26		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes EB off-ramp, WB on-ramp from/to I-66 Express lanes	@ Chain Bridge Road (VA 123)	0	1	0	1	2021 2022	B
			Construct	I-66 slip ramp	EB general purpose lanes to EB express lanes	0.5 mile east of US50	0	1	0	1	2021 2022	B
			Construct	I-66 slip ramp	WB express lanes to WB general purpose lanes	0.5 mile east of US50	0	1	0	1	2021 2022	B
			Construct	I-66 Express Lanes Interchange Ramps	EB express lanes on-ramp from US50 NB; WB express lanes off-ramp to SB US50	@ US50	0	1	0	1	2021 2022	B
765	I66R23 I66R24		Construct	I-66 Express Lanes Interchange Ramps	EB express lanes on-ramp from SB US50; WB express lanes off-ramp to NB US50	@ Lee Jackson Mem Highway (US 50)	0	1	0	1	2021 2022	A
765	I66R23 I66R24		Construct	I-66 Express Lanes Interchange Ramps	EB express lanes on-ramp from SB US50; WB express lanes off-ramp to NB US50	@ Lee Jackson Mem Highway (US 50)	0	1	0	1	2021 2022	B
766	NRS		Reconstruct	I-66 Interchange	Reconfigure interchange to replace NWB to WB loop ramp with flyover	@ Lee Jackson Mem Highway (US 50)	1	1	—	—	2021	A
766	NRS		Reconstruct	I-66 Interchange	Reconfigure interchange to replace NWB to WB loop ramp with flyover	@ Lee Jackson Mem Highway (US 50)	1	1	—	—	2021	B
768	I66R19 I66R20 I66R21 I66R22		Reconstruct / Revise Operations / Construct	I-66 Express Lanes Interchange Ramps	Existing reversible HOV ramp converted to express (EB on-ramp, WB off-ramp to/from I-66 Express lanes); Construct new EB off-ramp, WB on-ramp from/to I-66 Express lanes	@ Monument Drive (US 50)	1	1	Bus / HOV-2 Reversible by time of day	Bus / HOV-3 / express Movements in both directions 24 hrs/day	2021 2022	A
768	I66R19 I66R20 I66R21 I66R22		Reconstruct / Revise Operations / Construct	I-66 Express Lanes Interchange Ramps	Existing reversible HOV ramp converted to express (EB on-ramp, WB off-ramp to/from I-66 Express lanes); Construct new EB off-ramp, WB on-ramp from/to I-66 Express lanes	@ Monument Drive (US 50)	1	1	Bus / HOV-2 Reversible by time of day	Bus / HOV-3 / express Movements in both directions 24 hrs/day	2021 2022	B

NOTE: Changes from the 2016 CLRP are shown in bold italics. Yellow shading represents both alternatives. Orange shading represents Alternative A only. Green shading represents Alternative B only.

VDOT AND MDOT AMENDMENT TO THE 2016 CLRP AIR QUALITY CONFORMITY NETWORK INPUTS

ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date	VDOT Preferred Alternative Access Update Option A or B
							Fr	To	Fr	To		
			Construct	I-66 Express Lanes Interchange Ramps	WB express lanes on-ramp from 286 NB	@ 286	0	1	0	1	2021 2022	B
770	I66R17A		<i>Reconstruct / Revise Operations</i>	I-66 Express Lanes Interchange Ramps	<i>Existing reversible HOV ramp converted to express; EB on-ramp, WB off-ramp to/from I-66 Express lanes</i>	@ Stringfellow Road	1	1	Bus / HOV-2 Reversible by time of day	Bus / HOV-3 / express Movements in EB direction 24 hrs/day	2021 2022	A
771	I66R16		Construct	I-66 flyover ramp	EB express lanes to EB general purpose	1.5 mile west of VA 286	0	1	0	1	2021 2022	A
772	I66R41		Construct	I-66 slip ramp	EB general purpose to EB express lanes	2.5 mile west of VA 286	0	1	0	1	2021 2022	A
773	I66R15		Construct	I-66 flyover ramp	WB express lanes to WB general purpose	1 mile west of VA 286	0	1	0	1	2021 2022	A
774	I66R42		Construct	I-66 slip ramp	WB general purpose to WB express lanes	2 mile west of VA 286	0	1	0	1	2021 2022	A
776	I66R11 I66R12 I66R13 I66R14 I66R40		Construct	I-66 Express Lanes Interchange Ramps	EB Expr to NB GP WB Expr to NB GP SB GP to EB Expr SB GP to WB Expr NB GP to EB Expr	Route 28 Interchange	0	1	0	1	2021 2022	A
770	I66R17A		<i>Reconstruct / Revise Operations</i>	I-66 Express Lanes Interchange Ramps	<i>Existing reversible HOV ramp converted to express; EB on-ramp, WB off-ramp to/from I-66 Express lanes</i>	@ Stringfellow Road	1	1	Bus / HOV-2 Reversible by time of day	Bus / HOV-3 / express Movements in EB direction 24 hrs/day	2021 2022	B
771	I66R16		Construct	I-66 flyover ramp	EB express lanes to EB general purpose	1.5 mile west of VA 286	0	1	0	1	2021 2022	B
772	I66R41		Construct	I-66 slip ramp	EB general purpose to EB express lanes	2.5 mile west of VA 286	0	1	0	1	2021 2022	B
773	I66R15		Construct	I-66 flyover ramp	WB express lanes to WB general purpose	1 mile west of VA 286	0	1	0	1	2021 2022	B
774	I66R42		Construct	I-66 slip ramp	WB general purpose to WB express lanes	2 mile west of VA 286	0	1	0	1	2021 2022	B
776	I66R11 I66R12 I66R13 I66R14 I66R40		Construct	I-66 Express Lanes Interchange Ramps	EB Expr to NB GP WB Expr to NB GP SB GP to EB Expr SB GP to WB Expr NB GP to EB Expr	Route 28 Interchange	0	1	0	1	2021 2022	B
			Construct	I-66 slip ramp	WB general purpose lanes to WB express lanes	0.5 mile west of US29 Centreville	0	1	0	1	2021 2022	B
			Construct	I-66 slip ramp	EB express lanes to EB general purpose lanes	0.5 mile west of US29 Centreville	0	1	0	1	2021 2022	B
			Construct	I-66 flyover ramp	EB general purpose to EB express lanes	.65 mile east of VA Bus 234	0	1	0	1	2021 2022	A
			Construct	I-66 flyover ramp	WB express lanes to WB general purpose	.65 mile east of VA Bus 234	0	1	0	1	2021 2022	A

NOTE: Changes from the 2016 CLRP are shown in bold italics. Yellow shading represents both alternatives. Orange shading represents Alternative A only. Green shading represents Alternative B only.

VDOT AND MDOT AMENDMENT TO THE 2016 CLRP AIR QUALITY CONFORMITY NETWORK INPUTS

ConID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date	VDOT Preferred Alternative Access Update Option A or B
							Fr	To	Fr	To		
778	I66R9 I66R10		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ Balls Ford Road / Ashton Avenue Connector 1.25 mile west of VA Bus 234	0	1	0	1	2021 2022	A
779	I66R7 I66R8		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ Cushing Road Park-Ride Lot .5 mile east of VA 234 Bypass	0	1	0	1	2040	A
			Construct	<i>I-66 flyover ramp</i>	<i>EB general purpose to EB express lanes</i>	<i>.65 mile east of VA Bus 234</i>	0	1	0	1	2021 2022	B
			Construct	<i>I-66 flyover ramp</i>	<i>WB express lanes to WB general purpose</i>	<i>.65 mile east of VA Bus 234</i>	0	1	0	1	2021 2022	B
778	I66R9 I66R10		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ Balls Ford Road / Ashton Avenue Connector 1.25 mile west of VA Bus 234	0	1	0	1	2021 2022	B
779	I66R7 I66R8		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ Cushing Road Park-Ride Lot .5 mile east of VA 234 Bypass	0	1	0	1	2040	B
			Construct	<i>I-66 Express Lanes Interchange Ramps</i>	<i>EB on-ramp, WB off-ramp to/from I-66 Express lanes</i>	<i>@ VA 234 Bypass to/from south of I-66</i>	0	1	0	1	2021 2022	B
855	I66R38 I66R39		Construct	I-66 Express Lanes Interchange Ramps	<i>EB off-ramp, WB on-ramp from/to I-66 Express lanes</i>	@ VA 234 Bypass to/from south of I-66	0	1	0	1	2040	A
781	I66R5 I66R6		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ University Boulevard .75 mile east of US 29	0	1	0	1	2021 2022	A
784	I66R1 I66R1A I66R2 I66R2A		Construct	I-66 Express Lanes Interchange Ramps	<i>EB on-ramp, WB off-ramp to/from I-66 Express lanes</i> <i>EB off-ramp, WB on-ramp ramp from/to I-66 Express lanes</i>	@ New connector road between Heathcote Boulevard and VA 55 approx .5 mile west of US 15	0	1	0	1	2040	A
785	VSP49C		Construct	I-66 Express Lanes Access Connector Road	Heathcote Boulevard Extension	John Marshall Highway (VA 55)	0	1	0	1	2040	A
855	I66R38 I66R39		Construct	I-66 Express Lanes Interchange Ramps	<i>EB off-ramp, WB on-ramp from/to I-66 Express lanes</i>	@ VA 234 Bypass to/from south of I-66	0	1	0	1	2040	B
781	I66R5 I66R6		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ University Boulevard .75 mile east of US 29	0	1	0	1	2021 2022	B
784	I66R1 I66R1A I66R2 I66R2A		Construct	I-66 Express Lanes Interchange Ramps	<i>EB on-ramp, WB off-ramp to/from I-66 Express lanes</i> <i>EB off-ramp, WB on-ramp ramp from/to I-66 Express lanes</i>	@ New connector road between Heathcote Boulevard and VA 55 approx .5 mile west of US 15	0	1	0	1	2040	B
785	VSP49C		Construct	I-66 Express Lanes Access Connector Road	Heathcote Boulevard Extension	John Marshall Highway (VA 55)	0	1	0	1	2040	B

NOTE: Changes from the 2016 CLRP are shown in bold italics. Yellow shading represents both alternatives. Orange shading represents Alternative A only. Green shading represents Alternative B only.

ITEM 16 – Notice

March 29, 2017

Notice of Proposed Draft Scope of Work
for an Air Quality Conformity Analysis
for an Amendment to the 2016 CLRP
to Include the Projects Described in Item 14

Staff

Recommendation: Review scope of work and schedule for air quality conformity analysis

Issues: None

Background: VDOT and MDOT have requested that the TPB initiate the process to amend the 2016 CLRP to include project and funding updates for projects in Northern Virginia and Maryland. An amendment to include these projects in the Plan requires an air quality conformity analysis. Following a public comment period which ends on April 8, 2017, the Board will be asked to approve the project submissions and the air quality conformity analysis scope of work for a plan amendment at the April 19, 2017 meeting. The draft conformity results are scheduled to be released for public comment on September 14, 2017 and the TPB is scheduled to adopt the plan amendment and conformity analysis at its October 18, 2017 meeting.



AIR QUALITY CONFORMITY ANALYSIS: VDOT AND MDOT AMENDMENT TO THE 2016 CONSTRAINED LONG RANGE PLAN

SCOPE OF WORK

I. INTRODUCTION

The Virginia Department of Transportation (VDOT) and the Maryland Department of Transportation (MDOT) have requested an amendment to the 2016 Constrained Long Range Plan (CLRP). The VDOT update includes the construction of an additional off-ramp from the I-95 High Occupancy Toll (HOT) lanes in southern Prince William County, and modifications to the I-66 Outside the Beltway HOT lanes project (two alternatives). The MDOT update involves a change in the completion date for the construction of a new Governor Harry Nice bridge in Charles County, Maryland. The proposed changes affect the air quality conformity analysis, and will therefore require a new demonstration of air quality conformity before they can be adopted as Plan elements by the Transportation Planning Board (TPB).

VDOT is proposing to construct an additional northbound off-ramp from the I-95 HOT lanes to serve the area near the Marine Corps Base Quantico in Prince William County. The new ramp would provide direct access from the northbound HOT lanes to Russell Road.

VDOT is also proposing modifications to the I-66 outside the Beltway HOT lanes project to reflect changes to the Commonwealth Transportation Board's (CTB) "preferred alternative", which is the alternative included in the 2016 CLRP. VDOT allowed bidders to either provide a proposal for the CTB's preferred alternative, or to provide a proposal with variations to the CTB's preferred alternative. The winning bidder proposed modifications to the CTB's preferred alternative, which VDOT is proposing to include in the CLRP as the first alternative. VDOT and the developer are also considering some additional access points, and are requesting that the TPB include a second alternative in the air quality conformity analysis. The Access Update Option A reflects the winning bidder's technical proposal. The Access Update Option B includes the access points in Option A, plus the potential additional access points that are currently under consideration by the developer and VDOT.

The MDOT project involving the construction of a new 4-lane Governor Harry Nice bridge to replace the current 2-lane structure is already included in the current 2016 Constrained Long Range Plan (CLRP). MDOT is proposing modifications to the construction timeline to reflect a completion date of 2023 instead of 2030.

This scope of work reflects the tasks and schedule designed for the air quality conformity analysis leading to adoption of the plan amendment on October 18, 2017. This work effort addresses requirements associated with attainment of the ozone standard (volatile organic compounds (VOC) and nitrogen oxides (NOx) as ozone precursor pollutants).

The amended plan must meet air quality conformity regulations: (1) as originally published by the Environmental Protection Agency (EPA) in the November 24, 1993 Federal Register, and (2) as subsequently amended, most recently on March 14, 2012, and (3) as detailed in periodic FHWA / FTA

and EPA guidance. These regulations specify both technical criteria and consultation procedures to follow in performing the assessment.

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

II. FEDERAL REQUIREMENTS

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

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

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

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

§ 93.110 Criteria and procedures: Latest planning assumptions - The conformity determination must be based upon the most recent planning assumptions in force at the time of the conformity determination.

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

§ 93.112 Criteria and procedures: Consultation – The Conformity must be determined according to the consultation procedures in this subpart and in the applicable implementation plan, and according to the public involvement procedures established in compliance with 23 CFR part 450.

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

§93.114 Criteria and procedures: Currently conforming transportation plan and TIP - There must be a currently conforming transportation plan and currently conforming TIP at the time of project approval.

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

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

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

§93.118 Criteria and procedures: Motor vehicle emissions budget - The transportation plan, TIP, and projects must be consistent with the motor vehicle emissions budget(s).

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

Assessment Criteria:

Ozone season pollutants will be assessed by comparing the forecast year pollutant levels to the most recently approved 8-hour ozone area VOC and NOx mobile emissions budgets. The 2009 Attainment and 2010 Contingency budgets were deemed adequate for use in conformity by EPA in February 2013. These budgets were submitted to EPA by the Metropolitan Washington Air Quality Committee (MWAQC) in 2007 as part of the 8-hour ozone State Implementation Plan (SIP).

III. POLICY AND TECHNICAL APPROACH

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

Pollutants	Ozone Season VOC and NOx
Emissions Model	MOVES2014a
Conformity Test	<u>Budget Test</u> : Using mobile budgets most recently approved by EPA. 2009 attainment and 2010 contingency budgets found adequate for use in conformity by EPA in Feb. 2013. All budgets were set using Mobile6 emissions model and submitted to EPA in 2007.
Vehicle Fleet Data	2014 vehicle registration data for all jurisdictions
Geography	8-hour ozone non-attainment area
Network Inputs	Regionally significant projects
Land Activity	Cooperative Forecasts Round 9.0
HOV/HOT	VA: All HOV 2+/HOT 2+ facilities become HOV 3+/HOT 3+ in 2020 and beyond MD: All HOV facilities remain HOV2+ through 2040
Transit Constraint	Metrorail “capacity constraint” procedures - 2020 constrains later years
Analysis Years	2025, 2030, 2040 for Alternatives A and B
Modeled Area	3,722 TAZ System
Travel Demand Model	Version 2.3.66 or latest

IV. CONSULTATION

A 30-day comment / interagency consultation period followed by response to comments will be provided for the following milestones:

- Project review & air quality conformity scope of work
- Conformity report

V. WORK TASKS

The work tasks associated with the VDOT and MDOT 2016 CLRP Amendment air quality conformity analysis are as follows:

1. Prepare forecast year highway and transit networks:
 - 2025, 2030, 2040 for Options A and B
2. Execute travel demand modeling
 - 2025, 2030, 2040 for Options A and B
3. Estimate Mobile Emissions
 - 2025, 2030, 2040 for Options A and B
4. Analyze and summarize results
5. Assess conformity and document results in a report
 - Document methods
 - Draft conformity report
 - Forward to technical committees, policy committees
 - Make available for public and interagency consultation
 - Receive comments
 - Respond to comments and present to TPB for action
 - Finalize report and forward to FHWA, FTA, and EPA

SCHEDULE: OFF-CYCLE CONFORMITY ANALYSIS FOR THE VDOT AND MDOT AMENDMENT to the 2016 Constrained Long Range Plan (CLRP)

March 3	Tech Committee is briefed on off-cycle conformity analysis: Project inputs and draft Scope of Work
March 9	Project inputs and draft Scope of Work released for 30-day comment period
March 15*	TPB is briefed on project inputs and draft Scope of Work
April 8	Comment period ends
April 19*	TPB reviews comments and is asked to approve project inputs and draft Scope of Work
September 8	Technical Committee reviews VDOT and MDOT Amendment to the 2016 CLRP and draft conformity analysis
September 14	VDOT and MDOT Amendment to the 2016 CLRP and draft Conformity Analysis are released for 30-day comment period at Citizens Advisory Committee (CAC) meeting
September 20*	TPB is briefed on the VDOT and MDOT Amendment to the 2016 CLRP and draft Conformity Analysis
October 14	Comment period ends.
October 18*	TPB reviews comments and responses to comments, and is presented with the VDOT and MDOT Amendment to the 2016 CLRP and draft Conformity Analysis for adoption.

* Regularly scheduled TPB meeting.