

UNIFIED PLANNING WORK PROGRAM

FY 2022

Unified Planning Work Program (UPWP) for Transportation Planning for the Washington Metropolitan Region for FY 2022

March 2021



National Capital Region
Transportation Planning Board

UNIFIED PLANNING WORK PROGRAM (UPWP): FY 2022

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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).

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I. INTRODUCTION

Purpose

The National Capital Region Transportation Planning Board (TPB) is responsible for the federally required metropolitan transportation 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's responsibilities.

The FY 2022 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, 2021 through June 30, 2022. The UPWP provides a mechanism to coordinate transportation planning activities conducted by the TPB. It 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 fiduciary and other regulatory requirements to receive FHWA and FTA funds.

This work program describes all transportation planning activities utilizing federal funding, including FHWA metropolitan planning funds (PL Funds) and FTA Section 5303 metropolitan planning funds. The Federal Aviation Administration Continuing Airport System Planning (CASP) program is a separate grant and is included for informational purposes as the TPB is responsible for implementing the grant. 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.

Planning Requirements

The planning activities outlined in this work program respond to a variety of regulatory requirements. On May 27, 2016, the FHWA and 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 implementing 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 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 complies with the requirements regarding metropolitan planning.

On March 18, 2020, the TPB approved the 2020 Amendment Visualize 2045, the long-range transportation plan for the National Capital Region, and the FY 2021-2024 Transportation Improvement Program (TIP). On May 27, 2020, FHWA and FTA found that Visualize 2045 and the FY 2021-2024 TIP conform to the region's State Implementation Plans.

On March 18, 2020, 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 being conducted by the TPB is addressing the major issues in the metropolitan planning area and is being carried out in accordance with all applicable federal metropolitan planning requirements as described under 23 CFR 450.336. The Self-Certification Statement is signed by the three state DOTs and the TPB.

In June 2019, FHWA and FTA jointly certified that the TPB's planning process complies with metropolitan planning regulations and issued a certification report. On April 10-11, 2019, 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 Area Metropolitan Planning Organization (FAMPO). Improvement and enhancements identified in the report will continue to be integrated into the TPB's ongoing planning process. The next certification review will be conducted in calendar year 2023.

The TPB will continue its rich tradition of coordinating with neighboring MPOs and with those MPOs with which it shares DOTs. The TPB will not only continue to coordinate but will look to enhance all its coordination opportunities. TPB is involved in the statewide MPO planning efforts in both Maryland and Virginia. The TPB participates in the Maryland MPO Roundtable meetings, which occur 4 times a year. The TPB is an active participant and a voting member of the Virginia Association of Metropolitan Planning Organizations (VAMPO). A TPB staff member served as the VAMPO Vice Chair in FY 2021.

THE CLEAN AIR ACT

The Clean Air Act Amendments (CAAA) of 1990 require that the transportation actions and projects in the metropolitan transportation plan (LRTP) and Transportation Improvement Program (TIP) support the attainment of federal health standards for ozone. The LRTP and TIP must meet specific requirements as specified by the Environmental Protection Agency (EPA) regulations first issued on November 24, 1993, and amended several times, most recently in April 2012, regarding criteria and procedures for determining air quality conformity of transportation plans, programs, and projects funded or approved by 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 high and 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 Transportation Planning. Engaging transportation disadvantaged-populations, primarily through the Access for All Advisory Committee, is found in Activity 4: Public Participation. COG's Title VI Plan and Title VI Program (including the Language Assistance Plan), the Title VI notice to the public, and complaint procedures can be found at <https://www.mwcog.org/documents/titlevi/>.

On July 13, 2018, 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, 2021. The Maryland Department of Transportation (MDOT) also conducted a site visit and approved the Title VI Plan on January 5, 2017. VDOT and DDOT also conducted Title VI reviews in 2020.

Federal Requirements for Performance-Based Planning and Programming

MAP-21 and the FAST Act call for metropolitan planning organizations, public transportation providers and states **to establish and use a performance-based approach to transportation decision making**. 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 completed the issuance of final rulemakings for the performance measures, with deadlines set for target setting and periodic updates. TPB has been and will continue to work with the states and public transportation providers to collect data, make forecasts for performance, and update performance targets in support of those measures; and the TPB subsequently has up to 180 days to update performance targets as required, coordinated with those of the states and public transportation providers. 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 is required 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. The approved plan and TIP are compliant with these requirements.

Regional Planning Goals

In 1998, the TPB adopted the TPB Vision, which outlines a set of policy goals that have since served to guide the TPB's planning work program:

- 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.

These goals are broad in scope, and together with the strategies and objectives that are also outlined in the TPB Vision, provide a framework for setting out core principles for regional transportation planning. TPB Vision's policy goals encompass the ten planning factors required under the planning process of MAP-21 and are considered when developing the metropolitan transportation plan. 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 for inclusion in the LRTP. In FY 2017, the Priorities Plan will influence policy actions, funding strategies, and potential projects considered for incorporation into Visualize 2045.

In 2017, the TPB established the Long-Range Plan Task Force, who engaged in a sketch planning effort to identify initiatives that could help the region achieve these goals. At that time, TPB Members had decided that the previous long-range plan did not show satisfactory performance compared to current conditions, nor did it bring us close enough to reach these regional planning goals. In December 2017 and January 2018, the TPB endorsed seven aspirational initiatives recommended

by the Long-Range Plan Task Force which have potential to significantly improve the performance of the region's transportation system compared to current plans and programs. These seven aspirational initiatives are included in Visualize 2045, calling upon member jurisdictions and agencies to plan for and implement these initiatives that will help bring the region closer to reaching its goals.

As approved in Resolution R1-2021, the TPB and its staff commit to being guided by the following statement on equity, and the activities as carried out in the UPWP are intended to reflect this:

The TPB and its staff commit that our work together will be anti-racist and will advance equity including every debate we have, and every decision we make as the region's MPO; and the TPB affirms that equity, as a foundational principle, will be woven throughout TPB's analyses, operations, procurement, programs, and priorities to ensure a more prosperous, accessible, livable, sustainable, and equitable future for all residents; and we recognize past actions that have been exclusionary or had disparate negative impacts on people of color and marginalized communities, including institutionalized policies and practices that continue to have inequitable impacts today, and we commit to act to correct such inequities in all our programs and policies.

Responsibilities for Transportation Planning

The National Capital Region Transportation Planning Board (TPB) is the official metropolitan planning organization (MPO) for the National Capital Region and is responsible for conducting a continuing, cooperative, comprehensive (3-C) metropolitan transportation planning process. The TPB was designated as the region's MPO by the governors of Maryland and Virginia and the mayor of the District of Columbia.

The TPB is composed of representatives from the 24 cities and counties, including the District of Columbia, that are members of the Metropolitan Washington Council of Governments (COG), the three state-level 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 importance are before the TPB, a special voting procedure may be invoked that weights the votes of local jurisdiction members according to population.

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. Figure 1 lists the jurisdictions and organizations represented on the TPB and its technical committees and subcommittees. Figure 2 shows the geographic location of each of the local member jurisdictions and urbanized areas (UZA).

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 metropolitan 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 metropolitan Washington, 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 planning regulations, the TPB, the state DOTs, and the public transportation operators have documented their transportation planning roles and responsibilities in an agreement that was executed by all parties in April 2018. To meet Performance-Based Planning and Programming provisions, the TPB and individual stakeholders have documented their roles in responsibilities in Letters of Agreement (LOAs) that respond to each required performance area: Highway Safety, Highway and Bridge Condition, and System Performance (Congestion, Freight, and CMAQ). The responsibilities for the primary planning and programming activities are indicated in Figure 3.

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 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 the 2019 Federal Certification Review, the Federal Team strongly recommended that , within a year, this agreement be updated to reaffirm and validate the mutually agreed upon roles of each MPO and in consideration of the passage of multi-year federal surface transportation legislation to ensure that ongoing roles and responsibilities are consistent with regional, State and Federal expectations. In Maryland, the TPB formalized an agreement between the TPB, the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO), and Calvert County, Maryland, 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.

A list of transportation planning studies to be conducted within the National Capital Region can be found in Figure 4.

Figure 1: Jurisdictions and Organizations Represented on the TPB and its Technical Committees and Subcommittees

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

DISTRICT OF COLUMBIA

District of Columbia Council
District of Columbia Department of Transportation
District of Columbia Office of Planning

REGIONAL, FEDERAL, AND PRIVATE SECTOR

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

Figure 2: Membership of the National Capital Region Transportation Planning Board

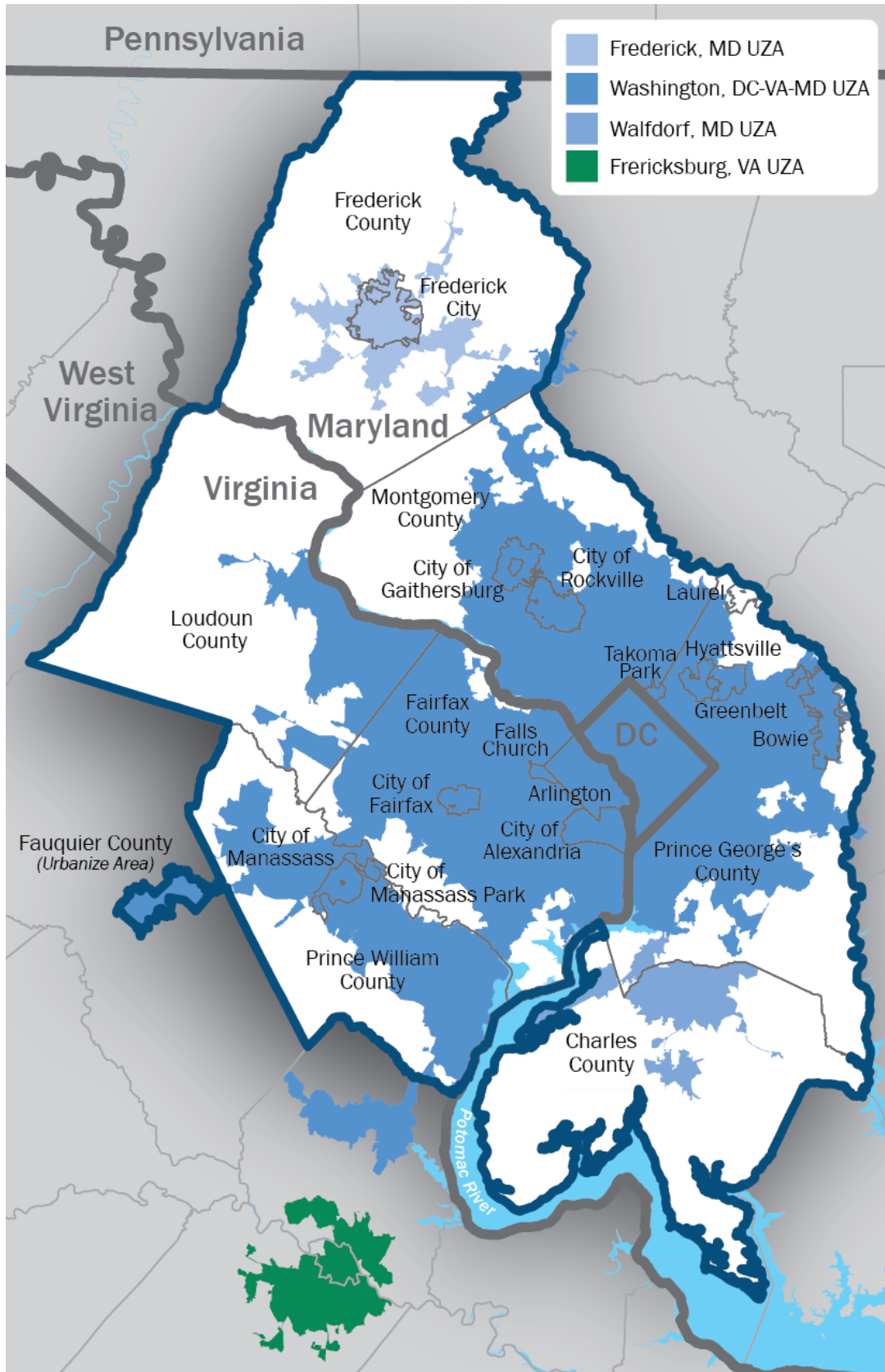


Figure 3: Transportation Planning and Programming Responsibilities

| RESPONSIBILITY | AGENCIES |
|--|---|
| UPWP Development | TPB, DOTs, WMATA, Local Governments |
| Planning Certification | TPB, DOTs |
| Performance-Based Planning | TPB, DOTs, WMATA, Public Transportation Providers |
| Visualize 2045 Development | |
| Air Quality Conformity | TPB, FAMPO |
| Congestion Management Process | TPB, DOTs, Local Governments, FAMPO |
| Environmental Consultation | TPB, DOTs, Local Governments |
| Financial Element | TPB, DOTs, WMATA, Local Governments |
| Freight Element | TPB, DOTs, Local Governments |
| Participation Plan | TPB |
| Performance Based Planning and Programming | TPB, DOTs, WMATA, Public Transportation Providers |
| Plan Inputs/Update | DOTs, WMATA, Local Governments, NVTA, PRTC, FAMPO |
| Project Selection | TPB, DOTs, WMATA, Local Governments |
| Safety Element | TPB, DOTs, Local Governments |
| Transportation/Land-Use Planning | TPB, MDPC, Local Governments |
| TIP Development | |
| TIP Inputs | DOTs, WMATA, Local Governments, NVTA, PRTC |
| 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 |
| Project Selection | TPB, DOTs, WMATA |
| Projects Federal Funding | TPB, DOTs, WMATA |
| Public Involvement Plan | TPB |
| Air Quality 2010 Attainment Plan | MWAQC, TPB, DOTs |
| CO2 Mobile Emissions Reduction | WMATA, State Air Quality Agencies |
| Climate Change Mitigation | TPB, DOTs, WMATA, Local Governments |
| Corridor Studies | DOTs, WMATA, TPB |
| Travel Demand Forecasting | TPB |
| Travel Monitoring | TPB, DOTs, WMATA, Local Governments |

Figure 4: Transportation Planning Studies within the National Capital Region, 2022

| STUDY | PRIMARY AGENCIES | SCHEDULE | PRODUCTS |
|---|-------------------------|-----------------|--------------------|
| REGIONAL | | | |
| Station Area Plans (multiple stations) | WMATA | Ongoing | Plans |
| Station Access Studies (multiple stations) | WMATA | Ongoing | Plans |
| Station Capacity Studies | WMATA | Ongoing | Plans |
| Annual Bus Line Study | WMATA | Ongoing | Study |
| Bus Service Evaluation Studies | WMATA | Ongoing | Studies |
| Shepherd Parkway Study | WMATA | 2022-2023 | Study |
| Purple Line/Bus Connections | WMATA | 2022 | Study |
| Bus Hazards Identification Study | WMATA | 2022-2023 | Study |
| Bus Station Operations Safety Plans | WMATA | Ongoing | Plan |
| Bus Network Redesign | WMATA | 2021-2024 | Plan |
| New Bus Operating Division Feasibility Study – Silver Spring | WMATA | 2022-2023 | Study |
| On-Demand Transit Study | WMATA | 2023 | Study |
| Blue/Orange/Silver Corridor NEPA/Project Development | WMATA | 2022-2024 | NEPA |
| SmarTOD (TOD planning online tool) | WMATA | 2022 | Model/Data tool |
| Bicycle and Pedestrian Access Blueprint | WMATA | 2021 | Plan |
| Station Mode-of-Access Targets | WMATA | 2021-2022 | Plan |
| TOD Strategic Plans | WMATA | 2023 | Plan |
| Bus-Oriented Development Study | WMATA | 2022 | Study |

Figure 4: Transportation Planning Studies within the National Capital Region, 2022

| STUDY | PRIMARY AGENCIES | SCHEDULE | PRODUCTS |
|---|--------------------------|-----------------|--------------------|
| Customer Segmentation Analysis | WMATA | 2022 | Study |
| Customer Experience Design Guidelines | WMATA | 2023 | Plan |
| Resilience Implementation Strategy | WMATA | 2023 | Plan |
| Electric Bus Alternatives Pilot | WMATA | 2022-2023 | Study, NEP scoping |
| MARYLAND | | | |
| 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 | On-hold | DEIS |
| MD 28/MD 198 Corridor Study (MD 97 to I-95) | MDOT SHA | 2021 | Plan/Report |
| US 15/US 40 Frederick Freeway Study | MDOT SHA | On-hold | CE |
| 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 | On-hold | TBD |
| TOD Planning for the Purple Line Project | UMD/MDOT MTA | 2022 | TBD |
| DISTRICT OF COLUMBIA | | | |
| DC Streetcar – Benning Rd Ext Environmental | DDOT, FTA, FHWA | 2020 | EA |
| Benning Rd Reconstruction & Streetcar | DDOT | 2021 | Design |
| Florida Avenue NE Study | DDOT | 2022 | Construction |
| East End Bike Lane Study | DDOT | 2020 | Design |

Figure 4: Transportation Planning Studies within the National Capital Region, 2022

| STUDY | PRIMARY AGENCIES | SCHEDULE | PRODUCTS |
|---|-------------------------|-----------------|-----------------------------|
| New York Avenue Streetscape and Trail | DDOT | 2021 | Study |
| 20 th & 21 st Streets NW Protected Bike Lanes | DDOT | 2021 | Installation |
| Pennsylvania Avenue West of the White House | DDOT | 2020 | Design |
| K Street Transitway | DDOT | 2021 | Design |
| Long Term Safety & Geometric Improvements | DDOT | 2021 | Study |
| Decongestion Pricing Study | DCST/DDOT | 2021 | Study |
| Connecticut Avenue Multimodal | DDOT | 2021 | Study |
| moveDC | DDOT | 2021 | Plan |
| Bus Priority Plan | DDOT | 2021 | Plan |
| DC Circulator Sustainability Plan | DDOT | 2020 | Plan |
| DC Circulator South Capitol Street Facility Improvement | DDOT | 2020 | Design |
| DC Circulator Transit Development Plan Update | DDOT | 2020 | Plan |
| MLK at Good Hope Road Safety and Connectivity Study | DDOT | 2021 | Environmental Documentation |
| Alabama Avenue | DDOT | 2021 | Design |
| New York Avenue Streetscape and Reconstruction | DDOT | 2021 | Environmental Design |
| Tenleytown Multimodal | DDOT | 2021 | Design |
| Van Ness Commercial | DDOT | 2021 | Design |
| Connecticut Avenue Reversible Lane and Operations Study | DDOT | 2021 | Design |

Figure 4: Transportation Planning Studies within the National Capital Region, 2022

| STUDY | PRIMARY AGENCIES | SCHEDULE | PRODUCTS |
|--|------------------------------|-----------------|---------------------|
| VIRGINIA | | | |
| Route 28 Corridor Environmental Documentation | Prince William County / VDOT | Ongoing | EA/FONSI |
| I-495 NEXT Express Lanes Extension to GWMP in vicinity of the American Legion Bridge | VDOT | Ongoing | NEPA Study/EA/FONSI |
| Arlington Master Transportation Plan Bike Element Update | Arlington County | | Plan |
| Rosslyn Street Network Study | Arlington County | | Study |
| Courthouse Square Shared Streets Study | Arlington County | | Study |
| Wilson Blvd. Road Diet Follow-up Study | Arlington County | On hold | Study |
| Public Open Spaces Master Plan | Arlington County | | Plan |
| Arlington General Land Use Plan Amendment Study | Arlington County | | Study |
| Four Mile Run Valley Area Study | Arlington County | | Study |
| Lee Highway Corridor Study | Arlington County | | Study |
| Route 28/Dulles Toll Road/Dulles Greenway Traffic Operations & Safety Study | VDOT | Ongoing | Study |
| I-95 Corridor Improvement Study | VDOT | Ongoing | Study |
| STARS Route 50 Corridor Improvement Study - From Route 120 (Glebe Road) to Route 6622 (Filmore Street) | VDOT | Ongoing | Report |
| STARS Route 50 Fairfax County - From Route 2338 (Jaguar Trail) to Route 613 (Wilson Blvd) | VDOT | Ongoing | Report |
| Shreve Road Safety and Operational Study | VDOT | 2021 | Report |

Figure 4: Transportation Planning Studies within the National Capital Region, 2022

| STUDY | PRIMARY AGENCIES | SCHEDULE | PRODUCTS |
|---|-------------------------|-----------------|-----------------|
| Route 1/Russell Road Interchange Study | VDOT | 2021 | Report |
| Fairfax County Parkway/Franconia – Springfield Parkway – Alternatives Analysis & Long-Term Planning Study | Fairfax County/VDOT | 2020 | Study |
| I-495/American Legion Bride Transit/TDM Study | DRPT | 2020 | Study |
| Springfield to Quantico Enhanced Public Transportation Feasibility Study | DRPT | 2021 | Study |
| STARS Route 123/I-95 Safety and Operational Study | VDOT | Ongoing | Report |
| STARS Route 123/Old Bridge Road Safety and Operational Study | VDOT | Ongoing | Report |
| STARS Route 123/U.S. 1 Safety and Operational Study | VDOT | Ongoing | Report |
| STARS Route 234 from Battleview Pkwy to Godwin Road Safety and Operational Study | VDOT | Ongoing | Report |
| STARS Route 236 from I-495 to I-395 Safety and Operational Study | VDOT | Ongoing | Report |
| STARS Route 50 from Route 28 to Stringfellow Road Safety and Operational Study (Phase 2 – Chantilly) | VDOT | Ongoing | Report |
| STARS Route 7 from Plaza Street to Fort Evans Road Operational Study | VDOT | Ongoing | Report |

FY 2021 Accomplishments

In FY 2021, the TPB completed the following activities:

- *FY 2021 UPWP: TPB approval March 18, 2020; USDOT approval June 15, 2020*
- *Initiated 2022 update to Visualize 2045*
- *2020 Public Participation Plan approved in October 2020*
- *Voices of the Region Survey completed October 2020*
- *Focus Groups completed February 2021*
- *Series of infographics and animated videos about TPB and its Aspirational Initiatives*
- *Tested new performance measures for the long-range transportation plan*
- *Transit Access Focus Areas Study completed (Station Access, Resolution R10-2019)*
- *National Capital Regional Trail Network approved (Resolution R10-2019)*
- *Equity Resolution (July)*
- *Climate Goals resolution (October)*
- *TPB Safety Study completed*
- *TPB Safety Policy and New Safety Program (July 2020 resolution; project selection anticipated June 2021)*
- *Resiliency/Adaptation Study underway*
- *2022 Update to the long-range transportation plan, Visualize 2045: project kickoff and updated Technical Inputs Solicitation documentation*
- *Project InfoTrak: Completed transition to Ecointeractive online transportation project information management system*
- *2020 State of Public Transportation Report, anticipated June 2021*
- *Regional Bicycle and Pedestrian Plan update, anticipated June 2021*
- *2020 Congestion Management Technical Report, completed July 2020*
- *Performance Based Planning and Programming*
 - *Highway Safety Targets set December 2020*
 - *Transit Safety Targets set November 2020*
- *Data Processing, survey weighting, documentation, preparation of the public release files, and presentations on the 2017-2018 Regional Travel Survey, January 2021*
- *Draft Round 9.2 Cooperative Forecasts for use in Visualize 2045 update, anticipated February 2021*
- *Travel Monitoring Snapshot monthly report, initiated October 2020*
- *Interactive web map of high-capacity transit in the region, November 2020*
- *Comprehensive Regional Air System Plan Update, December 2020*
- *COVID-19 regional transportation impacts analysis, ongoing throughout FY 2021*
- *Agency consultations on use and application of Big Data in transportation planning, fall 2020*
- *Regional Connected/Autonomous Vehicles Forums, March, May, and June 2020*
- *Regional Micromobility/E-Scooter Forums, December 2019 and June 2020*
- *Network development*
 - *Developed travel demand forecasting model inputs (transportation networks, land use and other input files) for various regional planning studies*
 - *“Year 2017 Jurisdictional Weekday VMT Summaries.” Memorandum, August 29, 2019.*

- *Model development*
 - *Recalibrated the regional travel demand forecasting model to improve the model's treatment of commuter rail travel and the handling of external travel in trip distribution.*
 - *Started three-year consultant assistance project to develop the TPB's next-generation travel demand model, known as the Gen3 Model.*
- *Mobile emissions planning activities*
 - *An Air Quality Conformity (AQC) analysis of the LRTP and TIP is conducted at least every four years when there is a quadrennial update of the LRTP. Similarly, between quadrennial updates, an off-cycle AQC analysis is sometimes conducted, in cases where there is a major update to the LRTP or TIP. In FY 2021, no AQC analysis was conducted, so, the most recent AQC analysis was for the 2020 Amendment to Visualize 2045 and the FY 2021-2024 TIP.¹ In FY 2021, staff began preparing transportation networks that will be used for the 2022 update of Visualize 2045. Staff also began to analyze motor vehicle registration data, also known as vehicle identification number (VIN) data, which will be used as an input for the AQC of the 2022 LRTP.*
 - *Assessed the potential impact of updates to the I-495 NEXT project on the regional air quality conformity analysis of the TPB's current Long-Range Transportation Plan (Aug. 2020).*
 - *Developed Ozone On-Road Mobile Emissions Inventories. Prepared for the 2015 Ozone National Ambient Air Quality Standards (NAAQS) 2017 Base Year for the Washington, DC-MD-VA Non-Attainment Area.*
 - *Greenhouse Gas Emissions Inventories for the 2018 GHG Inventory Update Project.*
 - *Greenhouse Gas Emissions Inventories for the 2030 Climate Action Plan.*
 - *Began, with consultant assistance, the TPB Climate Change Mitigation Study of 2021. The goal of this study is to assess the types of transportation-related actions, and their levels of implementation, that would be needed to reduce transportation-sector greenhouse gas (GHG) emissions to meet various GHG reduction goals in the years 2030 and 2050.*
 - *Estimated the emissions savings from Car Free Day 2020.*
 - *Kept abreast of developments of the Transportation and Climate Initiative (TCI) of the Northeast and Mid-Atlantic States.*
- *Technical assistance to state DOTs and regional transit agencies as part of the UPWP Technical Assistance program.*

¹ Jane Posey, "Air Quality Conformity Analysis of the 2020 Amendment to Visualize 2045," Full Report (Washington, D.C.: National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, March 18, 2020).

FY 2022 Regional Planning Priorities

In March 2015, 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. In addition, Table 1 on page 21 provides a crosswalk of how UPWP activities and deliverables support the TPB's policy priorities.

PERFORMANCE-BASED PLANNING AND PROGRAMMING

An overview of performance-based planning and programming was provided earlier in this Introduction. Performance-based planning and programming is an articulated priority of the TPB as demonstrated in Activity 3: Performance-Based Planning and Programming in this UPWP. Ongoing processes have been established to address 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.

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.

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.

SUPPORTING TRANSPORTATION EQUITY IN THE REGION

TPB Resolution R1-2021 established equity as a fundamental value and integral part of all transportation planning board's work activities. The TPB and its staff resolved to commit that our work together will be anti-racist and will advance equity including every debate we have, and every decision we make as the region's MPO; and the TPB affirms that equity, as a foundational principle, will be woven throughout TPB's analyses, operations, procurement, programs, and priorities to ensure a more prosperous, accessible, livable, sustainable, and equitable future for all residents; and we recognize past actions that have been exclusionary or had disparate negative impacts on people of color and marginalized communities, including institutionalized policies and practices that continue to have inequitable impacts today, and we commit to act to correct such inequities in all our programs and policies.

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 December 2018. 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, which provide key access to essential services such as health care, education, employment, and recreation.

In FY 2016, an expanded analysis of the long-range transportation plan identified potentially vulnerable populations, called Equity Emphasis Areas. The TPB's efforts to develop a list of unfunded regional priority projects includes 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.

REGIONAL POLICY FRAMEWORK AND PRIORITIES

The TPB's LRTP seeks to respond to both federal requirements and its own adopted set of policy goals and priorities. To a large extent, federal and regional goals intersect. The TPB has worked continually to develop and adopt a set of consensus-based policy goals and priorities to inform local decision making on the types of projects, programs and policies it seeks for its LRTP and TIP. The Vision, adopted in 1998, is the overarching policy document that describes regional goals and objectives as well as strategies to achieve them. This vision informed the 2014 Regional Transportation Priorities Plan. The vision and goals focus on multimodal transportation solutions that give people greater choice in finding the travel mode that works best for them. It emphasizes the important role of land-use, especially strengthening the region's Activity Centers by providing high quality connections between centers and improving non-auto travel options within them. System maintenance is also paramount, recognizing that our existing roadways and transit systems must be in a state of good repair to be safe, efficient, and reliable.

PROMOTE VISUALIZE 2045 ASPIRATIONAL INITIATIVES

In December 2017 and January 2018, the TPB endorsed seven aspirational initiatives recommended by the Long-Range Plan Task Force with the potential to significantly improve the performance of the region's transportation system. These seven aspirational initiatives are included in Visualize 2045 (2018) as the aspirational element, calling upon member jurisdictions and agencies to plan for and implement these initiatives that will help bring the region closer to reaching its goals. To support implementation of these initiatives, TPB staff have met with TPB member jurisdictions and transit agencies to discuss the projects, programs, and policies that the members are advancing that align with the aspirational initiatives, and how TPB can support its members in doing so. TPB staff also worked on follow-up to TPB Resolution R10-2019 which directed staff to conduct activities related to the implementation of three of the aspirational initiatives:

- Improve walk and bike access to transit – Staff developed and refined a network analysis to identify walksheds around high-capacity transit stations. Staff have shared with various committees the online 'walksheds analysis' tool that can be used by anyone in the region. Staff is conducting outreach to technical staff at the local jurisdictions.
- Complete the National Capital Regional Trail Network – Staff implemented a work program for expanding the regional trail network to cover the entire TPB region, as a network.
- Provide more telecommuting and other options for commuting – Commuter Connections Program launched the IncenTrip app on August 28, 2020. Staff also conducted other TDM related activities.

COG staff (who are not explicitly TPB staff) worked on activities to address another of the seven initiatives— "Bring jobs and housing closer together." The Housing Initiative has been underway to identify how to work together as a region to build 100,000 more housing units over the next decade in the region's Activity Centers. Resolution R10-2019 also encouraged regional coordination activities, led by TPB partners, to promote implementation of the initiatives "Expand bus rapid transit (BRT) regionwide," and "Expand the express highway network." COG staff made recommendations to the COG board regarding three regional housing targets. In September, the COG Board voted unanimously to endorse the three housing targets.

SAFETY

TPB Resolution R3-2021, adopted in July of 2020, reaffirmed and codified the board's resolve to dramatically reduce the number of people killed and injured on the Region's roadways. Based on the findings of a regional roadway safety study commissioned by the TPB in 2019, the resolution urges TPB member jurisdictions and agencies to reaffirm road user safety as a top priority and to prioritize the implementation of projects, programs, and policies to reduce the number of fatal and serious injury crashes on the Region's roadways. The resolution also established and funded an ongoing Regional Safety Program at a level of \$250,000 per fiscal year to provide short-term consultant services to member jurisdictions or agencies to assist with planning or preliminary engineering projects that address roadway safety issues.

CLIMATE RESILIENCY

In 2010, the TPB joined MWCOG's action to set greenhouse gas (GHG) reduction targets to mitigate the impact of climate change. Over the last decade the TPB completed two studies to evaluate strategies to address these targets, including the What Would It Take analysis and the Multisector Working Group study that identified the various types of projects, programs and policies that have the greatest potential to reduce GHG in the transportation sector. In October 2020, the TPB endorsed new interim GHG reduction goals and new climate resiliency goals. These include a 2030 interim regional greenhouse gas reduction goal of 50% below 2005 levels by 2030; the region's climate resilience goals of becoming a Climate Ready Region and making significant progress to be a Climate Resilient Region by 2030; and the need to incorporate equity principles and expand education on climate change into CEEPC, COG and TPB members' actions to reach the climate mitigation and resiliency goals. This will require a reduction in vehicle miles traveled and associated emissions in Visualize 2045.

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 Virginia, Maryland, and the District of Columbia, notably in developing performance measures and targets, the unfunded regional priority projects, MATOC, congestion management, safety, public transportation, and freight. The TPB coordinates with MPOs near its planning area, such as FAMPO, the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO), and the 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 TPB is involved in the statewide MPO planning efforts in both Maryland and Virginia. The TPB participates in the Maryland MPO Roundtable meetings, which occur 4 times a year. The Commonwealth of Virginia General Assembly established the Virginia Association of Metropolitan Planning Organizations (VAMPO) effective July 1, 2009, through House Joint Resolution No. 756 to provide education, information and opportunities for cooperation among Virginia's Metropolitan Planning Organizations and among state, federal and community officials. The TPB is an active participant and a voting member of VAMPO. VAMPO's mission is "Moving Virginia forward by enhancing, promoting, and supporting the regional transportation planning process of the Commonwealth's MPOs." A TPB staff member currently serves as the Vice Chairman of VAMPO.

The TPB's 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 governors of Maryland and 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.

Table 1: Selected FY 2022 UPWP Work Activities and Planning Policy Focus Areas²

| No. | UPWP Work Activities | Accessibility / Connectivity | Environment (Air Quality / Climate Change) | Comprehensive Multimodal System | Emerging Mobility and Technology | Resiliency / Sustainability | Equity | Land Use | Mobility/ Reliability | Operational Efficiency | Safety |
|-----|---|------------------------------|--|---------------------------------|----------------------------------|-----------------------------|--------|----------|-----------------------|------------------------|--------|
| 1 | Transportation Land Use Connections Program (Task 9.4) | ✓ | ✓ | ✓ | | | ✓ | ✓ | ✓ | | |
| 2 | Transportation Alternatives Set Aside Program (Task 9.3) | ✓ | ✓ | ✓ | | | ✓ | ✓ | ✓ | | |
| 3 | Enhanced Mobility Grant Program (Task 9.1) | ✓ | | ✓ | | | ✓ | | ✓ | | |
| 4 | Regional Roadway Safety Program (Task 9.2) | | | | ✓ | | ✓ | | ✓ | ✓ | ✓ |
| 5 | Transit Within Reach Program (Task 11) | ✓ | ✓ | ✓ | | | ✓ | ✓ | ✓ | | |
| 6 | Regional Air Quality Conformity Analysis (Task 6.1) | | ✓ | | | ✓ | ✓ | | | | |
| 7 | Visualize 2045 Plan Performance Analysis (Task 1.1) | ✓ | ✓ | ✓ | | ✓ | ✓ | ✓ | ✓ | | |
| 8 | Visualize 2045 Voices of the Region Story Map (Task 4) | ✓ | ✓ | ✓ | ✓ | | ✓ | | ✓ | | ✓ |
| 9 | Visualize 2045 plan production, website, final outreach/comments (Task 1 & 4) | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| 10 | Equity Whitepaper (Task 1 & 4) | | | | | | ✓ | | | | |
| 11 | Resiliency - White Paper & Regional Inventory (Task 1 & 3) | | ✓ | | | ✓ | | | | | |
| 12 | State of Public Transportation Report (Task 3.7) | ✓ | | ✓ | ✓ | ✓ | ✓ | | ✓ | ✓ | ✓ |
| 13 | National Capital Trail Network Update (Task 3.6) | ✓ | | | | ✓ | ✓ | ✓ | ✓ | | ✓ |

² Excludes regular committee meetings that provide input and oversight of all the activities of the TPB.

| No. | UPWP Work Activities | Accessibility / Connectivity | Environment (Air Quality / Climate Change) | Comprehensive Multimodal System | Emerging Mobility and Technology | Resiliency / Sustainability | Equity | Land Use | Mobility/ Reliability | Operational Efficiency | Safety |
|-----|--|------------------------------|--|---------------------------------|----------------------------------|-----------------------------|--------|----------|-----------------------|------------------------|--------|
| 14 | Climate Change Mitigation Study of 2021 (Task 6.2) | | ✓ | ✓ | | ✓ | ✓ | ✓ | ✓ | ✓ | |
| 15 | Travel Demand Forecasting: Adopted Model & Developmental Models (Task 5.2) | ✓ | ✓ | ✓ | | ✓ | ✓ | ✓ | ✓ | | |
| 16 | Mobile Emissions Inventory and Planning (Task 6.2) | | ✓ | | | ✓ | ✓ | | | ✓ | |
| 17 | Performance-Based Planning and Programming Analysis and Target Setting (Task 3.1) and Congestion Management Process (Task 3.2) | | ✓ | ✓ | ✓ | ✓ | | | ✓ | ✓ | ✓ |
| 18 | Connected and Automated Vehicles Forums and Principles Development (Task 3.3) | | ✓ | ✓ | ✓ | ✓ | ✓ | | ✓ | ✓ | ✓ |
| 19 | Regional Intelligent Transportation Systems (ITS) Architecture (Task 3.3) | | | ✓ | ✓ | | | | ✓ | ✓ | ✓ |
| 20 | Bicycle and Pedestrian Planning Professional Development/Best Practices Forums (Task 3.6) | ✓ | | ✓ | ✓ | ✓ | ✓ | | | | ✓ |
| 21 | Freight Plan Update (Task 3.8) | ✓ | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| 22 | Transit Private Providers Forum (Task 3.7) | | | ✓ | | | | | ✓ | | |
| 23 | Travel Surveys and Travel Trends Analysis, Studies and Research (Tasks 7.1 and 7.2) | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| 24 | Coordination of land use and regional transportation planning, including Cooperative Forecasts (Task 8.1) | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | | |
| 25 | Technical Assistance Program (Task 11) | ✓ | | ✓ | ✓ | | ✓ | ✓ | ✓ | | ✓ |

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 MAP-21 and the FAST Act. For 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. 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.

II. PROPOSED FY 2022 TPB WORK PROGRAM AND BUDGET

Program Structure

The TPB is responsible for the federally required metropolitan transportation 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 order of the tasks is deliberate with the federal regulatory requirements identified most prominently followed by the subsequent tasks providing support for elements of those requirements.

1. LONG-RANGE TRANSPORTATION PLANNING

The first major activity, **Long-Range Transportation Planning**, includes activities related to the update of Visualize 2045, activities to maintain federal compliance, and activities to implement policy board directed activities. Visualize 2045 identifies all regionally significant transportation investments planned through 2045 and provides detailed analysis to help decision makers and the public “visualize” the region’s future under current plans. Visualize 2045 was approved in October 2018 and amended in March 2020, and strategic implementation including a focus on the aspirational element will continue. Additional analysis to support and enhance plan components and other federal requirements will be undertaken as necessary. The 2022 quadrennial update of the plan will be completed in FY 2022.

2. TRANSPORTATION IMPROVEMENT PROGRAM

The second major activity, the **Transportation Improvement Program (TIP)**, provides support to update, amend, modify, and enhance the TPB’s TIP. In FY 2019, TPB procured a consultant to develop a new iTIP Database, called Project InfoTrak, which provides a complete upgrade and overhaul to the project database information system. In FY 2022, work continues to refine and transition to a new long-range plan, TIP project, and conformity record database, including a GIS database.

3. PLANNING ELEMENTS

The third major element, **Planning Elements**, considers the following aspects of metropolitan transportation planning, and their support of regional long-range transportation plan and program development, in conjunction with federal FAST and MAP-21 requirements:

- Performance-Based Planning and Programming;
- Regional congestion management process (CMP);
- Systems performance, operations, and technology (SPOT) planning;
- Transportation emergency preparedness planning;
- Transportation safety planning;
- Bicycle and pedestrian planning;
- Regional public transportation planning;
- Freight planning; and
- Planning support for the Metropolitan Area Transportation Operations Coordination (MATOC) Program.

A key objective is to provide opportunities for regional consideration, coordination, and collaborative enhancement of planning for each of these elements. Also included for all elements will be outreach to members, stakeholders, and subject matter experts, to gather information to advise future planning and committee activities.

4. PUBLIC PARTICIPATION

The fourth major activity, **Public Participation**, 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 metropolitan transportation plan, TIP, and all other TPB activities.

5. TRAVEL FORECASTING

The fifth major activity, **Travel Forecasting**, is designed to develop, maintain, support, and improve the TPB's travel demand forecasting methods. Methods can range from tactical models, such as the TPB's regional travel demand forecasting model, to strategic models, such as sketch and scenario planning models. This work activity includes preparing the inputs, such as transportation networks, for the regional travel demand model and also developmental work, both to improve the production-use travel model and also to develop the next-generation travel model, known as the Generation-3, or Gen3, Model, which is to be developed with consultant assistance during a three-year period, from FY 20 through FY 23.

6. MOBILE EMISSIONS PLANNING

The sixth major activity, **Mobile Emissions Planning**, consists of maintaining and applying the adopted, production-use TPB travel demand model and EPA Motor Vehicle Emissions Simulator (MOVES) model to forecast air pollution emitted by on-road motor vehicles. This activity includes the technical air quality conformity analysis of the long-range transportation plan and TIP as well as related technical work supporting state environmental planning activities.

7. TRAVEL MONITORING AND DATA PROGRAMS

The seventh major activity, **Travel Monitoring and Data Programs**, provides empirical travel research, data, visualizations, and documentation on regional travel trends and behavior. This includes information from traffic counts, high occupancy vehicle (HOV) monitoring, regional travel surveys and other travel trend analysis activities. This activity includes GIS technical support for all planning activities across the department and maintaining the Regional Transportation Data Clearinghouse.

8. REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION

The eighth major activity, **Regional Land Use and Transportation Planning Coordination**, includes coordination of local, state, and federal planning activities, develops population, household, and employment forecasts that are used as input into the TPB travel demand forecasting model, and facilitates the integration of land use and transportation planning in the region.

9. MOBILITY AND ENHANCEMENT PROGRAMS

The TPB solicits and selects projects for three programs. The ninth major activity, **Mobility and Enhancement Programs**, captures the efforts involved in soliciting and selecting projects for the FTA “Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities” program, the Regional Roadway Safety Program, the FHWA Transportation Alternatives Set-Aside Program (TAP), and the TPB’s Transportation Land-Use Connections Program (TLC).

10. TPB MANAGEMENT AND SUPPORT

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

11. TECHNICAL ASSISTANCE PROGRAM

The eleventh major activity, **Technical Assistance Program**, 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.

CONTINUOUS AIRPORT SYSTEM PLANNING (CASP)

Finally, **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 2021 level. The proposed budget levels for the 11 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 11 tasks are identified in Table 2. A detailed breakdown of staffing, consultant costs, and other budgetary requirements is provided in Table 3. The TPB committee structure is shown in Figure 6. The TPB committee or sub-committee responsible for the activities listed in Figure 5 are shown under the descriptions for each task in Section III. Figure 7 illustrates the relationship between and among the TPB work activities.

Table 2: Revenue - FY 2022 TPB Proposed Funding by Federal, State, and Local Sources
(July 1, 2021 to June 30, 2022)

| | FTA SECT 5303 | FHWA PL FUNDS | OTHER CASP & SPR | |
|---|----------------------------------|----------------------------------|--|---------------------|
| | 80% FED & 20% STATE/ LOCAL | 80% FED & 20% STATE/ LOCAL | 90% FAA & LOCAL 10% SPR 80% FHWA & LOCAL 20% | TOTALS |
| DDOT ALLOCATIONS | | | | |
| NEW FY 2022 | \$615,909 | \$2,378,018 | | \$2,993,926 |
| PRIOR UNEXPENDED | \$181,878 | \$334,459 | | \$516,337 |
| CARRYOVER FY 2021 | \$113,353 | \$486,107 | | \$599,460 |
| SUBTOTAL - DC | \$911,139 | \$3,198,584 | | \$4,109,723 |
| MDOT ALLOCATIONS | | | | |
| NEW FY 2022 | \$1,400,744 | \$3,992,606 | | \$5,393,350 |
| PRIOR UNEXPENDED | \$158,217 | \$470,898 | | \$629,115 |
| CARRYOVER FY 2021 | \$321,218 | \$860,863 | | \$1,182,102 |
| SUBTOTAL - MD | \$1,880,178 | \$5,324,367 | | \$7,204,545 |
| VDRPT & VDOT ALLOCATIONS | | | | |
| NEW FY 2022 | \$1,160,155 | \$3,530,706 | | \$4,690,861 |
| PRIOR UNEXPENDED | \$122,734 | \$389,394 | | \$512,128 |
| CARRYOVER FY 2021 | \$267,578 | \$738,258 | | \$1,005,837 |
| SUBTOTAL - VA | \$1,550,467 | \$4,658,358 | | \$6,208,826 |
| TOTAL FHWA/FTA FUNDING ALLOCATIONS | | | | |
| NEW FY 2022 | \$3,176,808 | \$9,901,330 | | \$13,078,138 |
| PRIOR UNEXPENDED | \$462,829 | \$1,194,751 | | \$1,657,580 |
| CARRYOVER FY 2021 | \$702,149 | \$2,085,228 | | \$2,787,377 |
| SUB-TOTAL - FHWA-FTA | \$4,341,785 | \$13,181,309 | | \$17,523,094 |
| TOTAL BASIC UPWP | \$4,341,785 | \$13,181,309 | | \$17,523,094 |
| FAA - CASP PROGRAM | | | \$252,700 | \$252,700 |
| State Planning & Research (SPR) | | | \$260,000 | \$260,000 |
| GRAND TOTAL UPWP | \$4,341,785 | \$13,181,309 | \$512,700 | \$18,035,794 |

1. "New FY2022" funding amounts from DDOT and VDOT are at FY 2021 levels and will be updated.
2. "Prior Unexpended" funding amounts are yet to be confirmed by funding agencies and may change.
3. "Carryover FY2021 funds" are funds budgeted for Core and Technical Assistance work program activities in FY 2021 UPWP, that are not anticipated to be spent in FY 2021. As such these funds will be carried over from FY 2021 to be used to perform Core program and Tech. Assistance activities in FY 2022.

Table 3: FY 2022 UPWP Expenditures

| WORK ACTIVITY | FY 2022 TOTAL COST ESTIMATE ¹ |
|---|--|
| CORE PROGRAMS | |
| 1. Long-Range Transportation Planning | \$1,095,434 |
| 2. Transportation Improvement Program | \$466,962 |
| 3. Planning Elements | \$2,768,270 |
| 4. Public Participation | \$994,711 |
| 5. Travel Forecasting | \$3,298,337 |
| 6. Mobile Emissions Planning | \$2,039,172 |
| 7. Travel Monitoring and Data Programs | \$2,141,001 |
| 8. Regional Land Use and Transportation Planning Coordination | \$1,190,179 |
| 9. Mobility and Enhancement Programs | \$988,671 |
| 10. TPB Management and Support | \$963,379 |
| Sub-total: Core Program | \$15,946,115 |
| 11. TECHNICAL ASSISTANCE | |
| A. District of Columbia | \$274,756 |
| B. Maryland | \$483,305 |
| C. Virginia ² | \$436,679 |
| D. Public Transportation ³ | \$382,238 |
| Sub-total: Technical Assistance Program | \$1,576,979 |
| Total - Basic UPWP | |
| | \$17,523,094 |
| AIR SYSTEMS PLANNING | |
| 1. Continuous Airport System Planning (CASP) ⁴ | \$252,700 |
| 2. State Planning & Research (SPR) ⁵ | \$260,000 |
| Sub-total: CASP and SPR | \$512,700 |
| GRAND TOTAL UPWP | |
| | \$18,035,794 |
| <ol style="list-style-type: none"> 1. Above estimates are based on the work activities outlined in the FY 2022 UPWP Document. 2. Includes \$14,000 in carry over funding from FY 2021 for projects that were obligated in FY 2021 and are being executed in FY 2022 3. Includes \$191,630 in carry over funding from FY 2021 for projects that were obligated in FY 2021 and are being executed in FY 2022 4. CASP work activities are based on anticipated FAA grants to conduct airport ground access planning as part of CASP program. 5. SPR program activities are funded through a separate grant from the District of Columbia's Department of Transportation to assist in DDOT's HPMS program. | |

Table 4: TPB FY 2022 Work Program by Funding Sources

| UPWP - Work Activity | COG Labor Cost | | Total COG Staff | COG Labor Fringe Cost | Supplemental Labor | | Total Labor & Fringe Cost | Total Indirect Cost | Direct Costs (Implementation) | | | Total Prgm. (Implmntn.) Direct Cost | Grand Total Cost |
|---|----------------------|------------------|--------------------|-----------------------|--------------------|------------|---------------------------|---------------------|-------------------------------|--------------------|--------------------|-------------------------------------|---------------------|
| | DTP Staff | Other Staff | | | Interns | Temps | | | Sftwre, Data, PC | Studies Programs | Other Costs | | |
| | CORE PROGRAMS | | | | | | | | | | | | |
| 1. Long-Range Transportation Planning | \$444,009 | \$0 | \$444,009 | \$108,338 | \$0 | \$0 | \$552,347 | \$331,187 | \$5,000 | \$200,000 | \$6,900 | \$211,900 | \$1,095,434 |
| 2. Transportation Improvement Program | \$133,656 | \$0 | \$133,656 | \$32,612 | \$0 | \$0 | \$166,268 | \$99,694 | \$200,000 | \$0 | \$1,000 | \$201,000 | \$466,962 |
| 3. Planning Elements | \$976,851 | \$32,957 | \$1,009,808 | \$246,393 | \$0 | \$0 | \$1,256,202 | \$753,218 | \$12,500 | \$590,000 | \$156,350 | \$758,850 | \$2,768,270 |
| 4. Public Participation | \$436,057 | \$0 | \$436,057 | \$106,398 | \$0 | \$0 | \$542,455 | \$325,256 | \$2,000 | \$25,000 | \$100,000 | \$127,000 | \$994,711 |
| 5. Travel Forecasting | \$1,056,977 | \$0 | \$1,056,977 | \$257,902 | \$0 | \$0 | \$1,314,879 | \$788,402 | \$421,000 | \$703,056 | \$71,000 | \$1,195,056 | \$3,298,337 |
| 6. Mobile Emissions Planning | \$820,122 | \$94,080 | \$914,202 | \$223,065 | \$0 | \$0 | \$1,137,267 | \$681,905 | \$41,000 | \$110,000 | \$69,000 | \$220,000 | \$2,039,172 |
| 7. Travel Monitoring And Data Programs | \$745,263 | \$0 | \$745,263 | \$181,844 | \$0 | \$0 | \$927,107 | \$555,894 | \$125,000 | \$275,000 | \$258,000 | \$658,000 | \$2,141,001 |
| 8. Regional Land Use and Transportation Planning Coordination | \$226,808 | \$250,441 | \$477,249 | \$116,449 | \$0 | \$0 | \$593,698 | \$355,981 | \$75,000 | \$110,000 | \$55,500 | \$240,500 | \$1,190,179 |
| 9. Mobility Enhancement Programs | \$117,995 | \$45,918 | \$163,913 | \$39,995 | \$0 | \$0 | \$203,908 | \$122,263 | \$1,000 | \$660,000 | \$1,500 | \$662,500 | \$988,671 |
| 10. TPB Support and Management | \$312,315 | \$0 | \$312,315 | \$76,205 | \$0 | \$0 | \$388,520 | \$232,957 | \$1,500 | \$124,101 | \$216,300 | \$341,901 | \$963,379 |
| UPWP Core Program Total | \$5,270,053 | \$423,396 | \$5,693,448 | \$1,389,201 | \$0 | \$0 | \$7,082,650 | \$4,246,757 | \$884,000 | \$2,797,157 | \$935,550 | \$4,616,707 | \$15,946,115 |
| TECHNICAL ASSISTANCE PROGRAM | | | | | | | | | | | | | |
| A. District of Columbia | \$5,867 | \$0 | \$5,867 | \$1,431 | \$0 | \$0 | \$7,298 | \$4,376 | \$0 | \$30,000 | \$233,082 | \$263,082 | \$274,756 |
| B. Maryland | \$5,867 | \$0 | \$5,867 | \$1,431 | \$0 | \$0 | \$7,298 | \$4,376 | \$0 | \$195,000 | \$276,631 | \$471,631 | \$483,305 |
| C. Virginia | \$5,867 | \$0 | \$5,867 | \$1,431 | \$0 | \$0 | \$7,298 | \$4,376 | \$0 | \$304,000 | \$121,006 | \$425,006 | \$436,679 |
| D. Public Transportation | \$5,867 | \$0 | \$5,867 | \$1,431 | \$0 | \$0 | \$7,298 | \$4,376 | \$0 | \$326,000 | \$44,565 | \$370,565 | \$382,238 |
| Technical Assistance Program Total | \$23,466 | \$0 | \$23,466 | \$5,726 | \$0 | \$0 | \$29,192 | \$17,503 | \$0 | \$855,000 | \$675,285 | \$1,530,285 | \$1,576,979 |
| Total Basic Program | \$5,293,519 | \$423,396 | \$5,716,914 | \$1,394,927 | \$0 | \$0 | \$7,111,841 | \$4,264,260 | \$884,000 | \$3,652,157 | \$1,610,835 | \$6,146,992 | \$17,523,094 |
| OTHER PROGRAMS | | | | | | | | | | | | | |
| Continuous Air Systems Planning (CASP) | \$124,099 | \$0 | \$124,099 | \$30,280 | \$0 | \$0 | \$154,380 | \$92,566 | \$0 | \$0 | \$5,754 | \$5,754 | \$252,700 |
| State Planning & Research Program (DC) | \$76,513 | \$0 | \$76,513 | \$18,669 | \$0 | \$0 | \$95,182 | \$57,071 | \$0 | \$107,746 | \$0 | \$107,746 | \$260,000 |
| GRAND TOTAL | \$5,417,618 | \$423,396 | \$5,841,014 | \$1,425,207 | \$0 | \$0 | \$7,266,221 | \$4,356,826 | \$884,000 | \$3,652,157 | \$1,616,589 | \$6,152,746 | \$18,035,794 |

Figure 5: Major Components of UPWP Work Activities

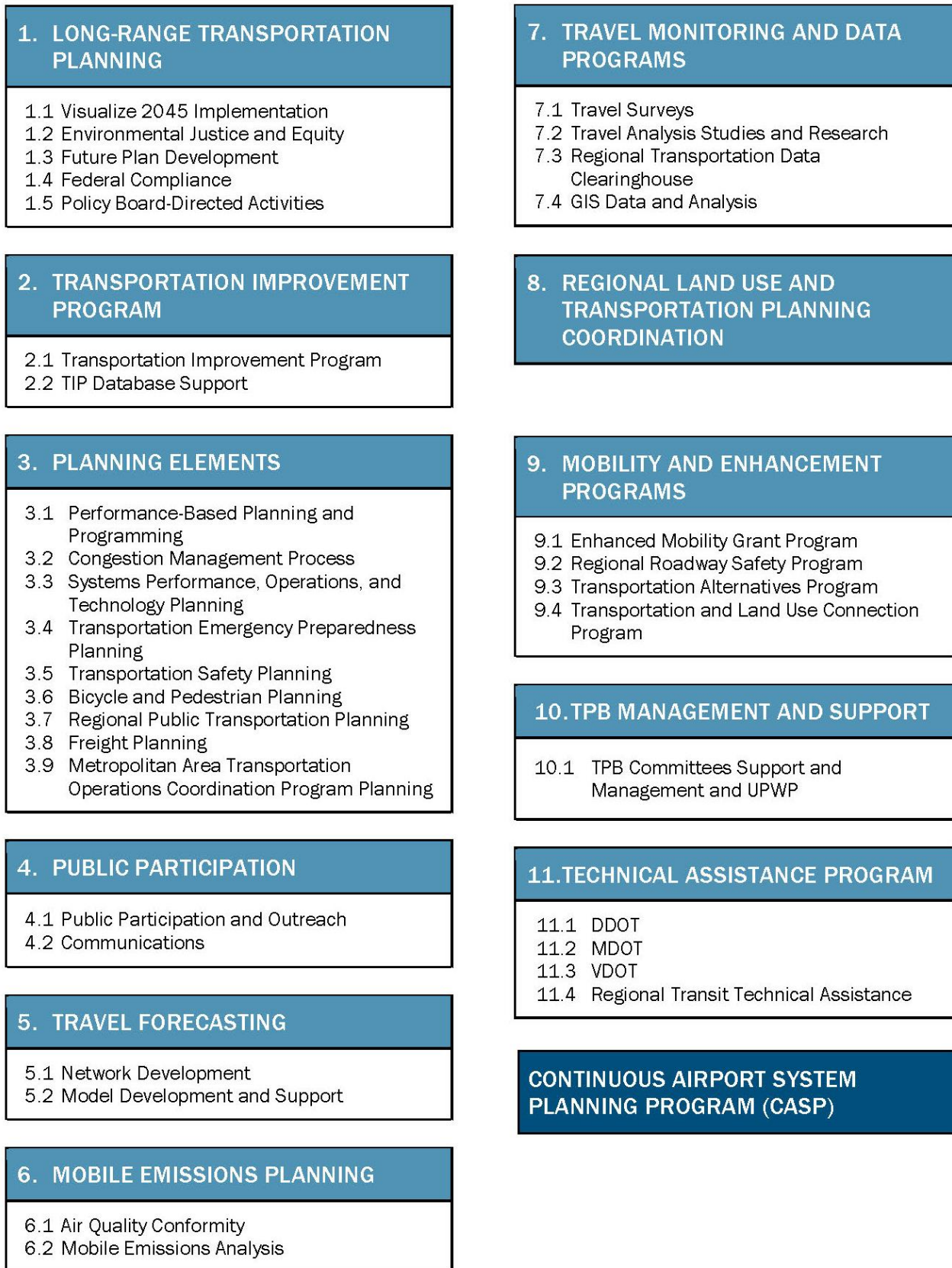


Figure 6: TPB Committee Structure

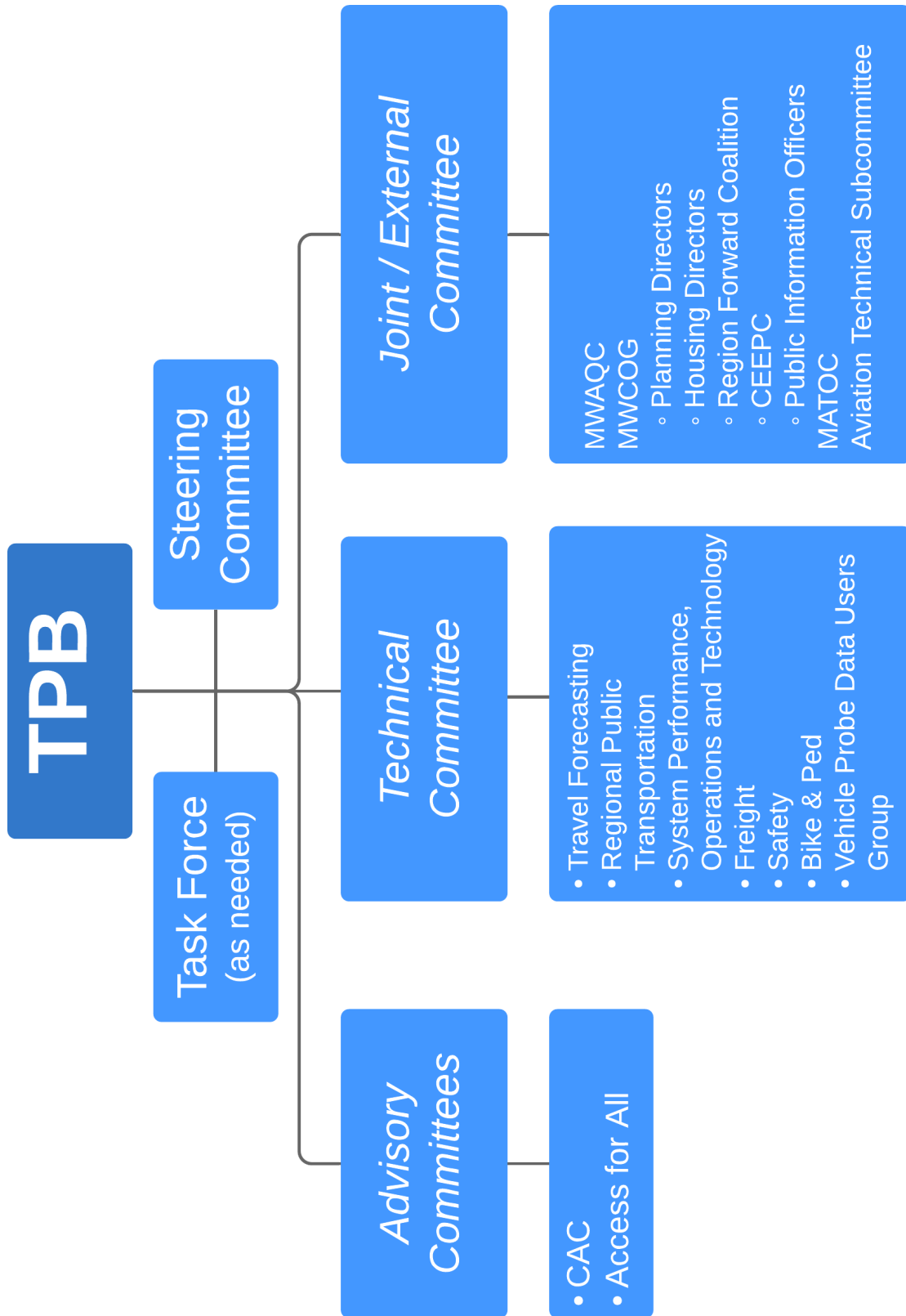
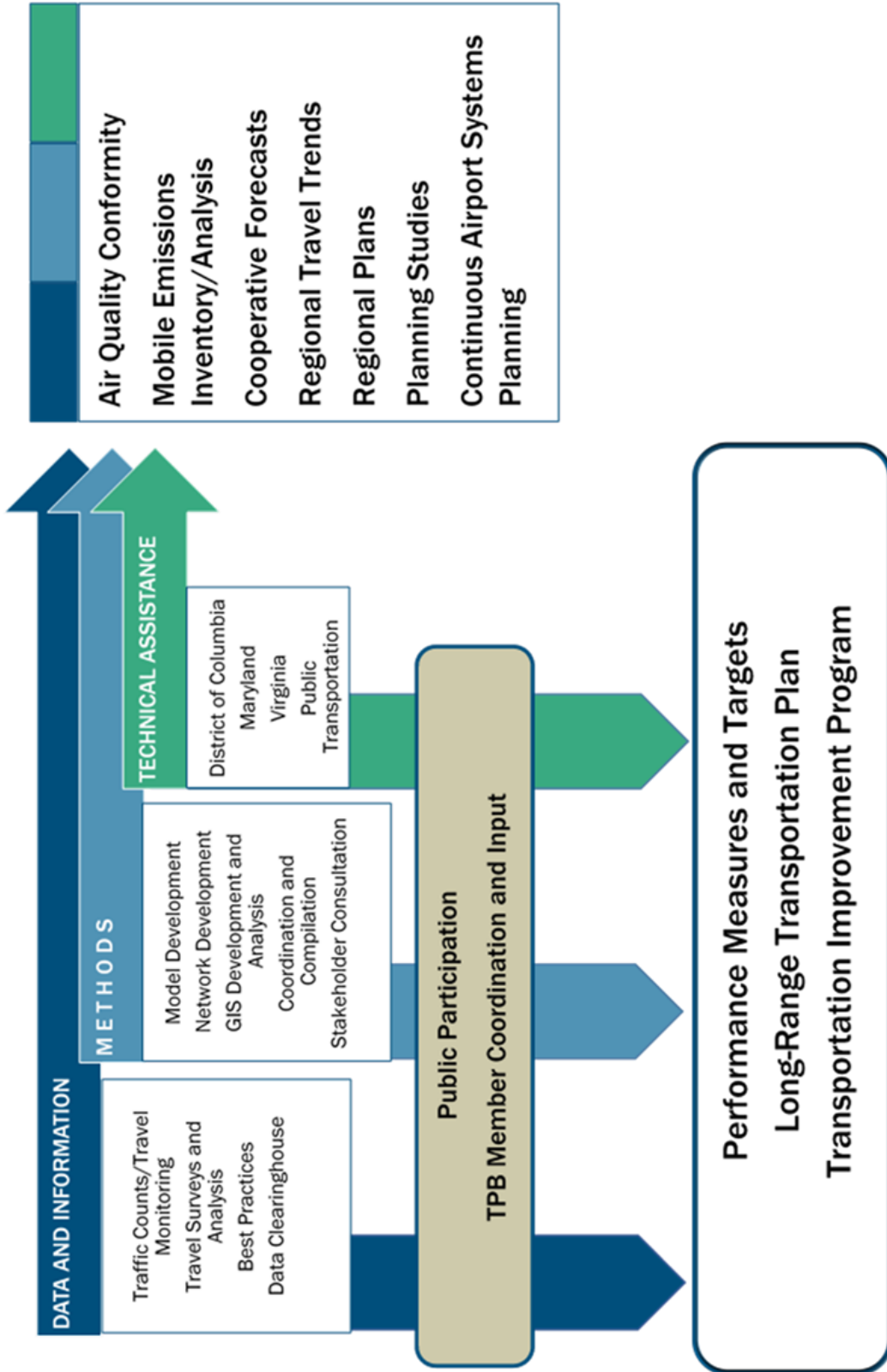


Figure 7: Overview of Planning Products and Supporting Processes



III. MAJOR WORK ACTIVITIES

1. Long-Range Transportation Planning

OVERSIGHT

TPB Technical Committee

MAJOR PRODUCTS

- Complete the next long-range plan update
- Supporting analysis for the plan
- Plan implementation
- Climate Change Adaptation Study Phase 2

TOTAL COST ESTIMATE

\$1,095,434

1.1 VISUALIZE 2045 IMPLEMENTATION

Visualize 2045 (2018) is the federally required long-range transportation plan for the National Capital Region. It identifies all regionally significant transportation investments planned through 2045 and provides detailed analysis to help decision makers and the public “visualize” the region’s future under current plans. The plan was approved in October 2018 and this activity describes work to support implementation and the 2022 Update of Visualize 2045 activities.

- Conduct general coordination and outreach to members to help members understand and implement the plan and the aspirational initiatives.
- Provide opportunities for consideration, coordination, and collaborative enhancement of Visualize 2045.
- Conduct analysis as necessary to support the aspirational initiatives.

1.2 ENVIRONMENTAL JUSTICE AND EQUITY

TPB continues to seek opportunities to understand the needs of all users of the regional transportation system. TPB will conduct outreach and analysis that will improve the region’s understanding of specific needs of and considerations for disadvantage populations in the transportation planning process.

- Coordinate with TPB public participation staff to improve data collection regarding disadvantaged populations.
- Provide analysis and support for other equity-related activities.
- Communicate equity findings from analysis and outreach activities.

1.3 FUTURE PLAN DEVELOPMENT

To support development of the 2022 Update to Visualize 2045, TPB staff will also undertake other activities to advance the development of the next long-range plan.

- Communicate to Board and other stakeholders the key planning activities for the quadrennial transportation plan update that is underway.
- Conduct additional planning analysis and coordination to support plan development.
- Develop the content and produce the update to Visualize 2045, TPB's long-range transportation plan, for board approval in June 2022.
- Produce a selection of new performance measures for the LRTP and develop and approach to communicate performance measures.
- Climate Change Resilience /Adaptation Study Phase 2.
- Initiate the conceptualization and development of LRTP Performance Measure Dashboard.

1.4 FEDERAL COMPLIANCE

The TPB has federal responsibilities and this task supports work to maintain compliance with those requirements.

- Federal Certification was completed in July 2019. Complete tasks as noted in the Federal report to address any issues that have been noted.
- Monitor possible future transportation regulations and/or changes and prepare accordingly.
- Track, research, and respond to all Federal activities that impact the metropolitan transportation planning process.

1.5 POLICY BOARD-DIRECTED ACTIVITIES

The TPB is a policy board that can take action on a variety of transportation planning and policy initiatives. This task will support any activities that the Board directs staff to do.

- Carry out additional activities as directed by the TPB.
- Develop long-range transportation plan and related products through an 'equity lens' as directed by TPB Resolution R1-2021, which requires all TPB activities to be conducted with an equity lens.
- Support planning activities responsive to the TPB resolution R8-2021 endorsing the 2030 regional greenhouse gas reduction goal.

2. Transportation Improvement Program

OVERSIGHT

TPB Technical Committee

MAJOR PRODUCTS

- Maintain and continue to tailor the iTIP Database (Project InfoTrak) to meet the needs of staff and members

TOTAL COST ESTIMATE

\$ 466,962

2.1 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Transportation Improvement Program (TIP) is a federal obligation document which describes the planned schedule in the next six years for distributing federal, state, and local funds for state and local transportation projects. This activity will encompass the following work tasks in FY 2022:

TIP Programming

- Prepare, review, and process administrative modifications and amendments to the currently approved TIP.
- Review administrative modifications and amendments for fiscal constraint.
- Develop and produce the FY 2023-2026 TIP.
- Enhance documentation of the TIP with additional analysis as a part of the long-range plan/TIP publications and the Visualize 2045 web site.
- Provide public access to long-range plan and TIP project data through an improved online searchable database with integrated GIS project mapping.
- Prepare an annual listing of projects for which federal funds have been obligated in the preceding fiscal year compared against the federal funding programmed for that year in the TIP of record.

Performance Based Planning and Programming

Federal surface transportation law, as developed in MAP-21 and continued under the FAST Act, 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. USDOT has established performance measures and subsequently states and public transportation providers have established performance targets in support of updated 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, Visualize 2045 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 review targets to track progress towards attainment of critical performance outcomes for the MPO region.

Under the performance provisions, the TIP shall do the following, in coordination with Visualize 2045:

- 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.

2.2 TIP DATABASE SUPPORT (PROJECT INFOTRAK)

In FY 2019, TPB procured a consultant to develop a new iTIP Database which provides a complete upgrade and overhaul to the project database information system. This new system will integrate current functionality into one enhanced, unified, user-friendly, customizable system that can be branded with COG and TPB styles. The system will have the ability to add or change fields, forms, queries and reports to respond to data requests or changes to requirements in the future. GIS mapping of projects will be integrated into the system, which will allow for data to be exported and used in other ArcGIS applications. The system will allow the many data input users to provide automated data transfers to the extent possible. Database versioning or some other means will be used to provide access to data in various states of input and approval without duplicating data. The system will include searchable data sets for the public, TPB members, federal approval agencies, and other stakeholders to query and interact with using maps, reports and charts. These are the work activities that will be undertaken to support this task.

- Provide additional customizations to the system's forms, reports, and functionality.
- Provide assistance and guidance during first-time use of Project InfoTrak system for the adoption of Visualize 2045 and the FY 2023-2026 TIP.
- Provide ongoing help desk service for TPB staff and agency users to troubleshoot any technical issues that arise.
- Assist State DOT and other agency users with large-scale data transfer requests for major TIP amendments.
- Provide public access to long-range plan and TIP project data through an online searchable database with integrated GIS project mapping.
- Provide support for the development and maintenance of project data for the TPB's Bicycle and Pedestrian Plan.

3. Planning Elements

| | |
|----------------------------|-------------------------------------|
| OVERSIGHT | Various (see below) |
| MAJOR PRODUCTS | See program-specific products below |
| TOTAL COST ESTIMATE | \$ 2,768,270 |

3.1 PERFORMANCE-BASED PLANNING AND PROGRAMMING

| | |
|-----------------------|--|
| OVERSIGHT | TPB Technical Committee |
| MAJOR PRODUCTS | <ul style="list-style-type: none">• Performance measures and targets; associated documentation |

The Performance-Based Planning and Programming (PBPP) task supports implementation of the performance-based planning framework for metropolitan transportation planning and decision making, including investment priorities, target setting and measuring progress toward those targets.

- Develop data and reports for the TPB's setting and tracking of federally specified PBPP targets, in accordance with Letters of Agreement that have been signed between TPB and partner agencies and as required for long-range transportation planning and the Transportation Improvement Program (TIP).
- Coordinate with the states and public transportation providers on data collection and sharing, targets, and federally required reporting.
- Set annual highway safety targets.
- Set transit asset management targets.
- Set annual regional transit safety targets.
- Begin process (continuing into FY 2023) to update any four-year targets established in 2018 in the areas of pavement and bridge condition and highway system performance (travel time reliability, non-SOV mode, and CMAQ emissions reductions).
- Support TPB as it reviews data and sets required targets.

3.2 CONGESTION MANAGEMENT PROCESS

OVERSIGHT

Systems Performance, Operations, and Technology Subcommittee (SPOTS)

MAJOR PRODUCTS

- 2022 Congestion Management Process Technical Report
- National Capital Region Congestion Report Dashboard
- Vehicle Probe Data Users Group reference materials
- Documentation for FAST Act performance and target reporting requirements

This task develops and maintains the regional Congestion Management Process (CMP), providing information on current congestion on the region’s roadways through data analysis, as well as identifying potential multi-modal strategies to manage congestion.

This task includes:

- Compile information and undertake analysis for the development of major CMP components, including application of available or emerging “big data” sources.
- Develop and publish the biennial 2022 CMP Technical Report.
- Produce the National Capital Region Congestion Report, released as a quarterly website “dashboard”.
- Provide CMP technical input to the Performance-Based Planning task.
- Continue development (begun in FY 2020) of jurisdictional, subregional, and/or corridor-based congestion profiles, using available data plus additionally procured data. Include related information such as Census and transit use.
- Produce special CMP analyses, such as following a major event, on an as-needed basis.
- 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.

3.3 SYSTEMS PERFORMANCE, OPERATIONS, AND TECHNOLOGY PLANNING

OVERSIGHT

Systems Performance, Operations, and Technology Subcommittee (SPOTS)

MAJOR PRODUCTS

- Regional ITS architecture maintenance
- Regional surveys on traffic signal timing and power back-up systems
- Documentation for FAST Act performance and target reporting requirements

This task addresses requirements for Regional Transportation Systems Management and Operations (RTSMO) and related technology.

This task includes:

- Address FAST Act requirements related to technology and RTSMO; address RTSMO-related aspects of connected and autonomous vehicle technology and shared mobility developments.
- Maintain the Regional Intelligent Transportation Systems (ITS) Architecture.
- Address Traffic Incident Management (TIM) as it relates to metropolitan transportation planning and RTSMO.
- Address planning for connected/autonomous vehicles (CAVs), advised by outcomes of the FY2020 TPB CAV forums and white paper.
- Address resiliency and reliability planning aspects of RTSMO.
- Conduct supporting activities as necessary on the above topics, potentially including in-depth studies, development of reports or white papers, or stakeholder workshops.
- Conduct a regional survey on traffic signal timing and power back-up systems.
- Support the regional Systems Performance, Operations, and Technology Subcommittee (SPOTS) and the Traffic Signals Subcommittee.

3.4 TRANSPORTATION EMERGENCY PREPAREDNESS PLANNING

OVERSIGHT

COG Transportation Emergency Preparedness Committee in coordination with the Systems Performance, Operations, and Technology Subcommittee

MAJOR PRODUCTS

- **Documentation pursuant to DHS and UASI requirements**

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 (R-ESF 1) Transportation Emergency Preparedness Committee, within the COG public safety committee structure, advises these efforts and coordinates with emergency management agencies, police, fire, and other emergency response committees.

This task includes:

- Undertake transportation emergency coordination and response planning through the emergency management and Homeland Security Urban Area Security Initiative (UASI) processes.
- Address Traffic Incident Management (TIM) as it relates to transportation emergency preparedness planning.
- Support the regional Transportation Emergency Preparedness Committee (R-ESF 1).

3.5 TRANSPORTATION SAFETY PLANNING

OVERSIGHT

TPB Transportation Safety Subcommittee

MAJOR PRODUCTS

- Documentation for FAST Act performance and target reporting requirements
- Workshop(s)

This task addresses planning for safety aspects of the region's transportation system and coordinating with various state and local safety planning efforts including development and implementation activities associated with Strategic Highway Safety Plans and Vision Zero efforts of the District of Columbia, Maryland, and Virginia, as well as other state, regional, and local safety efforts.

This task includes:

- Support engineering, education, and enforcement strategies to reduce fatalities, serious injuries, and crashes in the National Capital Region.
- Address regional FAST Act 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.
- Address the recommendations of the FY 2020 – FY 2021 regional safety study.
- Investigate and document regional safety trends and influencing factors and identify strategies to address these factors. This effort will help inform local planning and programming efforts to improve transportation safety and achieve/exceed the region's PBPP targets.
- Coordinate 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.
- Coordinate regional transportation safety planning with the [Regional Roadway Safety Program](#) undertaken in Task 9.
- Provide technical advice to the "Street Smart" regional pedestrian and bicycle safety public outreach campaign (Street Smart is supported by funding outside the UPWP).
- Conduct one or more workshops, targeting member agency staffs, regarding transportation/roadway safety. Support the Transportation Safety Subcommittee in its coordination and advisory roles.

3.6 BICYCLE AND PEDESTRIAN PLANNING

OVERSIGHT

TPB Regional Bicycle and Pedestrian Subcommittee

MAJOR PRODUCTS

- Updated National Capital Trail Network map
- Regional outreach workshops

This task addresses planning for bicycle and pedestrian aspects of the region's transportation system and coordinating with related state, regional, and local efforts. This task includes:

- Undertake outreach and follow-up activities regarding the Regional Bicycle and Pedestrian Plan update published in FY 2021.
- Update the National Capital Trail Network map.
- Monitor and update nonmotorized recommendations for the Transportation Improvement Program (TIP); monitor Regional Complete Streets and Green Streets activities.
- Address emerging mobility technologies, such as dockless bikesharing and electric scooters, and their relationship to bicycle and pedestrian planning.
- Provide technical advice to the “Street Smart” regional pedestrian and bicycle safety public outreach campaign (Street Smart is supported by funding outside the UPWP).
- Conduct two or more regional bicycle and pedestrian planning or design training, outreach, or professional development opportunities for member agency staffs.
- Support the Bicycle and Pedestrian Subcommittee in its coordination and advisory roles.

3.7 REGIONAL PUBLIC TRANSPORTATION PLANNING

OVERSIGHT

TPB Regional Public Transportation Subcommittee

MAJOR PRODUCTS

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

This task addresses planning for public transportation aspects of the region’s transportation system and coordinating with related state, regional, and local efforts. This task includes:

- Address public transportation-related aspects of metropolitan transportation planning, such as consideration of inter-city buses, commuter buses, rail transit, and commuter rail.
- Continue implementation of federal requirements for performance-based planning, specifically transit safety and transit asset management, including data collection, analysis of the performance measures, forecasting, and setting of targets.
- Address Bus Rapid Transit (BRT) planning and coordination.
- Address TPB-related recommendations from the 2019 regional Bus Transformation Project.
- Produce an annual report on the “State of Public Transportation.”
- Provide support to private providers of transportation in the region, including organizing the annual Private Providers Annual Transit Forum.
- Conduct supporting activities as necessary on the above topics, potentially including in-depth studies, development of reports or white papers, or stakeholder workshops.
- Support the Regional Public Transportation Subcommittee in its coordination and advisory roles.

3.8 FREIGHT PLANNING

OVERSIGHT

TPB Freight Subcommittee

MAJOR PRODUCTS

- Updated Regional Freight Plan
- Documentation as necessary supporting FAST Act requirements of freight planning

This task addresses planning for freight aspects of the region's transportation system and coordinating with related state, regional, and local efforts. The Regional Freight Plan, last updated in FY 2016, will be completely updated in FY 2022, and will provide guidance for continued regional planning activities.

This task includes:

- Develop and publish an updated Regional Freight Plan.
- Compile and analyze data to support regional freight planning.
- Address recommendations of the FY 2020 symposium/workshop on the topic of curbside management in the National Capital Region, across fields of planning for freight, safety, public transportation, and related areas.
- Coordinate with relevant jurisdictions and committees on regional rail issues.
- Address the FAST Act requirements related to regional freight transportation planning, including PBPP measures and targets.
- Conduct supporting activities as necessary on the above topics, potentially including in-depth studies, development of reports or white papers, or stakeholder workshops.
- Support the TPB Freight Subcommittee in its coordination and advisory roles.

3.9 METROPOLITAN AREA TRANSPORTATION OPERATIONS COORDINATION PROGRAM PLANNING

OVERSIGHT

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

MAJOR PRODUCTS

- MATOC Steering Committee Materials

This task is to provide TPB's planning support for the Metropolitan Area Transportation Operations Coordination (MATOC) Program, in conjunction with the MATOC Steering Committee, subcommittees, and partner agencies, as MATOC pursues its function of providing real-time situational awareness of transportation operations in the National Capital Region. TPB is an ex-officio member of MATOC.

This task includes:

- Provide administrative support of the MATOC Steering Committee, including preparation of agendas and summaries and tracking of action items.
- Provide TPB staff input and advice to the MATOC Steering Committee and its subcommittees and working groups.
- Address Traffic Incident Management (TIM) as it relates to MATOC planning.
- Provide briefings to the TPB on MATOC Program progress as requested.

4. Public Participation

OVERSIGHT

Transportation Planning Board

MAJOR PRODUCTS

- Public comment solicited and documented
- Materials and activities for public participation related to the Visualize 2045 update
- CAC and AFA Committee reports
- Conduct the 18th session of the Community Leadership Institute
- Information dissemination through the website, social media, and printed documents
- Communication support for all Tasks

TOTAL COST ESTIMATE

\$ 994,711

4.1 PUBLIC PARTICIPATION AND OUTREACH

Public participation, outreach, and communications are essential to carrying out the continuing, cooperative, and comprehensive (3C) metropolitan transportation planning process. The TPB's 2020 Participation Plan guides all public involvement activities to support the development of the plan, TIP, and all other TPB planning activities. The TPB's 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. This activity will encompass the following work tasks:

- Conduct public involvement as described in the new TPB Participation Plan, which was approved by the TPB in October of 2020. The plan calls upon staff to integrate public engagement, as appropriate, into planning activities throughout the department.
- Develop and conduct public engagement activities with consideration of an equity perspective, as directed by TPB Resolution R1-2021, which called for equity, as a foundational principle, to be woven into all of the TPB's work.
- Provide regular opportunities for comment on TPB activities and products, including public comment sessions at the beginning of TPB meetings and official public comment periods prior to the adoption of key TPB plans and programs.
- Conduct public involvement activities in the summer of 2021 as part of the update to Visualize 2045. These activities may include socially distant outreach such as webinars, virtual townhalls, and virtual popups. This phase of open-invitation outreach will complement public opinion research for Visualize 2045 that was conducted in FY 2021.
- Conduct a final public comment period for Visualize 2045 in the spring of 2022.
- Provide staff support for the TPB Community Advisory Committee (CAC), including organizing monthly meetings and outreach sessions, and drafting written materials for the committee. Staff will ensure that CAC comments are communicated to the TPB regarding transportation plans, projects, programs, and issues that are important to the committee and its members.

- 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, older adults, and those with limited English skills as the TPB's primary strategy for engaging traditionally disadvantaged population groups in the planning process and for providing guidance on Human Service Transportation Program activities. AFA Committee comments will be shared with the TPB on transportation plans, projects, programs, services, and issues that are important to AFA community groups.
- Conduct training activities, as needed, to help community leaders learn how to get more actively involved in transportation decision making in the Washington region (Community Leadership Institute).
- Conduct evaluation activities of the public involvement process.
- Ensure that all public participation is consistent with and meets the Federal Civil Rights Act (Title VI) and Executive Order 12988 Environmental Justice.

4.2 COMMUNICATIONS

This activity will encompass the following work tasks:

- Develop written and visual materials to spread information about regional transportation planning issues, explain how transportation decision-making works, and engage the public.
- Support staff as they develop meeting materials and publications to communicate information developed in other tasks in the UPWP.
- Produce content for the TPB News, Visualize 2045 newsletter, and other digital publications.
- Regularly update information on the TPB's webpages, ensuring the site is timely, thorough, and user-friendly.
- Effectively use social media and other digital tools to engage the public in current TPB activities.

5. Travel Forecasting

OVERSIGHT

TPB Travel Forecasting Subcommittee

MAJOR PRODUCTS

- A series of highway and transit networks reflecting the latest long-range transportation plan (2022 Update to Visualize 2045) and TIP for input to the regional travel demand model, together with technical documentation
- Maintenance, support for and development of currently adopted travel models, including inputs, application files, and documentation
- Continued development, with consultant assistance, of the TPB's next-generation travel demand forecasting model, known as the Gen3 Model, which will occur over a three-year period, from FY 2020 to FY 2023. A developmental model (Gen3, Phase 1) and associated technical documentation

TOTAL COST ESTIMATE

\$ 3,298,337

The Travel Forecasting work activity consists of two sub-activities: Network Development and Model Development and Support. The goal of Network Development is to prepare the primary inputs for the regional travel demand model, especially the transportation networks. The goal of Model Development and Support is to develop, maintain, support, and improve the TPB's regional travel demand forecasting methods for both tactical and strategic planning models.

5.1 NETWORK DEVELOPMENT

Develop, maintain, and improve the transportation networks used as inputs to the TPB's regional travel demand forecasting models, both the production-use and developmental models.

Planned tasks for FY 2022:

- Produce a series of forecast-year transportation networks used as inputs to the regional travel demand forecasting model, in support of transportation planning studies, such as scenario studies, project-planning studies, and air quality conformity (AQC) analyses of the TPB's Long-Range Transportation Plan (LRTP). The quadrennial update of the LRTP occurs in 2022, but, in some cases, TPB staff may be asked to perform an "off-cycle" AQC analysis.
- Maintain and refine both 1) the multi-year transportation network geodatabase used in regional travel demand modeling and 2) the software used to edit and update the geodatabase, known as COGTools.
- Develop transportation networks in formats that support both 1) the production-use travel models, such as the Gen2/Ver. 2.3 and Ver. 2.4 models, which require networks in Cube TRNBUILD format; and 2) developmental travel models, such as the Gen3 Model, which will

likely require networks in Cube Public Transport (PT) format. Support improvements in the unified network database/COGTools to work with transportation networks in both TRNBUILD and PT formats in sync.

- Respond to network-related technical data requests.

5.2 MODEL DEVELOPMENT AND SUPPORT

Develop, maintain, support, and improve the TPB's travel demand forecasting methods. Methods can range from tactical models, such as the TPB's regional travel demand forecasting model, to strategic models, such as sketch and scenario planning models.

This work includes improving the production-use travel model and developing the next-generation travel model, known as the Generation-3, or Gen3, Model, which is to be developed with consultant assistance during a three-year period, from FY 20 through FY 23. This work also involves exploring the use of modeling tools for strategic planning, such as RSPM and VisionEval. This work activity also includes related tasks such as data collection, research, and interfacing with travel demand modeling staff at peer MPOs.

Planned tasks for FY 2022:

- Staff the TPB Travel Forecasting Subcommittee (TFS).
- Support both internal and external users of the TPB's current or future production-use travel demand forecasting models (either the Gen2/Ver. 2.3 Model or the Gen2/Ver. 2.4 Model).
- Develop new versions of the TPB's travel demand forecasting model that provide enhanced modeling capabilities. TPB staff is currently working with a consultant to develop the TPB's next-generation travel demand forecasting model, to be known as the Generation-3, or Gen3, Travel Model. This model is planned to be a disaggregate, activity-based model (ABM), implemented in ActivitySim software. Model development is planned to last three years (FY 2020-2023). Development will occur via two main phases: Gen3 Model, Phase 1 is planned to conclude in September 2021 (early FY 2022). The goal of Phase 1 is to obtain a developmental model that has gone through an initial round of calibration, validation, and sensitivity testing and can be tested by TPB staff. Phase 2 is planned to run from September 2021 through November 2022 (middle of FY 2023). The goal of Phase 2 is to obtain a travel model that is calibrated, validated, and is production ready.
- Identify, and possibly obtain, data needed to support development of the Gen3 Model and its successor model, the Gen4 Model.
- Promote the regional coordination of future transit on-board surveys so that they can better support model development needs. This effort would be coordinated with other DTP teams and with the Regional Public Transportation Subcommittee (see Task #3, "Planning Elements").
- Join the ActivitySim consortium and coordinate with other member MPOs on the maintenance and development of ActivitySim, the underlying software of the Gen3 Travel Model.
- Keep abreast of best practices in travel demand modeling.
- Develop knowledge of and support other DTP staff in the use of strategic planning models, such as sketch and scenario planning models (e.g., VisionEval and RSPM). Coordinate with DTP's Planning Data & Research Team.
- Respond to travel-model related technical data requests from external clients such as

consultants, state/local agencies, academia, and research/governmental agencies, both within and beyond the metropolitan Washington region.

- Maintain software and hardware required to apply the regional travel demand model.
- Coordinate with the COG Office of Information Technology (IT) to help maintain the computers used to run the regional travel demand model. Assist IT with testing related to the planned agency-wide transition into cloud computing.

6. Mobile Emissions Planning

OVERSIGHT

TPB Technical Committee in consultation with MWAQC

MAJOR PRODUCTS

- Air quality conformity analysis of the 2022 Update to Visualize 2045: Conduct runs of the travel model and mobile emissions model and prepare technical documentation
- TPB Climate Change Mitigation Study of 2021, with consultant assistance: Complete the study and prepare a report
- Technical activities, including preparation of mobile inventories and development of mobile budgets, and documentation related to the State Implementation Plans (SIPs) to meet the 2015 ozone NAAQS requirements

TOTAL COST ESTIMATE

\$ 2,039,172

6.1 AIR QUALITY CONFORMITY

The 1990 Clean Air Act Amendments require MPOs to conduct detailed systems-level technical analyses to demonstrate that future mobile source emissions resulting from the region's plans and programs comply with federally approved motor vehicle emissions budgets. This task supports the air quality conformity analyses and other air quality modelling to comply with federal regulations. This activity will encompass the following work tasks in FY 2022:

- Continue technical tasks related to the air quality conformity analysis of the TPB's 2022 Long-Range Transportation Plan quadrennial update. Provide technical travel demand and mobile emissions modeling support and summarize the findings in a report. Transmit the conformity findings to local, state, and federal agencies.
- Provide technical travel demand and mobile emissions modeling support for an off-cycle AQC analysis, if requested by implementing agencies. This task may be funded from Technical Assistance accounts.
- Keep abreast of federal requirements as related to air quality conformity determinations and the new mobile emissions estimation software, MOVES3.
- Continue working to incorporate Performance-Based Planning and Programming (PBPP) requirements pertaining to Congestion Mitigation and Air Quality Improvement Program (CMAQ) into the planning process as it relates to the adopted Plan.
- Maintain communication and consultation among transportation agencies, air agencies, and the public regarding air quality related matters in the region.

6.2 MOBILE EMISSIONS ANALYSIS

The goal of this task is to conduct a wide range of analyses to quantify mobile-source 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. This task also covers climate change mitigation activities, which strive to reduce greenhouse gas (GHG) emissions due to the on-road transportation sector.

- With consultant assistance, conduct a study of approaches to reduce greenhouse gas (GHG) emissions to meet 2030 reduction goals in the Metropolitan Washington 2030 Climate and Energy Action Plan. Prepare a report documenting the study findings. The goal of this study is to assess the types of transportation-related actions, and their levels of implementation, that would be needed to reduce transportation-sector greenhouse gas (GHG) emissions to meet GHG reduction goals associated with 2030 and 2050. The study is divided into two phases: Phase 1, conducted by TPB staff, is a summary of past work done in this area by TPB and COG. Phase 2 will be a scenario study conducted by a consultant. The Phase 1 report was finalized in March 2021. The Phase 2 study is to be completed by December 2021.
- Support State Implementation Plan (SIP) development, if needed, to address requirements of 2015 ozone National Ambient Air Quality Standards (NAAQS). This would include developing inventories of on-road mobile emissions for volatile organic compounds (VOC) and nitrogen oxides (NO_x) – two precursors to ground-level ozone – and development of new motor vehicle emissions budgets.
- Revisit opportunities to refresh inputs to the EPA’s Motor Vehicle Emission Simulator (MOVES) software, such as vehicle registration data, referred to as Vehicle Identification Number (VIN) data, in consultation with regional environmental and transportation agency partners.
- Provide technical support to COG/DEP staff with regional climate change/greenhouse gas (GHG) related planning activities.
- Keep abreast of MOVES updates and best practices.
- Conduct sensitivity tests of new MOVES model versions that may be released by EPA, such as the new MOVES3 model.
- Respond to technical requests from COG’s Department of Environmental Programs (DEP) and from TPB member jurisdictions for readily available mobile emissions information.
- Follow established TPB interagency and public consultation procedures and coordinate with COG/DEP staff to involve the MWAQC in the public and interagency consultation process.

7. Travel Monitoring and Data Programs

| | |
|----------------------------|-------------------------------------|
| OVERSIGHT | Various (see below) |
| MAJOR PRODUCTS | See program-specific products below |
| TOTAL COST ESTIMATE | \$ 2,141,001 |

7.1 TRAVEL SURVEYS

| | |
|-----------------------|--|
| OVERSIGHT | TPB Travel Forecasting Subcommittee |
| MAJOR PRODUCTS | <ul style="list-style-type: none">• Presentations, visualizations, and information reports• Workplan for geographic-focused surveys• Technical Support |

Work under this task encompasses conducting surveys designed to collect key information that provide insights and understanding of regional travel trends as well as provide key inputs into the regional travel demand forecasting model; and conducting research and analysis of travel-related surveys conducted in other organizations and programs.

This activity will encompass the following in FY 2022:

- Provide continued briefings to the TPB, TPB Technical Committee, the Travel Forecasting Subcommittee, and other subcommittee and stakeholders, as appropriate, on the findings from the RTS, the 7-day panel survey, and other applicable surveys and data that examine travel behavior.
- Process data from the panel travel survey conducted in fall 2019 and prepare finalized datasets to be used in survey analysis and documentation.
- Conduct analysis of RTS and 2019 panel survey to produce data and findings for consideration and inclusion in the next regional long-range plan update, Visualize 2045.
- Identify and obtain appropriate data on regional travel behavior that occurred during the COVID-19 pandemic period.
- Conduct detailed analysis of the RTS, panel survey, 2019 State of the Commute Survey, 2020 Employer Survey, and applicable data from the pandemic period to analyze build a baseline understanding of how regional travel was changed as a result of the pandemic.
- Respond to inquiries about the survey from state and local government staff, survey participants, and the media.
- Develop visualizations and other innovative means to convey survey results and findings.
- Initiate geographic-focused surveys.

7.2 TRAVEL ANALYSIS STUDIES AND RESEARCH

OVERSIGHT

TPB Travel Forecasting Subcommittee

MAJOR PRODUCTS

- **Travel monitoring datasets to support PBPP and Gen3 modeling requirements**
- **Travel trends and travel visualization dashboard**
- **Technical reports/memoranda**
- **Presentations**

This task conducts travel trends analysis, monitoring studies, and associated research activities to support the regional travel demand forecasting model, performance-based planning and programming (PBPP), and long-range plan development. Individual studies for FY 2022 will be largely determined based on programmatic needs of the regional travel demand forecasting model, PBPP requirements, and long-range planning activities. Expansion of the regional travel trends analysis program will continue, including developing a centralized dashboard of that provides visualizations and analysis of regional travel trends and data that will assist staff and other partner users gain insights on understanding the implications of these trends and data on regional travel. In coordination with the needs of the current as well as the anticipated Gen3 travel demand model, travel monitoring study needs will be identified and performed. Expanded research activities that consider emerging topics of importance in regional transportation will be identified and carried out, including those requiring deploying the use of big data analytics in deciphering and understanding trends in regional travel from large location-based data sets.

During FY 2022, key activities will also include:

- Continuing the enhancement of the regional travel trends analysis program to produce more frequent data products, reports, and presentations on various aspects of regional travel trends. This will include:
 - Developing and maintaining visualization dashboards on travel trends and travel data
 - Developing methodologies to develop more robust, geographic-focused travel trends analysis updates
 - Developing user-friendly information reports/products that combine results of multiple travel trends research activities
 - Making more frequent presentation to the TPB, TPB Technical Committee, and other committees and subcommittees, as appropriate, to provide more frequent and ongoing awareness and understanding of the latest travel trends and their implication for regional transportation planning, including the impact of the COVID-19 pandemic on regional travel.
 - Preparing geographically-focused analyses of travel occurring throughout the region.
- Research and analyze regional travel trends using a variety of data sources, including, among others, the Regional Travel Survey, the 7-day panel survey, Census and other federal transportation-related datasets, and Big Data that will be acquired to support numerous programmatic requirements.

- Perform data collection, research and analysis that support regional transportation planning activities, including, among others, the development of the regional long-range transportation plan update, Visualize 2045, as well as consideration of equity in regional transportation planning. This activity may also entail acquiring large passively collected location-based datasets, or “Big Data,” which can be used to discern anonymized regional travel behavior and trends. These data may also be used to support analyses that may be undertaken in other tasks described elsewhere in this UPWP.
- Providing cross-program research and analysis support for regional transportation planning studies and activities using a variety of analytical tools. These may include supporting the use of scenario planning tools that were evaluated in FY 2022 and intended to support complex “what if” analyses that examine the effects and impacts that could occur under varying future conditions. Scenario planning may be applied to better understand future uncertainties, such as changes in Greenhouse Gas production, the deployment of connected autonomous vehicles, and future alternative land use distribution patterns.
- Continue to increase staff awareness of the use of planning tools in the regional transportation planning practice and build staff technical capabilities to apply scenario planning tools in transportation planning studies and analyses.

7.3 REGIONAL TRANSPORTATION DATA CLEARINGHOUSE

OVERSIGHT

TPB Technical Committee

MAJOR PRODUCTS

- Updated Clearinghouse database and documentation
- Web interface to access Clearinghouse data

Efficient access to a comprehensive source of current and historic data on the characteristics and performance of the region’s transportation system is vitally important for transportation planning, air quality analysis, travel models development, congestion management, travel trends analysis, and project evaluations. Under this activity, staff will continue to work with local, state, WMATA, and other regional agencies to transfer data to and from the Regional Transportation Data Clearinghouse and to update the Clearinghouse with updated highway and transit performance data and other important multi-modal travel data as they become available. These data will also be used to in the development of data visualizations identified in Task 7.2.

This activity will encompass the following in FY 2022:

- Update 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 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.
- Develop, maintain, and provide data at varying geographic levels of specificity, including parcel-level data, when needed, to support the development of the Gen 3 regional travel demand model.
- Update freeway and arterial road speed and level of service data, when available.

- Update Clearinghouse highway network bridge and pavement condition data from most current National Bridge Inventory and Highway Performance Management System databases.
- Add updated Cooperative Forecasting data by TAZ to the Regional Transportation Clearinghouse Data.
- Support efforts to develop and maintain a web-based regional travel trends dashboard described in the previous task.
- Distribute Regional Transportation Clearinghouse Data to TPB participating agencies via a GIS web-based application.
- Ensure functionality of the RTDC with ongoing system administration and updates and promote the availability and use of the RTDC to local, state, and transit agency partners.
- Add and maintain data to support analysis of transportation impacts of the COVID-19 pandemic period and their implications for long-range regional transportation planning.

7.4 GIS DATA AND ANALYSIS

OVERSIGHT

TPB Technical Committee

MAJOR PRODUCTS

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

This work activity provides cross-program geospatial and data support throughout the Department of Transportation Planning to support all UPWP program activities. This includes providing data and technical support to staff using GIS for development and distribution of data and information developed for TPB planning activities, including geospatial analysis support for Visualize 2045, the TIP, travel trends analysis, Congestion Monitoring and Analysis, Cooperative Forecasting, Regional Transportation Data Clearinghouse, Network and Models Development, Equity, Safety, and Freight, Bike and Pedestrian Planning activities, among others.

This activity will encompass the following work activities in FY 2022:

- Provide data and technical support to staff using GIS for development and distribution of data and information developed for TPB planning activities.
- Provide technical guidance and develop GIS-based products (web maps and applications, visualization, etc.) for TPB planning activities.
- Respond to requests for TPB GIS metadata, databases, and applications.
- Coordinate 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.

8. Regional Land Use and Transportation Planning Coordination

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|----------------------------|---|
| OVERSIGHT | TPB Technical Committee |
| MAJOR PRODUCTS | <ul style="list-style-type: none">• See program-specific products |
| TOTAL COST ESTIMATE | \$ 1,190,179 |

This task coordinates local, state, and federal planning activities and supports development of socioeconomic forecasts (Cooperative Forecasts) of population, households, and employment, which reflect technical and policy assumptions of future land use in the region’s jurisdictions and are essential inputs into the region’s travel demand model and forecasting tools.

8.1 SOCIOECONOMIC FORECASTING

| | |
|-----------------------|---|
| OVERSIGHT | TPB Technical Committee |
| MAJOR PRODUCTS | <ul style="list-style-type: none">• Updated Cooperative Forecasting land activity forecasts and documentation• Analysis of Activity Center and High Capacity Transit Station area forecasts• Information reports and products• Technical support• Annual Baseline Employment Guidance |

Staff will continue to coordinate land use and regional transportation planning in the region. Central to this activity will be supporting initial activities in the development of the Round 10 Cooperative Forecasts. Activities required to coordinate the development of the Cooperative Forecasts and regional transportation planning will include:

- Support initiatives of COG Board of Directors and the TPB on matters related to the coordination and analysis of regional transportation and land use planning to support important regional policy discussions and decisions. This may entail analyzing the relationship between regional land use and transportation using a variety of analytical tools. These may include the use of scenario planning tools that were evaluated in FY 2021 and intended to support complex “what if” analyses that examine the effects and impacts that could occur under varying future land use and transportation conditions.
- Conduct analysis related to regional land use and transportation in support of the development of the regional long-range transportation plan update, Visualize 2045, as well as the consideration of equity in regional land use and transportation planning.
- Support the PDTAC in the coordination of local, state, and federal planning activities and the integration of land use and transportation planning in the region.

- Develop annual Baseline Employment Guidance update to support local governments preparing employment forecast estimates.
- Develop Travel Model Employment Definition Adjustment Factors, which are applied to develop a set of employment forecasts based on a consistent set of employment definitions and used in the regional travel demand model.
- Analyze changes in regional economic, demographic, and housing trends drawing on the results from the U.S. Census American Communities Survey, the Census Transportation Planning Products (CTPP) program, and from other available federal, state, and local data sources.
- Provide continued support for the Transportation Analysis Zone (TAZ) system used in the regional travel demand forecasting model and the Cooperative Forecasting process, including any activities that may be necessary to make TAZ adjustments to support future model development processes.
- Work with members of the Cooperative Forecasting and Data Subcommittee to enhance and improve the quality of small area (TAZ-level) employment, population, and employment data.
- Work with the Cooperative Forecasting and Data Subcommittee and the PDTAC to assess the effects of significant transportation system changes on the Cooperative Forecasting land activity forecasts.
- Work with the Cooperative Forecasting Subcommittee and the region's Planning Directors to develop updated growth forecasts at the regional and Transportation Analysis Zone (TAZ) level.
- Conduct initial activities to commence the next major Cooperative Forecasting update (Round 10). Activities may include evaluating econometric databases that could be used to help identify base year estimates and examining regional, national, and global demographic and market trends that will inform underlying regional growth assumptions, among others.
- Document key land use and transportation assumptions used in making updates to the Cooperative Forecasting land activity forecasts.
- Update and maintain Cooperative Forecasting land activity databases of TAZ-level population, household, and employment forecasts that are used as input into TPB travel demand-forecasting model.
- Map and analyze updated Cooperative Forecasting growth forecasts in relation to COG Activity Centers, high-capacity transit locations, and Equity Emphasis Areas.
- Respond to public and stakeholder comments on the Cooperative Forecasts and the Cooperative Forecasting process.
- Work with the Cooperative Forecasting Subcommittee to analyze results of the 2020 Census for use in developing future updates to the Cooperative Forecasts. Continue to provide regular seminars and trainings on accessing and analyzing Census data to support local demographic analysis and small-area forecasting.
- Develop and publish useful economic, demographic and housing-related information products including the Regional Economic Monitoring Reports (REMS), the annual "Commercial Development Indicators," the "Multi-family Rental Housing Construction" report, and economic and demographic data tables to be included in the Region Forward work program.
- Use TPB transportation planning data to update information for the approved COG Region Forward Targets and Indicators.

9. Mobility and Enhancement Programs

OVERSIGHT

TPB Technical Committee

MAJOR PRODUCTS

- Solicit and select projects for FTA Section 5310 funding
- TAP Coordination and project selection for DC, MD
- TLC Technical Assistance including final reports, provided by consultant teams to localities
- Updated website
- Regional Peer Exchange Network Activities
- Regional Roadway Safety Program Assistance, including final reports, provided by consultant teams

TOTAL COST ESTIMATE

\$ 988,671

The TPB solicits and selects projects for the following three programs. This activity will encompass the following work tasks in FY 2022:

9.1 ENHANCED MOBILITY GRANT PROGRAM

COG is the designated recipient for the FTA “Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities” program. This task includes:

- Continue the solicitation and select projects for FTA Section 5310 Enhanced Mobility funding (Summer/Fall 2021).
- Support the implementation of the Coordinated Plan by furthering the goals and strategies in the plan provide an array of transportation services and options to older adults and people with disabilities.
- Initiate the next required update of the Coordinated Plan, which will take approximately 8 months and will be approved in calendar year 2022.
- The UPWP does not provide financial support to implement the projects and oversee the grants that have been awarded. These activities are funded by the FTA Section 5310 Program.

9.2 REGIONAL ROADWAY SAFETY PROGRAM

TPB Resolution R3-2021, adopted in July 2020, established the Regional Roadway Safety Program to assist its member jurisdictions and the region to develop and/or implement projects, programs, or policies to equitably improve safety outcomes for all roadway users. Specifically, the Regional Roadway Safety Program provides short-term consultant services to member jurisdictions or agencies to assist with planning or preliminary engineering projects that address roadway safety issues.

- Develop and execute a regional program that provides short-term consultant services to member jurisdictions or agencies to assist with planning or preliminary engineering projects that address roadway safety issues, including studies, planning, or design projects that will improve roadway safety and lead to a reduction in fatal and serious injury crashes on the jurisdiction's roadways.
- Fund approximately three to eight technical assistance planning projects, or project design efforts at a level between \$30,000 and \$80,000 each, supported by UPWP core funding plus portions of the DDOT, MDOT, and VDOT Technical Assistance Programs, as well as if and when additional funding may be provided by state or local agencies.
- Develop tools and activities to facilitate regional learning about roadway safety issues among TPB member jurisdictions through regional peer exchange.
- Provide staff support for project proposal solicitation, review, and conduct.

9.3 TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM

Coordinate and conduct the selection process for small capital improvement projects that will be awarded funding sub-allocated to the Washington metropolitan region through the state DOTs from the federal Transportation Alternatives Set-Aside Program (TAP). The TPB approves the final selection of projects and submits them to the states for implementation. TPB will promote TAP funding for projects that seek to complete the National Capital Trail Network (NCTN) or promote pedestrian and bicycle access in Transit Access Focus Areas (TAFAs). The TPB approved the NCTN and TAFAs concepts and maps in July 2020.

9.4 TRANSPORTATION LAND USE CONNECTION PROGRAM

The TLC Program offers short term consultant technical assistance to local jurisdictions to advance planning activities that strengthen the connection between local land use and transportation planning. This activity will encompass the following work tasks in FY 2022:

- Fund at least six technical assistance planning projects at a level between \$30,000 and \$60,000 each.
- Fund at least one project for between \$80,000 and \$100,000 to perform project design to achieve 30% completion.
- 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.
- Provide staff support for TLC Technical Assistance Projects to be conducted as part of the MDOT and VDOT Technical Assistance Programs and for other projects where additional funding is provided by state or local agencies.
- Promote TLC funding for projects that seek to complete the National Capital Trail Network (NCTN) or promote pedestrian and bicycle access in Transit Access Focus Areas (TAFAs). The TPB approved the NCTN and TAFAs concepts and maps in July 2020.

10. TPB Management and Support

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
- FY 2023 UPWP

TOTAL COST ESTIMATE

\$ 963,379

10.1 TRANSPORTATION PLANNING BOARD COMMITTEE SUPPORT AND MANAGEMENT AND UNIFIED PLANNING WORK PROGRAM

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

TPB Committee Support

- 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 the 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.
- Participate in the Association of Metropolitan Planning Organizations (AMPO) and meetings.
- Coordinate TPB Planning Activities with Program Directors.
- Day-to-day management of and allocation of staff and financial resources.
- Monitor all work program activities and expenditures.

Unified Planning Work Program (UPWP)

The UPWP for the Metropolitan Washington Region describes all transportation planning activities utilizing federal funding, including FHWA Planning (PL) funds, FTA Section 5303 funds, and (FAA) 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 a Unified Planning Work Program (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.
- Prepare 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.
- Prepare the FY 2023 UPWP.

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, and regional transit agencies' 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 2022 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 regional transit 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 regional transit agency representatives and TPB staff. Specific technical assistance projects and work activities falling within the broad categories identified in this section are identified and coordinated through consultation with state departments of transportation and regional transit agencies throughout the fiscal year.

11.A. DISTRICT DEPARTMENT OF TRANSPORTATION

MAJOR PRODUCTS See program-specific products below

TOTAL COST ESTIMATE \$ 274,756

1. Program Development, Data Requests and Miscellaneous Services

MAJOR PRODUCT Specific scopes of work, on-going activity

TOTAL COST ESTIMATE \$ TBD

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.

2. Regional Safety Program

MAJOR PRODUCTS

- Work products in support of Regional Safety Program described in Task 9.2
To be completed by June 2022

TOTAL COST ESTIMATE \$ TBD

The Regional Safety Program is an effort to provide short-term consultant services to individual member jurisdictions to assist with planning or preliminary engineering projects that address roadway safety issues. Examples include studies, planning, or design projects that will improve roadway safety and lead to a reduction in fatal and serious crashes on the jurisdiction's roadways. The program was established by TPB in 2020. District of Columbia Technical Assistance funds provide additional technical assistance funding for the Regional Safety Program.

3. Other Tasks to Be Defined

TOTAL COST ESTIMATE **\$ TBD**

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 2022.

11.B. MARYLAND DEPARTMENT OF TRANSPORTATION

MAJOR PRODUCTS See program-specific products below

TOTAL COST ESTIMATE \$ 483,305

1. Program Development, Data Requests and Miscellaneous Services

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

TOTAL COST ESTIMATE \$ TBD

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.

2. Project Planning Studies

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

TOTAL COST ESTIMATE \$ TBD

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. This work element also anticipates technical work on new planning studies administered by MDOT, MD SHA and other agencies.

3. Feasibility/Special Studies

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

TOTAL COST ESTIMATE \$ TBD

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, initiating 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.

4. Travel Monitoring/Transportation Performance Measures

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

TOTAL COST ESTIMATE \$ TBD

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.

5. Miscellaneous Technical Support:

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

TOTAL COST ESTIMATE \$ TBD

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. Work activities could include 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.

6. Transportation / Land Use Connections Program

MAJOR PRODUCTS • TLC Technical Assistance awards, technical reports from contractors,
To be completed by June 2022

TOTAL COST ESTIMATE \$ TBD

The Transportation / Land Use Connections (TLC) program is an effort to provide technical assistance to local governments in the Washington region 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 a portion of its Technical Assistance funds to provide additional TLC technical assistance funding for Maryland jurisdictions.

7. Regional Safety Program

MAJOR PRODUCTS • Work products in support of Regional Safety Program described in Task 9.2,
To be completed by June 2022

TOTAL COST ESTIMATE \$ TBD

The Regional Safety Program is an effort to provide short-term consultant services to individual member jurisdictions to assist with planning or preliminary engineering projects that address roadway safety issues. Examples include studies, planning, or design projects that will improve roadway safety and lead to a reduction in fatal and serious crashes on the jurisdiction's roadways. The program was established by TPB in 2020. Maryland Technical Assistance funds provide additional technical assistance funding for the Regional Safety Program.

8. Other Tasks yet to be defined

TOTAL COST ESTIMATE **\$ TBD**

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 2021.

11.C. VIRGINIA DEPARTMENT OF TRANSPORTATION

MAJOR PRODUCTS See program-specific products below

TOTAL COST ESTIMATE \$ 436,679

1. Program Development, Data Requests, and Miscellaneous Services

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

TOTAL COST ESTIMATE \$ TBD

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.

2. Travel Monitoring and Survey

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

TOTAL COST ESTIMATE \$ TBD

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.

3. Travel Demand Modeling

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

TOTAL COST ESTIMATE \$ TBD

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.

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 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

\$ TBD

5. Transportation / Land Use Connections Program

MAJOR PRODUCTS

- TLC Technical Assistance awards, technical reports from contractors,
To be completed by June 2022

TOTAL COST ESTIMATE

\$ TBD

The Transportation / Land Use Connections (TLC) program is an effort to provide technical assistance to local governments in the Washington region 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. VDOT supplements this regional effort by allocating a portion of its Technical Assistance funds to provide additional TLC technical assistance funding for Virginia jurisdictions.

6. Regional Safety Program

MAJOR PRODUCTS

- Work products in support of Regional Safety Program described in Task 9.2,
To be completed by June 2022

TOTAL COST ESTIMATE

\$ TBD

The Regional Safety Program is an effort to provide short-term consultant services to individual member jurisdictions to assist with planning or preliminary engineering projects that address roadway safety issues. Examples include studies, planning, or design projects that will improve roadway safety and lead to a reduction in fatal and serious crashes on the jurisdiction's roadways. The program was established by TPB in 2020. Virginia Technical Assistance funds provide additional technical assistance funding for the Regional Safety Program.

7. Other Tasks to be Defined

TOTAL COST ESTIMATE **\$ TBD**

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 2022.

11.D. REGIONAL TRANSIT TECHNICAL ASSISTANCE

MAJOR PRODUCTS See program-specific products below

TOTAL COST ESTIMATE \$ 382,238

1. Program Development, Data Requests and Miscellaneous Services

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

TOTAL COST ESTIMATE \$ TBD

This work activity supports staff time spent in developing the scopes for requested work tasks and administering the Regional Transit Technical Assistance work program throughout the year. Work activities include meeting with regional transit agency 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 regional transit agencies.

2. Transportation / Land Use Connections Program

MAJOR PRODUCTS • TLC Technical Assistance awards, technical reports from contractors,
To be completed by June 2022

TOTAL COST ESTIMATE \$ TBD

The Transportation / Land Use Connections (TLC) program is an effort to provide technical assistance to local governments in the Washington region 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. Regional Transit Technical Assistance funding supplements this regional effort to provide additional TLC technical assistance funding for design projects that would improve bicycle and pedestrian access to high-capacity transit in support of TPB regional transit goals.

3. Transit Within Reach Program

MAJOR PRODUCTS • Technical Assistance awards, technical reports from contractors,
To be completed by June 2022

TOTAL COST ESTIMATE \$ TBD

The Transit within Reach program will offer short-term consultant technical assistance to advance design projects to improve bike and walk connections to TPB Transit Access Focus Areas. The program will feature a competitive solicitation process to select qualifying projects to be funded.

4. High-Capacity Transit Map

MAJOR PRODUCTS

- High-capacity Transit Map graphic,
To be completed by June 2022

TOTAL COST ESTIMATE

\$ TBD

An aesthetically pleasing regional high-capacity transit (HCT) map that is mode specific and operator neutral will be developed for the TPB Planning Region. This project will include developing regional consensus on project inputs, including transit lines and a project definition for bus rapid transit, and using a consultant to develop a quality graphic design of an easily legible/understood schematic map. The final map, a high-resolution image, will be distributed to TPB members and stakeholders to share with the public.

5. Tasks to be Defined

TOTAL COST ESTIMATE

\$ TBD

This work element is established to respond to requests by regional transit agencies for anticipated technical assistance work tasks that are not yet defined. These work tasks will be performed upon further specific consultation with regional transit agencies in FY 2022.

Continuous Airport System Planning Program

OVERSIGHT

TPB Aviation Technical Subcommittee

MAJOR PRODUCTS

- Process 2021 Regional Air Passenger Survey, Phase 1
- Ground Access Travel Time Update
- Ground Access Forecast and Ground Access Element Update

TOTAL COST ESTIMATE

\$ 252,700 (Not funded with federal UPWP funding)

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 2022 UPWP cycle are as follows:

Air Cargo Element Update

The purpose of this project is to update the Ground Access/Air Cargo Element of the Regional Airport System Plan to examine ground accessibility for both air passengers and cargo. Maintaining ground access to the region's airports by both passengers and cargo provides significant benefits to the region's economy. However, ground access and landside congestion problems are expected to increase in the future. These ground access problems could adversely impact airport use in the Washington-Baltimore region. This update will provide an analysis of current and forecast ground access problems at Ronald Reagan Washington National, Washington Dulles International, and Baltimore-Washington International Thurgood Marshall Airports. It will analyze how current and future traffic congestion affects access to the airports by passengers and cargo. It will also look at overall conditions and demand for air cargo facilities in the region. Further, this plan element will integrate airport system ground access and facility planning into the overall regional transportation planning process for the National Capital Region and include recommendations for improving ground access to the region's airports.

Ground Access Travel Time Study Update

A critical and often overlooked component of the region's airport system is the transportation linkage between the airports and the surrounding communities. Travel time, quality of service and costs associated with the ground journey to the airport have been shown to affect the choice of airport and even the decision to travel by air. This study will permit analysis of travel time trends to the three commercial airports, as well as analysis of any new transportation improvements.

The purpose of the Ground Access Travel Time Study Update is threefold: (1) provide current data on travel times and levels of services for highway and transit access to the region's three commercial airports in support of airport access planning activities; (2) analyze changes in peak-period delay and

levels of service on principal airport serving roadways and transit facilities; and (3) analyze changes in highway and transit accessibility to airports resulting from recent highway and transit improvements.

Ground Access Forecast and Ground Access Element Update

The update of forecasts of ground access trips to the region's three commercial airports is an important step in the airport systems planning process. This project will use the results of the most recent regional air passenger survey together with the latest available airport terminal area forecasts and land activity forecasts of future growth in the Washington-Baltimore region to update forecasts of ground access trips from local area Aviation Analysis Zones (AAZ) to each of the region's three commercial airports.

As part of this project, the Ground Access Element of the Regional Airport System Plan will be updated using the results of the most recent Regional Air Passenger Surveys and the latest Updated Ground Access Forecasts. Ground access and landside congestion problems are expected to increase in the future. In turn, these ground access problems could adversely impact airport use in the Washington-Baltimore region. This update will provide an analysis of current and forecast ground access problems at Ronald Reagan Washington National, Washington Dulles International, and Baltimore-Washington International airports. This plan element will also integrate airport system ground access and facility planning into the overall regional transportation planning process for the National Capital Region and include recommendations for improving ground access to the region's airports.

IV. PROPOSED FY 2022 STATE TRANSPORTATION AGENCY STATE PLANNING AND RESEARCH PROGRAMS (SPR)

District of Columbia Department of Transportation (DDOT)

The following presents the types of activities that DDOT uses Statewide Planning and Research Program (SPR) funding to implement.

STATE AND REGIONAL PLANNING

Develop and implement the annual State Planning and Research Program (SPR) that describes state planning activities as required under 23 CFR Part 420 Subpart A. Coordinate and manage Long-Range Transportation Planning activities related to Visualize 2045; and provide support to update, amend, modify, and enhance the TPB's Transportation Improvement (TIP) and the District's Statewide Transportation Improvement Program (STIP).

ARTS AND ACTIVATION

Review transportation zoning plans for environmental and transportation policy compliance. Provide oversight and direction for neighborhood planning efforts including development review and public space, and evaluate the impact of travel conditions on the District's multimodal transportation network.

PROJECT PLANNING

Plan and lead major capital projects to ensure project goals are met to support DDOT's long range objectives. Manage projects from feasibility and conceptual analysis to preliminary design and coordinate the implementation of ongoing transportation planning through the development of joint planning projects.

ACTIVE AND SUSTAINABLE TRANSPORTATION

Promote safe and convenient bicycling, walking, and public transit to reduce the number of motor vehicular injuries and fatalities in crashes; and ensure the safety of motor carrier operations through enforcement, regulations, and improving safety information systems and commercial motor vehicle technologies by increasing safety awareness.

PROJECT DEVELOPMENT AND ENVIRONMENT

Provide environmental oversight for all environmental and project development processes and ensure project compliance with Section 106 that meet National Environmental Policy ACT (NEPA) requirements.

DATA COLLECTION AND ANALYSIS

Maintain citywide roadway condition and asset inventory data base and ensure accurate and timely data is collected to assess pavement conditions. Collect and analyze data in support of the Highway Performance Monitoring System (HPMS).

TRAFFIC SAFETY DATA COLLECTION

Manage the I-295 and New York Avenue Weigh-in-Motion (WIM) site.

METROPOLITAN PLANNING

Describes regional transportation planning and special technical assistance projects proposed to be undertaken July 1, 2021, through June 30, 2022, by COG/TPB staff in cooperation with state and local agencies and WMATA.

PROGRAM FUNDING

The FY 2021 SPR Program funding is under development. The FY 2020 budget is \$3,280,554 (Federal = \$2,624,443.20 and District = \$656,110.80).

Maryland Department of Transportation State Highway Administration (MDOT SHA)

SYSTEMS AND PROGRAMMING

- Preparation and development of the six-year Consolidated Transportation Program (CTP) and preparation of the Annual Statewide Transportation Improvement Program (STIP)
 - Develop the FY 2022-2027 CTP.
 - Coordinate with appropriate state and local planning staffs, MPOs, and state, county, and municipal elected officials.
 - Prepare presentation materials for the Annual CTP Tour consultation with local elected officials.
 - Prepare and submit an annual program for use of available federal funds in accordance with Title 23 U.S.C. and the FAST Act (and/or successor federal authorizing act).
 - Coordinate the STIP with the regional TIPs, CTP, and local jurisdictions' highway improvement programs.
- Regional Planning
 - 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 projects.
 - Work with the MPOs in modifying and adhering to their planning process.
 - Work with the MPOs in the development of the UPWPs, CLRPs, TIPs, air quality conformity determinations, and management systems.
 - 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.
 - Develop the 2022 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 set forth by 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.

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 MDOT SHA’s highway 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 Estimated FY 2022 State Planning & Research Program Elements Supporting the Washington Area Work Program | |
|--|---------------------|
| ITEM | AMOUNT |
| Systems & Programming | |
| CTP | \$ 271,479 |
| Regional Planning | \$ 354,249 |
| Traffic Monitoring Program | \$ 769,056 |
| Highway Statistics | \$ 1,615,124 |
| Highway Performance Monitoring System | \$ 44,454 |
| Special Studies | \$ 332,998 |
| TOTAL | \$ 3,387,360 |

Virginia Department of Transportation (VDOT)

SPR FUNDS FOR DISTRICT PLANNING ANNUAL ACTIVITIES

Metropolitan Planning Support Activities

This element represents the various activities undertaken by Northern Virginia 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 MPO's FY 2020 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 Working Group on Greenhouse Gas Emissions.

Oversight of the TPB/MWCOG activities such as: development/update of the long-range plan, 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, including: 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 Northern Virginia District Planning section to participate in and provide assistance to Transportation and Mobility Planning Division 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 congestion/mobility challenges in the near-, mid-, or long-term. Examples of such studies currently underway in FY 2020 include: Assist NVTA in evaluation of significant transportation projects pursuant to HB 599; validate NVTA ratings; Fairfax County Parkway corridor Improvements; STARS Program Corridor Improvement studies; Smart Scale performance-based project prioritization and funding process.

Ongoing planning functions supported by SPR funding include:

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)

In addition to supporting staff planning activities, SPR funding is used to fund special plans and studies requiring outside consultants. This takes two different forms, depending on the size, complexity and budget of the project.

Major SPR Special Projects: These are projects that require major funding (generally over \$500,000) and time commitments and procurement of consultants. There are no current or anticipated Major SPR projects.

On-Call Consultant Plans and Studies: VDOT uses SPR funds to support routine planning projects, generally with budgets under \$500,000 and requiring consultants. VDOT procures on-call consultants for 2-year contracts and assigns the appropriate consultant team to work on District-level projects as needed. VDOT also conducts Strategically Targeted and Affordable Roadway Solutions (STARS) studies using SPR funds. STARS studies evaluate existing conditions data and

traffic forecasts and develop project alternatives to address identified needs prior to a project being submitted for implementation funding. STARS studies that will be underway in FY 22 include:

- Route 7 (East Market Street) from Plaza Street to Fort Evans Road – Leesburg, VA
- Route 50 (Lee Jackson Memorial Highway) from Route 28 to Stringfellow Road, Phase 2 – Chantilly, VA
- Route 234 (Sudley Road) from Godwin Drive to Battleview Parkway – Prince William County
- Route 236 (Little River Road) from I-495 to I-395 – Fairfax County

V. APPENDIX

Additional Tables

- Table A: Revenue - Detailed FY 2021 TPB Proposed Funding by Federal, State, and Local Sources (July 1, 2020 to June 30, 2021)

Memoranda of Understanding

- Fredericksburg Area Metropolitan Planning Organization (FAMPO)
- Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO)

Table A: Revenue - Detailed FY 2022 TPB Proposed Funding by Federal, State, and Local Sources (July 1, 2021 to June 30, 2022)

| | FTA | | | FHWA | | | FED | LOCAL | |
|---|---------------------|-------------------|-------------------|----------------------|---------------------|---------------------|----------------------------------|-------------------------|----------------------|
| | SECT 5303 80% | State 10% | Local 10% | PL FUNDS 80% | State 10% | Local 10% | CASP (FAA 90%) SPR (FHWA 80%) | CASP (10%) SPR (20%) | Totals |
| DDOT ALLOCATIONS | | | | | | | | | |
| NEW FY 2022 | \$ 492,727 | \$ 61,591 | \$ 61,591 | \$ 1,902,414 | \$ 237,802 | \$ 237,802 | | | \$ 2,993,926 |
| PRIOR UNEXPENDED | \$ 145,502 | \$ 18,188 | \$ 18,188 | \$ 267,567 | \$ 33,446 | \$ 33,446 | | | \$ 516,337 |
| CARRYOVER FY 2021 | \$ 90,682 | \$ 11,335 | \$ 11,335 | \$ 388,886 | \$ 48,611 | \$ 48,611 | | | \$ 599,460 |
| SUBTOTAL - DC | \$ 728,911 | \$ 91,114 | \$ 91,114 | \$ 2,558,867 | \$ 319,858 | \$ 319,858 | | | \$ 4,109,723 |
| MDOT ALLOCATIONS | | | | | | | | | |
| NEW FY 2022 | \$ 1,120,595 | \$ 140,074 | \$ 140,074 | \$ 3,194,085 | \$ 399,261 | \$ 399,261 | | | \$ 5,393,350 |
| PRIOR UNEXPENDED | \$ 126,574 | \$ 15,822 | \$ 15,822 | \$ 376,718 | \$ 47,090 | \$ 47,090 | | | \$ 629,115 |
| CARRYOVER FY 2021 | \$ 256,974 | \$ 32,122 | \$ 32,122 | \$ 688,690 | \$ 86,086 | \$ 86,086 | | | \$ 1,182,080 |
| SUBTOTAL - MD | \$ 1,504,143 | \$ 188,018 | \$ 188,018 | \$ 4,259,494 | \$ 532,437 | \$ 532,437 | | | \$ 7,204,545 |
| VDRPT & VDOT ALLOCATIONS | | | | | | | | | |
| NEW FY 2021 | \$ 928,124 | \$ 116,016 | \$ 116,016 | \$ 2,824,565 | \$ 353,071 | \$ 353,071 | | | \$ 4,690,861 |
| PRIOR UNEXPENDED | \$ 98,187 | \$ 12,273 | \$ 12,273 | \$ 311,515 | \$ 38,939 | \$ 38,939 | | | \$ 512,128 |
| CARRYOVER FY 2021 | \$ 214,063 | \$ 26,758 | \$ 26,758 | \$ 590,606 | \$ 73,826 | \$ 73,826 | | | \$ 1,005,837 |
| SUBTOTAL - VA | \$ 1,240,374 | \$ 155,047 | \$ 155,047 | \$ 3,726,687 | \$ 465,836 | \$ 465,836 | | | \$ 6,208,826 |
| TOTAL FHWA/FTA FUNDING ALLOCATIONS | | | | | | | | | |
| NEW FY 2022 | \$ 2,541,446 | \$ 317,681 | \$ 317,681 | \$ 7,921,064 | \$ 990,133 | \$ 990,133 | | | \$ 13,078,138 |
| PRIOR UNEXPENDED | \$ 370,263 | \$ 46,283 | \$ 46,283 | \$ 955,801 | \$ 119,475 | \$ 119,475 | | | \$ 1,657,580 |
| CARRYOVER FY 2021 | \$ 561,719 | \$ 70,215 | \$ 70,215 | \$ 1,668,183 | \$ 208,523 | \$ 208,523 | | | \$ 2,787,377 |
| SUB-TOTAL - FHWA-FTA | \$ 3,473,428 | \$ 434,178 | \$ 434,178 | \$ 10,545,047 | \$ 1,318,131 | \$ 1,318,131 | | | \$ 17,523,094 |
| TOTAL BASIC UPWP | \$ 3,473,428 | \$ 434,178 | \$ 434,178 | \$ 10,545,047 | \$ 1,318,131 | \$ 1,318,131 | | | \$ 17,523,094 |
| CASP PROGRAM | | | | | | | \$ 227,430 | \$ 25,270 | \$ 252,700 |
| SPR PROGRAM | | | | | | | \$ 208,000 | \$ 52,000 | \$ 260,000 |
| GRAND TOTAL UPWP | \$ 3,473,428 | \$ 434,178 | \$ 434,178 | \$ 10,545,047 | \$ 1,318,131 | \$ 1,318,131 | \$ 435,430 | \$ 77,270 | \$ 18,035,794 |

**AN AGREEMENT FOR COOPERATIVELY CONDUCTING THE METROPOLITAN
TRANSPORTATION PLANNING AND PROGRAMMING PROCESS IN THE
PORTION OF THE METROPOLITAN WASHINGTON, DC-VA-MD URBANIZED AREA
WITHIN THE FREDERICKSBURG AREA METROPOLITAN PLANNING
ORGANIZATION'S BOUNDARIES**

THIS AGREEMENT, made and entered into as of this 19th day of May 2021 by and between the FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION, hereinafter referred to as FAMPO and the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD, which is the metropolitan planning organization for Northern Virginia (the jurisdictions contained in Virginia Planning District 8), Washington, D.C. and the suburban Maryland jurisdictions, and hereinafter referred to as the TPB, for the purpose of identifying the roles and responsibilities for cooperatively conducting the metropolitan transportation planning and programming process in the FAMPO portion of the metropolitan Washington, DC-VA-MD Urbanized Area (Washington D.C. UZA).

WHEREAS, 23 U.S.C. 134, 23 U.S.C. 150, and 49 U.S.C. 5303 mandate the establishment of a metropolitan planning organization ("MPO") in each US Bureau of Census defined "urbanized area" with a population of more than 50,000 individuals and as a condition to the receipt of Federal capital or operating assistance, which shall have a continuing, cooperative and comprehensive transportation (3-C) planning process carried out by a MPO in cooperation with the States and their local jurisdictions that results in plans and programs consistent with the planned development of the "urbanized area" pursuant to the foregoing statutes; and

WHEREAS, since 1965 the TPB has been the designated MPO for the Washington, DC-MD-VA UZA, and FAMPO the designated MPO for the Fredericksburg urbanized area, each with its own and distinct metropolitan planning area (MPA) including the respective urbanized areas and its vicinity, as depicted in figure 1, and have, pursuant with 23 CFR 450, independently executed a federal planning agreement (herein referred to as the 3-C agreement) among the MPO, the State(s), and the providers of public transportation serving the planning area identifying their mutual responsibilities in carrying out the metropolitan transportation planning process; and

WHEREAS, based on US Census since the Washington, DC-MD-VA UZA population exceeded 200,000 it was classified as a Transportation Management Area (TMA) with additional metropolitan planning requirements placed on the TPB, while the Fredericksburg urbanized population, thru the 2010 US Census, was below 200,000 and hence was not designed a TMA and FAMPO had no additional metropolitan planning requirements beyond that of a MPO; and

WHEREAS, the additional responsibilities for a TMA specifically includes responsibilities to have a Congestion Management Process pursuant to 23 U.S.C. 134 and 49 U.S.C. 5303, programming Surface Transportation Program (STP) funds sub-allocated to the TMAs pursuant to 23 U.S.C. section 133, as amended, and a process for selecting projects for receipt of STP funds sub-allocated to a TMA as per 23 C.F.R. 450.332.(c) , as amended; and

WHEREAS, based on the year 2000 census data, the US Bureau of Census updated the urbanized area boundaries and included the northern portion of Stafford County as part of the Washington, DC-MD-VA UZA; and

WHEREAS, the northern portion of Stafford County added to the Washington, DC-MD-VA UZA was of FAMPO's metropolitan planning area (not urbanized area) as depicted in Figure 2; and

WHEREAS, as part of the process of re-evaluation of the MPO planning boundaries after the year 2000 census and as an outcome of discussions between the representatives of the TPB, Commonwealth of Virginia, Maryland, and Washington D.C. transportation department, **Federal Highway Administration (FHWA)**, **Federal Transit Administration (FTA)**, FAMPO and Stafford County held, in 2004; and

WHEREAS, pursuant to provisions of 23 U.S.C. 134, and 49 U.S.C. 5303 and applicable federal regulations and guidance it was collectively agreed to not expand the TPB's planning boundary and instead have the FAMPO continue conducting the metropolitan planning functions for Stafford county with the additional requirement that FAMPO undertake the additional responsibilities TMA applicable to the northern portion of Stafford County that is part the Washington, DC-MD-VA UZA; and

WHEREAS, the parties executed an agreement for cooperatively conducting the metropolitan planning and programming process in the portion of the metropolitan Washington Urbanized area within the FAMPO planning boundary on November 17, 2004 (Attachment A), herein referred to as 2004 TPB-FAMPO agreement; and

WHEREAS, pursuant to provisions of 23 U.S.C. 134, 23 U.S.C. 150, and 49 U.S.C. 5303 and applicable federal regulations, FAMPO has continued to conduct the metropolitan planning process for all of Stafford County, including the additional TMA responsibilities applicable to the northern portion of Stafford County that is part the Washington, DC-MD-VA UZA; and

WHEREAS, the FHWA and FTA MPO certification review process of 2014 and 2018 recommended that the 2004 TPB-FAMPO agreement be updated to reflect, among other things, a description of the additional responsibility for programming Surface Transportation Block Grant (STBG) funds sub-allocated to the TMAs pursuant to 23 U.S.C. section 133, as amended, and a process for selecting projects for receipt of STBG funds sub-allocated to a TMA as per 23 U.S.C. 134, as amended as applicable to the northern Stafford County TMA area; and

WHEREAS, there being, at this time, no change to the metropolitan planning areas of the TPB or the FAMPO and to the arrangement of FAMPO taking additional TMA responsibilities for conducting the metropolitan planning process for the northern Stafford area that is part of the Washington, DC-VA-MD urbanized area; TMA.

NOW, THEREFORE, FAMPO and TPB do hereby agree to the following updated responsibilities:

ARTICLE I

FAMPO AREA TRANSPORTATION PLANNING AND PROGRAMMING PROCESS

- A. Transportation Management Area responsibilities and process: Under federal regulations where an urbanized area has a population greater than 200,000 and is therefore designated a

Transportation Management Area (TMA) by the U.S. Secretary of Transportation, the designated TMA is responsible for meeting additional transportation planning requirements beyond those of Metropolitan Planning Organizations (MPO's) having an urbanized area under 200,000 in population. The Washington, DC-MD-VA UZA exceeds 200,000 in population and the Washington D.C. UZA has been designated a TMA. Because of the action of the U.S. Bureau of the Census in its determinations for the 2010 Census of Population, the Washington, DC-MD-VA UZA extends into the northern portion of Stafford County - a member of FAMPO. The FAMPO Policy Committee has agreed to conduct additional metropolitan planning activities required of a TMA, pursuant to 23 C.F.R § 450 as amended, including those described in sections B, C and D below, for the TMA portion of Stafford County (northern parts of Stafford County as specified in Figure 1 while continuing to provide the general metropolitan transportation planning and programming functions for all of Stafford County pursuant to 23 C.F.R § 450 as amended.

- B. Congestion Management Process: FAMPO shall maintain a Congestion Management Process (CMP) for the northern portion of Stafford County that is included in the Washington, DC-MD-VA UZA, in accordance with applicable federal law and regulation, including 23 C.F.R. § 450.322, as amended. FAMPO will coordinate its development and update activities with the TPB, including those related to federally-required Performance-Based Planning and Programming (PBPP) process under 23.U.S.C. 150.
- C. Programming Surface Transportation Block Grant (STBG) Funds: FAMPO shall develop and adopt a process for programming decisions for the STBG funds attributable to the northern portion of Stafford County that is included in the Washington D.C. UZA, pursuant to federal law and regulations including 23 U.S.C. 134 (K)(4), as amended. FAMPO shall allocate the TMA-attributed STBG funds for the benefit of the TMA, consistent with 23 U.S.C. § 133.d.(2), as amended.
- D. Selection of Projects: FAMPO shall comply with all applicable federal laws and regulations related to its process for selecting projects to receive federal funds. FAMPO shall adhere to a project selection process for the STBG funds that prioritizes projects that are within or directly benefit the TMA, pursuant to 23 U.S.C §134.j.(5), k.(4), as amended.
- E. Unified Planning Work Program: FAMPO will maintain a Unified Planning Work Program ("UPWP"), developed in cooperation with the State and Providers of Public Transportation, that meets the requirements of 23 C.F.R part 450, subpart C. Implementation of the functions, responsibilities, and duties identified in this agreement shall be described specifically in the annual unified planning work program for FAMPO and the TPB.
- F. Performance Based Planning and Programming: Pursuant with 23 U.S.C. 150, 23 C.F.R. 490 and 23.C.F.R. Subpart G 490.703, the TPB and FAMPO are required to establish performance targets for the traffic congestion component of the National Performance Management Measure for Assessing the Congestion Mitigation and Air Quality Improvement Program established for their respective urbanized areas. As noted in earlier sections of this agreement, the Washington, DC-MD-VA UZA is served by two MPOs, the TPB and FAMPO. Federal regulations (23 CFR §450.314(h)), note that when more than one MPO serves an urbanized area, the MPO(s), TPB and FAMPO in this case, State(s) and Providers of Public Transportation "shall jointly agree upon and develop specific written provisions for cooperatively developing and

sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, and the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region.” The TPB and FAMPO have jointly developed and executed a letter of agreement for this purpose and it is included as Attachment B.

ARTICLE 2 COORDINATION OF PLANNING ACTIVITIES

TPB and FAMPO will maintain coordinated, cooperative and continuing planning processes. TPB and FAMPO shall coordinate their planning processes and produce and share required planning documents on the same cycle.

Pursuant to 23 U.S.C. 134(k) and 49 U.S.C. 5303(k), the TPB, as a TMA, will undergo a joint certification review by the FHWA and FTA. Such a federal review is intended to ensure full compliance with the metropolitan planning requirements for a UZA. Since the TPB and FAMPO are jointly responsible for the metropolitan planning activities of the Washington, DC-MD-VA UZA, TPB and FAMPO will coordinate and participate in the joint federal certification process. The TPB will also participate and assist FAMPO in its certification review process as required.

ARTICLE 3 TIME FRAME OF THE PROCESS

The metropolitan transportation planning and programming process shall be established as a continuing procedure effective the date of the execution of this AGREEMENT by all participants.

ARTICLE 4 TERMINATION

This AGREEMENT shall be terminated upon the occurrence of any of the following:

There ceases to exist a federal or state requirement for this agreement, such as when the responsibilities to conduct the federal metropolitan planning process for the Washington D.C-VA-MD urbanized area is not shared by the TPB and FAMPO, and/or,

The Commonwealth of Virginia or its designee, the FHWA and FTA, the TPB and FAMPO mutually agree to conclude and thereby terminate this agreement.

In the event of termination of this agreement, by the mutual agreement of the FAMPO and the TPB, a written notice of not less than ninety (90) days shall be provided to the other party and to the FHWA and FTA.


ARTICLE 5 AMENDMENTS

Amendments to this AGREEMENT, as mutually agreed to, may only be made by written agreement between the parties of this AGREEMENT and subject to review and approval by FHWA and FTA.

IN WITNESS WHEREOF, all concerned parties have executed this AGREEMENT on the day and year first written above.


Chairman, FAMPO

WITNESSED BY: 
Administrator, FAMPO
Date: May 21, 2021


Chairman, NCR-TPB


WITNESSED BY: 
Director, NCR-TPB
Date: May 19, 2021

Figure 1 Current Washington D.C.-VA-MD and Fredericksburg Urbanized Areas

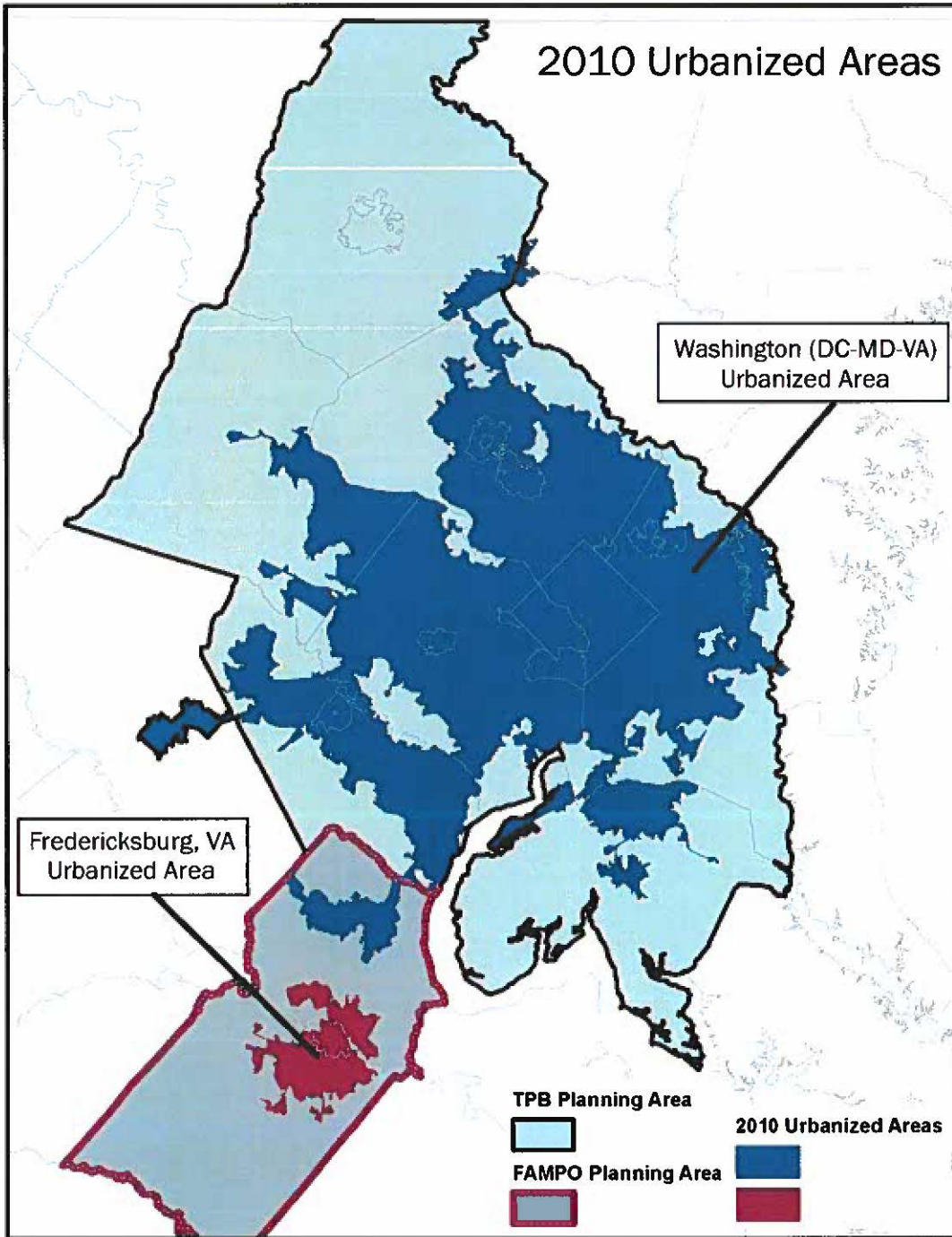
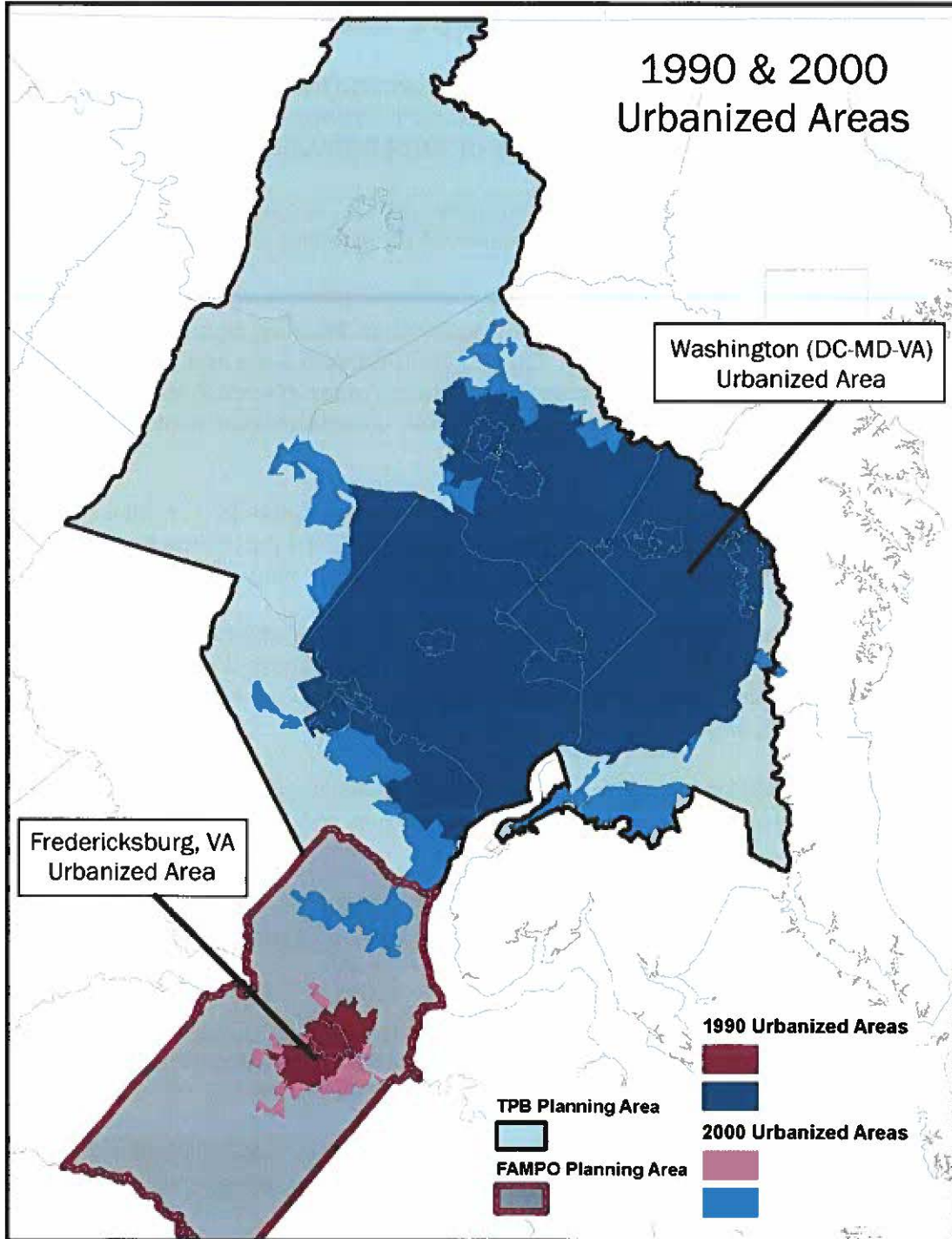


Figure 2 Washington D.C.-VA-MD and Fredericksburg Urbanized Areas - 1990 Vs 2000



TPB R18-2021
May 19, 2021

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

**RESOLUTION TO APPROVE THE 2021 TRANSPORTATION PLANNING BOARD (TPB)-
FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION (FAMPO)
MEMORANDUM OF UNDERSTANDING**

WHEREAS, metropolitan planning organizations (MPOs) are responsible for carrying out a continuing, cooperative, and comprehensive (3-C) planning process for urbanized areas (UZAs) in the United States; and

WHEREAS, the National Capital Region Transportation Planning Board (TPB) is the federally designated MPO for the Washington (DC-MD-VA) urbanized area and 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, as a result of the 2000 Census, the Washington D.C. urbanized area (UZA) extended into the northern portion of Stafford County which is part of the Fredericksburg Area Metropolitan Planning Organization's (FAMPO) metropolitan planning area; and

WHEREAS, a memorandum of understanding (MOU) was established in 2004 between TPB and FAMPO to determine how the metropolitan planning process would be performed for the portion of the Washington UZA that overlaps with the FAMPO planning area (northern portion of Stafford County); and

WHEREAS, the 2019 Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) certification review of the TPB and FAMPO recommended updating this MOU;

WHEREAS, between September 2019 and February 2021, the TPB and FAMPO have worked in cooperation with legal counsel, the Virginia Department of Transportation, Federal Highway Administration, and staff to develop and refine a draft MOU; and

WHEREAS, the TPB Technical Committee has received regular updates on the status of the development of the draft MOU, received the draft MOU on April 2, 2021, and the committee recommended approval by the TPB at its meeting on May 7; and

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board hereby approves the 2021 TPB-FAMPO MOU (Attachment 1.) and authorizes its Chair to execute the agreement on behalf of the TPB.

Adopted by the Transportation Planning Board at its regular meeting on May 19, 2021.

FAMPO RESOLUTION 21-23

**APPROVING THE TRANSPORTATION PLANNING BOARD (TPB)-FREDERICKSBURG
AREA METROPOLITAN PLANNING ORGANIZATION (FAMPO) MEMORANDUM OF
UNDERSTANDING**

WHEREAS, metropolitan planning organizations (MPOs) are responsible for carrying out a continuing, cooperative, and comprehensive (3-C) planning process for urbanized areas (UZAs) in the United States; and

WHEREAS, the National Capital Region Transportation Planning Board (TPB) serves as the MPO for Washington D.C. UZA; and

WHEREAS, as a result of the 2000 Census, the Washington D.C. UZA extended into the northern portion of Stafford County which is part of FAMPO; and

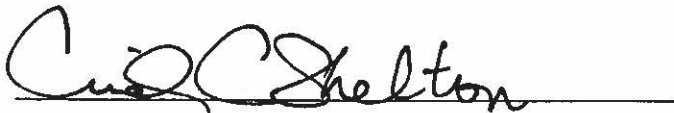
WHEREAS, a memorandum of understanding (MOU) was established in 2004 between TPB and FAMPO to determine how the metropolitan planning process would be performed for the transportation management area (TMA) in Stafford County; and

WHEREAS, the 2018 Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) certification review recommended updating this MOU;

WHEREAS, between September 2019 and February 2021, FAMPO has worked with legal counsel, VDOT, FHWA, and staff to develop and refine a draft MOU in cooperation with the TPB.

NOW, THEREFORE, BE IT RESOLVED that the Fredericksburg Area Metropolitan Planning Organization hereby approves the TPB-FAMPO MOU (Attachment 1) and authorizes its Chair to execute the agreement on behalf of the Policy Committee.

Adopted by the Policy Committee at its meeting on March 15, 2021.



Cindy Shelton, Chair
Fredericksburg Area Metropolitan Planning Organization
Policy Committee

Attachment 1 – TPB-FAMPO MOU

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

**RESOLUTION ON AGREEMENT BETWEEN THE NATIONAL CAPITAL REGION TRANSPORTATION
PLANNING BOARD AND THE CALVERT-ST. MARY'S METROPOLITAN PLANNING
ORGANIZATION AND CALVERT COUNTY, MARYLAND**

WHEREAS, the National Capital Region Transportation Planning Board (TPB) is the officially designated Metropolitan Planning Organization (MPO) for the Metropolitan Washington area; and

WHEREAS, the TPB's planning area is part of the Washington, DC-MD-VA 8-Hour Ozone Nonattainment area, as shown on the map in Attachment A, and as such, is subject to regional air quality conformity analysis of its Transportation Plans and Transportation Improvement Programs (TIPs); and

WHEREAS, the Washington, DC-MD-VA 8-Hour Ozone Nonattainment area also includes Calvert County, and transportation projects within Calvert County have been included in TPB's regional air quality conformity analysis as appropriate; and

WHEREAS, the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO) is the newly officially designated MPO for Southern Maryland, whose planning area includes Calvert County, as shown on the map in Attachment B; and

WHEREAS, under federal surface transportation legislation (23 U.S.C. § 134 and 49 U.S.C. § 5303) related to MPO Consultation in Plan and TIP Coordination for Nonattainment areas, "If more than one metropolitan planning organization has authority within a metropolitan area or an area which is designated as a nonattainment area for ozone or carbon monoxide under the Clean Air Act (42 U.S.C. § 7401 et seq.), each metropolitan planning organization shall consult with the other metropolitan planning organizations designated for such area and the State in the coordination of plans and TIPs" and

WHEREAS, the TPB and the C-SMMPO have agreed to consult with the Maryland Department of Transportation (MDOT) in the coordination of their respective plans and TIPS; and

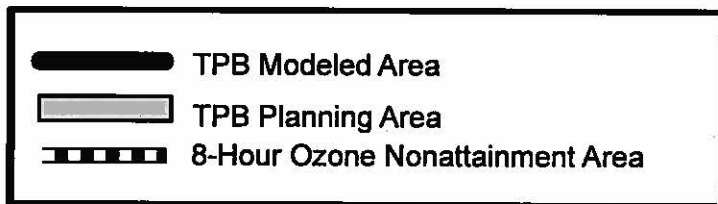
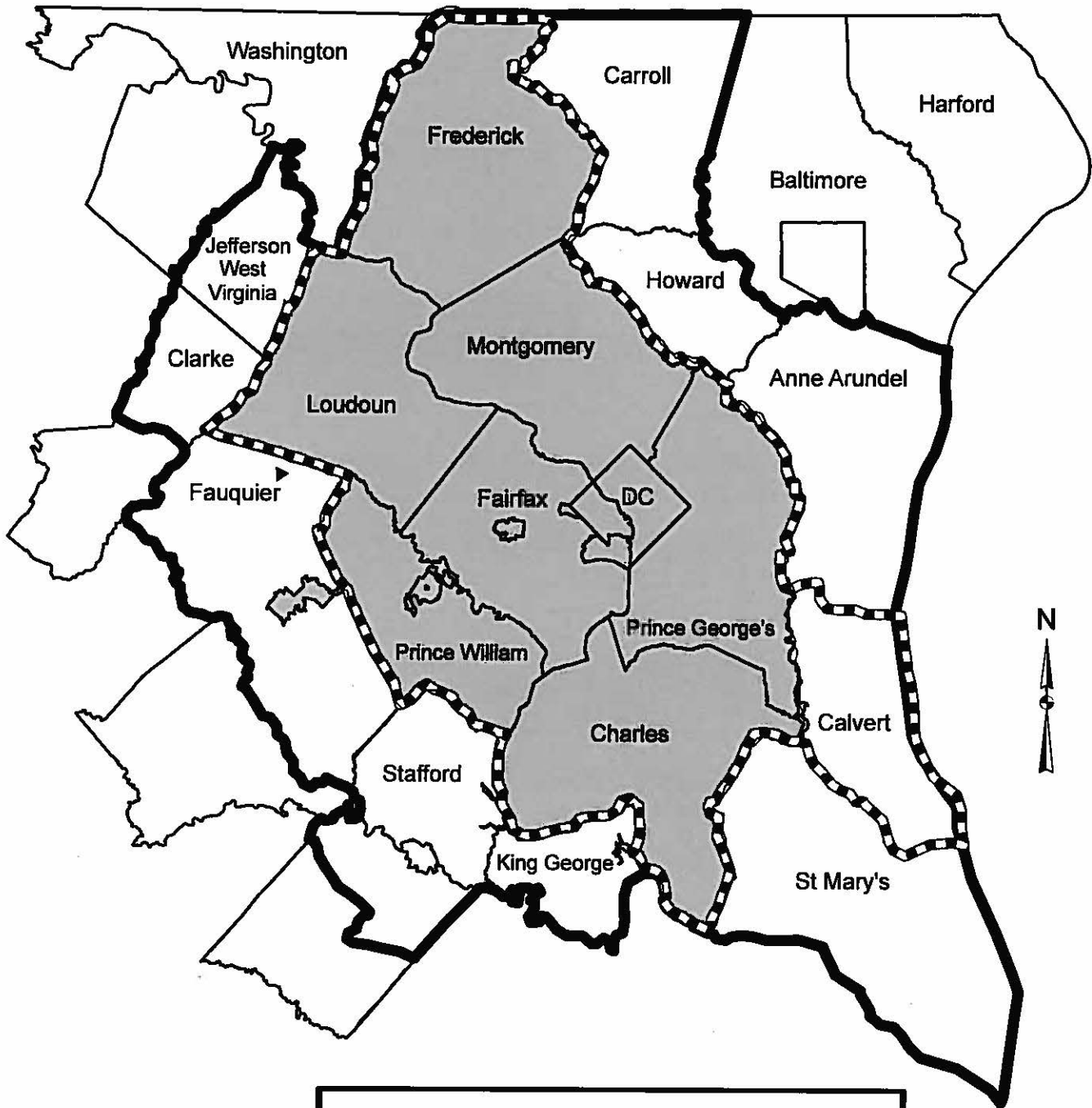
WHEREAS, the TPB, the C-SMMPO, and Calvert County have agreed to a process where C-SMMPO will develop Plans and TIPs to include Calvert County projects, and the TPB will continue to include these Calvert County projects in its regional air quality conformity analysis;

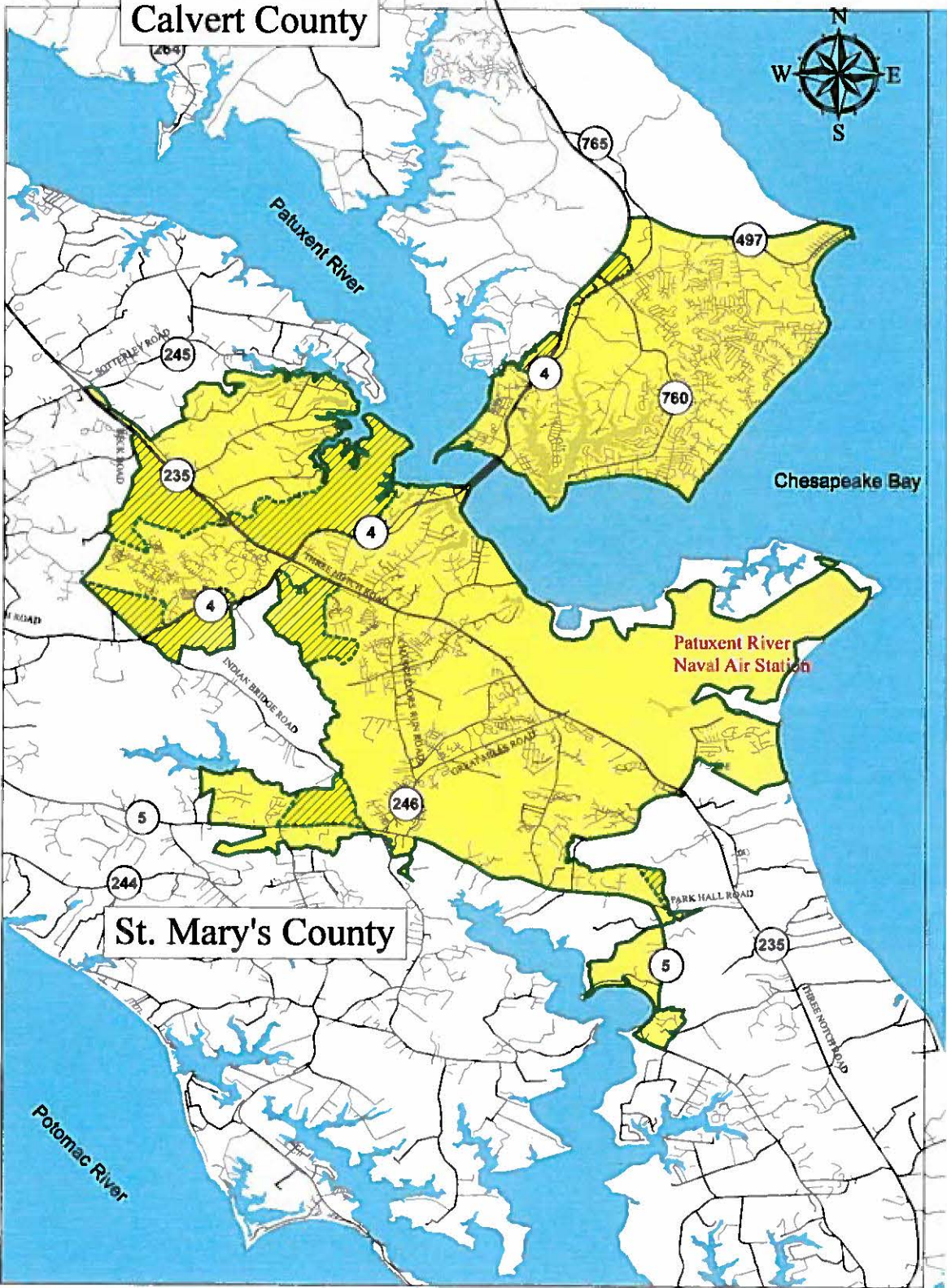
NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves execution, by its Chairman, of the attached *Agreement between the National Capital Region Transportation Planning Board (TPB) and the Calvert-St. Mary's*

Metropolitan Planning Organization (C-SMMPO) and Calvert County, Maryland on the conformity analysis and determination of transportation plans, programs, and projects in Calvert County, Maryland document to ensure that transportation plans, programs, and projects in Calvert County are assessed for regional air quality conformity as is required in the Clean Air Act Amendments of 1990 (with subsequent amendments).





Adopted by the Transportation Planning Board at its regular meeting on January 20, 2016

ATTACHMENT A
TPB Transportation Planning Area and
Washington, DC-MD-VA 8-Hour Ozone Nonattainment Area





Legend

-  Boundary Line
-  Urbanized Area Boundary Incorporated into Adjusted Urbanized Area
-  Adjusted Urbanized Area
-  Metropolitan Planning Area

**Calvert - St. Mary's
Metropolitan Planning
Organization
Adjusted Urbanized Area
and
Metropolitan Planning Area**



Agreement between the National Capital Region Transportation Planning Board (TPB) and the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO) and Calvert County, Maryland on the conformity analysis and determination of transportation plans, programs, and projects in Calvert County, Maryland

Recognizing that Calvert County, Maryland, is a member of the C-SMMPO and is included in the Washington DC-MD-VA 8-hour Ozone Nonattainment area, TPB and C-SMMPO and Calvert County agree upon the following procedures for ensuring that transportation plans, programs, and projects in Calvert County are assessed for regional air quality conformity as is required in the Clean Air Act Amendments of 1990 (with subsequent amendments):

1. Transportation plans, programs, and projects in the C-SMMPO Metropolitan Planning Area (MPA) of Calvert County will be included in the Long Range Transportation Plan and Transportation Improvement Program developed by the C-SMMPO.
2. The C-SMMPO and Calvert County, in consultation with the Maryland Department of Transportation (MDOT), will submit the plan, program, and project inputs for Calvert and for the C-SMMPO MPA to the TPB for inclusion in each update of the TPB's regional air quality conformity analysis and determination for the Washington, DC-MD-VA 8-Hour Ozone Nonattainment area.
3. The timeframe for analysis and coordination will be outlined by the schedule in the TPB's *Call For Projects* document for each cycle.
4. The TPB's *Air Quality Conformity Scope of Work* will provide details regarding the steps taken to ensure compliance with the Federal Transportation Conformity Rule (40 CFR 51 and 93). For example, the TPB will coordinate with Calvert County and the State of Maryland to obtain all necessary analysis inputs and latest planning assumptions (e.g., land activity, vehicle registration data, etc.).
5. Project level conformity analyses will continue to be performed by the State, and assessed through the interagency consultation process, as is currently done for all state projects.
6. Calvert County will be involved in all aspects of the TPB's air quality conformity analysis and determination including its interagency consultation process:
 - Formal involvement for Calvert County on the TPB will be provided through MDOT, and through Calvert County's membership on the

Metropolitan Washington Air Quality Committee (MWAQC) and on the MWAQC Technical Advisory Committee.

- Informal involvement by Calvert County will be provided through participation by representatives of Calvert County in TPB committees and processes concerned with regional air quality conformity, including receipt of all materials and participation in all meetings, discussions, and reviews.

7. The TPB will provide copies of the conformity report to C-SMMPO and Calvert County at the completion of each conformity cycle. As relevant, portions of the TPB conformity report will be included in the C-SMMPO Plan and TIP documentation to demonstrate conformity.

This agreement will remain in effect for the 2008 Ozone National Ambient Air Quality Standards (NAAQS) and all future NAAQS applicable to Calvert County.

Executed by the undersigned this _____ day of _____ 2016:



Tim Lovain, Chair
National Capital Region Transportation
Planning Board



Steven R. Weems, Chairperson
Calvert - St. Mary's Metropolitan
Planning Organization



Evan K. Slaughenhaupt Jr, President
Board of County Commissioners
Calvert County, Maryland

Approved for legal sufficiency

on January 27, 2016 by



County Attorney



Department of Community Planning and Building
INTEROFFICE MEMORANDUM

TO: Board of County Commissioners
VIA: Terry Shannon, County Administrator *TL5*
VIA: Thomas Barnett, Director of Community Planning and Building
FROM: Patricia Haddon, Principal Planner *PH*
DATE: January 27, 2016
SUBJECT: Agreement between the National Capital Region Transportation Planning Board and the Calvert-St. Mary's Metropolitan Planning Organization and Calvert County, Maryland on the conformity analysis and determination to transportation plans, programs, and projects in Calvert County, Maryland

Background:

In their letter of July 24, 2015, to Dr. Kwame Arhin, Planning & Program Manager of the Federal Highway Administration, Maryland Division, the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO) advised that they were coordinating the required air quality conformity analysis with the MPO for the National Capital Region, Transportation Planning Board (TPB), as Calvert County's portion of the C-SMMPO was within the non-attainment area for the 2008 8-Hour Ozone area within the National Capital Region.

Transportation plans, programs and projects in Calvert County must be included in the conformity analysis and determination carried out by the TPB for the Washington Metropolitan Statistical Area, as per a Proposal for Satisfying Federal Metropolitan Planning Requirements for Charles and Calvert Counties (Attachment A) and TPBs current resolution, adopted in 1993 (Attachment B.)

The TPB resolution (R23-93, Resolution Responding to Governor Schaefer's Letter Concerning the Metropolitan Planning Boundary in Maryland) which includes Calvert county in the TPB's air quality conformity analysis was the result of coordination between the State transportation air agencies and the Federal Highway Administration (FHA) and the Federal Transit Administration (FTA), in response to requirements in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991.

Discussion

Since the establishment and inclusion of Calvert County in the C-SMMPO, the TPB staff has initiated discussions with the Maryland Department of Transportation to review and update the 1993 resolution. Updates have resulted in the attached agreement between TPB, the C-SMMPO, and Calvert County to address analysis issues related to inclusion of C-SMMPO and Calvert County transportation plans, projects and programs in TPB's regional air quality conformity analysis. The agreement has been reviewed by the TPB, MDOT, the C-SMMPO, FHA and FTA, and the County Attorney, John Norris. The agreement requires BOCC approval and signature.

Conclusion/Recommendation:

Staff requests the BOCC review and authorize signature of the attached agreement by the President of the County Commissioners, Evan Slaughenhoupt.

Attachments: 3

ATTACHMENT A

Proposal for Satisfying Federal Metropolitan Planning Requirements for Charles and Calvert Counties

The TPB proposes the conformity procedures defined in parts 1-4 below. These procedures affirm the practices that have been used for the past two years for the Metropolitan Washington Region non-attainment area as a means for assuring conformity in Charles and Calvert Counties.

1. The TPB agrees with Governor Schaefer that Charles and Calvert Counties not be a part of the planning area covered by the TPB.
2. Transportation plans, programs and projects in Charles and Calvert Counties will be excluded from the TPB's Long-Range Transportation Plan and six-year Transportation Improvement Program (TIP), and included in the statewide Long-Range Transportation Plan and state-wide Transportation Improvement Program (STIP) developed by the State of Maryland.
3. Transportation plans, programs and projects in Charles and Calvert Counties will be included in the conformity analysis and determination carried out by the TPB for the Washington Metropolitan Statistical Area (MSA). Conformity determinations concerning proposed added projects will be based on a system level analysis for the non-attainment area.
4. Charles and Calvert Counties will be involved in all aspects of the conformity analysis and determinations.
 - Formal involvement for Charles and Calvert Counties will be provided through the Maryland Department of Transportation on the TPB, and through Charles and Calvert Counties' membership on MWAQC and its Technical Staff Coordination Committee (TSCC).
 - Informal involvement by Charles and Calvert Counties will be provided through participation by their representatives in COG and TPB committees and processes concerned with conformity, including receipt of all materials and participation in all meetings, discussions, and reviews.

These procedures are subject to amendment should they be found in conflict with the final rule on conformity promulgated by the U.S. Environmental Protection Agency.

TPB R23-93
December 16, 1993

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D. C. 20002

RESOLUTION RESPONDING TO GOVERNOR SCHAEFER'S
LETTER CONCERNING THE METROPOLITAN PLANNING
BOUNDARY IN MARYLAND

WHEREAS, the National Capital Region Transportation Planning Board (TPB) is the officially designated Metropolitan Planning Organization (MPO) for the Metropolitan Washington area; and

WHEREAS, the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 requires MPO boundaries to "at least include the boundaries of the non-attainment area, except as otherwise provided by agreement between the metropolitan planning organization and the Governor;" and

WHEREAS, in a letter of April 16, 1992, the Governor of Maryland presented a proposal to the TPB under which "the Washington area MPO boundaries should not be expanded to encompass Charles and Calvert Counties;" and

WHEREAS, on September 16, 1992, the Transportation Planning Board (TPB) requested that the Metropolitan Washington Air Quality Committee (MWAQC) consider and provide comments to the TPB on the implications of Governor Schaefer's request for air quality planning and conformity findings in the Metropolitan Washington Area; and

WHEREAS, there has been extensive coordination with the State Transportation Agencies and the State Air Quality Agencies, who are members of MWAQC, and with Federal Highway Administration (FHWA) and Federal Transit Administration (FTA); and

WHEREAS, on December 9, 1992, the MWAQC adopted a set of recommendations to the TPB on responding to Governor Schaefer's request; and has transmitted those recommendations to the TPB; and

WHEREAS, the "Interim Guidance on the ISTEA Metropolitan Planning Requirements" issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) of April 6, 1992, contains the following guidance on Metropolitan boundaries:

"In non attainment areas, if the MPO and the Governor agree to exclude a portion of the nonattainment area, they must be able to demonstrate how conformity will be ensured in the excluded portion. Such proposals should be coordinated with FHWA, FTA, EPA, the state transportation agency and the state air quality agency before a final decision is made".

NOW, THEREFORE, BE IT RESOLVED THAT: The National Capital Region Transportation Planning Board endorses the MWAQC recommendations as defined in Attachment A, agrees to respond favorably to the April 16, 1992 request of the Governor of Maryland, and also to transmit copies to the Federal Highway Administration, the Federal Transit Administration, and the Environmental Protection Agency.

Adopted by the Transportation Planning Board at its regular meeting on December 16, 1992.

TPB R12-2020
March 18, 2020

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

**RESOLUTION TO APPROVE
THE FY 2021 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 Statewide and Metropolitan Transportation Planning rule as published in the May 27, 2016 Federal Register 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 2020 Unified Planning Work Program for Transportation Planning for the Washington Metropolitan Region was approved by the Transportation Planning Board (TPB) on March 18, 2020; and

WHEREAS, on February 13, 2019, the TPB released the draft FY 2020 UPWP for public comment; and

WHEREAS, the TPB had the opportunity to review the outline and budget on January 22, 2020 and the draft document on February 19, 2020; and

WHEREAS, the TPB Technical Committee reviewed the outline and budget on January 10, 2020 and the draft document on February 7, 2020, and recommended approval by the TPB of the final draft FY 2021 UPWP at its meeting on March 6, 2020; and

WHEREAS, on March 18, 2020, the TPB adopted resolution R11-2020 which identifies certain work activities and budgets for carryover funding from FY 2020 to FY 2021, and these work activities and budgets are incorporated into the final version of the FY 2021 UPWP;

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board approves the FY 2021 Unified Planning Work Program for Transportation Planning for the Metropolitan Washington Region.

Adopted by the Transportation Planning Board at its regular meeting on March 18, 2020