



Maryland Department of Transportation
The Secretary's Office

Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

October 3, 2018

Mr. Gregory Murrill
Division Administrator
Attn: Dr. Kwame Arhin
Federal Highway Administration
Maryland Division
George H. Fallon Federal Building
31 Hopkins Plaza, Suite 1520
Baltimore MD 21201

Ms. Terry Garcia Crews
Regional Administrator
Attn: Mr. Ryan Long
Federal Transit Administration
1760 Market Street, Suite 500
Philadelphia PA 19103

Dear Mr. Murrill and Ms. Crews:

The Maryland Department of Transportation (MDOT) hereby modifies the Fiscal Year (FY) 2017 Maryland Statewide Transportation Improvement Program (STIP) to reflect changes to the body of the FY 2017-2022 National Capital Region Transportation Planning Board (TPB) Transportation Improvement Program (TIP).

The TPB modified "Section 3 – Development of the Program" of its TIP to include the attached information on their implementation of Performance Based Planning and Programming requirements, pursuant to MAP-21, after the TPB approved resolutions adopting Highway Safety Targets and Targets for Transit Asset Management.

The TPB approved these modifications to the body of its TIP on May 28, 2018 for the region's safety targets and October 1, 2018 for the transit asset management targets. MDOT has assigned Control #17-132 for this administrative modification to the STIP, and the approvals and supporting documentation are attached.

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

Mr. Gregory Murrill
Ms. Terry Garcia Crews
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Should you have additional questions or concerns, please contact Ms. Kari Snyder at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@mdot.state.md.us. Of course, please feel free to contact me directly.

Sincerely,

A handwritten signature in blue ink that reads "Tyson Byrne". The signature is fluid and cursive, with the first name "Tyson" and the last name "Byrne" clearly legible.

Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming

Attachment

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

The CMP addresses both specific projects and the regional transportation system in general. Federal regulations require consideration of congestion management strategies in cases where SOV capacity is proposed. Major SOV capacity-increasing projects in the CLRP include information on how alternatives to SOV capacity were considered in the study or proposal for the project.

For the overall transportation system, the Congestion Management Process ties in at many points in the regional planning process:

The CMP must identify the location, extent, and severity of congestion in the region. TPB undertakes this through a data collection and analysis program that compiles transportation systems usage information, uses that data in its travel forecasting models, and publishes the information in reports. Notable are TPB's periodic aerial surveys of the region's roadways, showing the most congested locations and associated planning or project activities occurring at that location.

The CMP information on congestion is considered by the implementing agencies as they identify projects for inclusion in the CLRP and the TIP in response to the TPB annual "Call for Projects" document. All highway projects that involve a significant increase in SOV carrying capacity that are submitted for inclusion in the CLRP and TIP also include CMP documentation.

Under the CMP, the region must consider and implement ways of reducing demand on the region's roadways. The region's Commuter Connections program supports ridesharing, telework, transit, bicycling, and other alternatives to driving. Also, recent major roadway construction projects, featured public outreach programs on expected delays and ways to avoid driving through those areas. These programs served as good examples of the kind of outreach that could be done for other construction projects and for overall regional congestion management.

Better managing existing transportation facilities is another important aspect of the CMP, and this the focus of the TPB's Management, Operations, and Intelligent Transportation Systems program. Strategies addressed include better timing of traffic signals, response and clearance of crashes and other highway incidents, and applications of emerging technologies for better traveler information and traffic monitoring. More information on the CMP can be found at www.mwcog.org/clrp/elements/cmp/.

Modified on 5/28/2018 to include the following text:

PERFORMANCE BASED PLANNING AND PROGRAMMING

As included in the Metropolitan Planning Agreement (3C Agreement) approved by the Transportation Planning Board on April 18, 2018, in accordance with the latest federal metropolitan planning requirements as adopted in the FAST Act, the TPB's TIP includes a description of how the investments in the TIP make progress toward achievement of the targets in the Plan. The TIP includes funding under the Highway Safety Improvement Program for priority HSIP projects as programmed by the three states. Examples of HSIP programmed projects include impact attenuators, guardrails, upgrading traffic signal devices, work zone safety reviews, and improved signs and markings. The three states have processes for inclusion of safety-related projects as identified in their Strategic Highway Safety Plans and other state plans and documents. Safety improvements are also included within projects funded with non-HSIP funds and through other state and federal sources, such as the Transportation Alternatives Program Block Grants, including Safe Routes to School grants, and CMAQ and maintenance projects, all of which will provide benefits that contribute to improved safety performance. Thus, the funding and the program of projects in the TIP will enable the TPB to achieve the region's safety performance targets.

Modified on 10/1/2018 to include the following text:

The TIP includes funding from multiple FTA sources for projects that support Transit Asset Management. Examples of these projects include rural and urban capital assistance programs; rolling stock acquisition, maintenance, and overhauls; bus fleet rehabilitation and replacement; track and rail yard maintenance and improvements; and maintenance of passenger facilities. Each of the three states and WMATA have adopted Transit Asset management plans which are included in their respective STIPs. Transit Asset Management category projects are also supported by non-FTA sources such as state and local funding, WMATA Insurance Proceeds, and flexible CMAQ and STP funding. The funding and the program of projects in the TIP will enable the TPB to achieve the region's transit asset management performance targets.

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

RESOLUTION TO ADOPT HIGHWAY SAFETY TARGETS FOR THE NATIONAL CAPITAL REGION

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of 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 provisions of the FAST Act continued the implementation of performance based planning and programming to achieve desired performance outcomes for the multimodal transportation system, including the setting of targets for future performance by States and metropolitan planning organizations (MPOs); and

WHEREAS, safety of all modes of travel is an important element of TPB's Vision, and a regional priority, with many of its member jurisdictions having adopted aspirational safety goals associated with Vision Zero and Towards Zero Deaths; and

WHEREAS, the TPB encourages every member jurisdiction in the region to adopt similar aspirational goals and calls on the transportation agencies of the region to redouble their efforts to develop projects, programs and policies to achieve dramatic reductions in fatalities and serious injuries; and

WHEREAS, the Federal Highway Administration (FHWA) issued a final rule to establish performance measures for State departments of transportation (State DOT) and MPOs to establish and report evidence based highway safety targets for the following performance measures: number of fatalities, rate of fatalities per hundred million vehicle miles traveled (VMT), number of serious injuries, rate of serious injuries per VMT, and number of combined non-motorized fatalities and non-motorized serious injuries by August 31, 2017 for State DOTs and by February 27, 2018 for MPOs; and

WHEREAS, TPB staff have coordinated with officials at the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT), and the District Department of Transportation (DDOT) to develop regional highway safety targets that are evidence based, consistent with the targets submitted by each member state DOT, and reflective of the outcomes expected through the implementation of funded safety projects and policies; and

WHEREAS, these highway safety targets have been reviewed and recommended for TPB approval by the Transportation Safety Subcommittee and the TPB Technical Committee; and

WHEREAS, the TPB acknowledges that among the recommended set of evidence-based targets the target for serious injuries is higher than the most recent data, which does not match regional aspirations; and

WHEREAS, the TPB remains focused on achieving its aspirational goals and will use the annual regional highway safety targets and the target setting process to evaluate the region’s progress toward achieving its aspirational goals; and

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board adopts the following set of highway safety targets for the National Capital Region for the 2014-2018 period and further described in the attached materials.

Table 1: Regional Highway Safety Targets – 2014-2018 Average

Performance Measure	2014-2018 Target
Number of fatalities	<u>253.0</u>
Rate of fatalities per 100 million vehicle miles of travel	<u>0.588</u>
Number of serious injuries	<u>3,007.3</u>
Rate of serious injuries per 100 million vehicle miles of travel	<u>6.768</u>
Number of nonmotorist fatalities and serious Injuries	<u>528.8</u>

Adopted with amendments by the Transportation Planning Board at its regular meeting on January 17, 2018.

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

RESOLUTION TO ADOPT TARGETS FOR THE REGION'S TRANSIT ASSETS

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 FAST Act continued the implementation of performance based planning and programming to achieve desired performance outcomes for the multimodal transportation system, including the setting of targets for future performance by States, providers of public transportation, and metropolitan planning organizations (MPOs); and

WHEREAS, the Federal Transit Administration (FTA) issued a final rule on transit asset management to establish a system to monitor and manage public transportation assets to improve safety and increase reliability and performance, under which providers of public transportation receiving federal funds were required to set their initial asset management targets by January 1, 2017; and

WHEREAS, the Federal Highway Administration (FHWA) and the FTA issued a joint final rule on planning (Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning), under which MPOs shall establish performance targets within 180 days of a State or transit provider setting targets; and

WHEREAS, the transit agencies or jurisdictions operating public transportation in the National Capital Region have developed information and targets toward compliance with the law and regulation and have communicated their current targets for transit asset management to the TPB; and

WHEREAS, the transit agencies or jurisdictions operating public transportation coordinated with TPB staff on a method for development of regional targets, and given the diversity of agency sizes, asset usage levels, and other factors among the necessary agencies concurred with the adoption of a matrix of local targets for this initial set of regional transit asset management targets;

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board adopts the following set of targets for the region's transit assets, as described in the attached materials.

Adopted by the Transportation Planning Board at its regular meeting on June 21, 2017

**REGIONAL TARGETS FOR TRANSIT ASSET MANAGEMENT – 2017
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**

Reporting Entity	Rolling Stock	Service Vehicles	Rail Infrastructure	Station/ Facility Condition
WMATA	1% Rail, 3% Bus	15% ^{c,d}	5%	32%
DDOT	0% Rail, 40% Bus	20% ^c	5%	20%
Ffx. Co.	10%	14% ^e	n/a	0%
Mont. Co.	8% ^a	50% ^{c,d}	n/a	50% ^f
Pr. Geo. Co.	0%	18% ^d	n/a	0%
PRTC	46% ^b	50% ^c	n/a	0%
VRE	0% Rail	50% ^e	n/a	0%
Maryland Tier 2 (MTA)	24% ^a	31% ^d	n/a	25% ^f
Virginia Tier 2 (DRPT)	20%	Not reported	n/a	20%

a: heavy-duty buses; b: 45-foot buses; c: autos; d: trucks; e: service vehicles; f: maintenance/administrative facilities