



TRANSPORTATION PLANNING BOARD

Wednesday, December 16, 2020
12:00 - 2:00 P.M.

VIRTUAL MEETING ONLY

SPECIAL WORK SESSION

- **11:30 - 11:55 A.M.** Visualize 2045 Kickoff Event.

AGENDA

- 12:00 P.M.** **1. VIRTUAL PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND VIRTUAL PUBLIC COMMENT OPPORTUNITY**
Kelly Russell, TPB Chair
- For any member of the public who wishes to address the board on the day of the meeting, they may do so by emailing a short statement (no more than 375 words) to TPBcomment@mwkog.org. These statements must be received by staff no later than 9 A.M. on December 16, 2020 to be relayed to the board at the meeting.
- 12:15 P.M.** **2. APPROVAL OF THE NOVEMBER 18, 2020 MEETING MINUTES**
Kelly Russell, TPB Chair
- 12:20 P.M.** **3. TECHNICAL COMMITTEE REPORT**
Kyle Nembhard, TPB Technical Committee Chair
- 12:25 P.M.** **4. COMMUNITY ADVISORY COMMITTEE REPORT**
Nancy Abeles, CAC Chair
- 12:30 P.M.** **5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**
Kanti Srikanth, TPB Director
- This agenda item includes Steering Committee actions, letters sent/received, and announcements and updates.
- 12:35 P.M.** **6. CHAIR'S REMARKS**
Kelly Russell, TPB Chair

ACTION ITEMS

- 12:50 P.M. 7. NOMINATING COMMITTEE REPORT FOR THE 2021 TPB OFFICERS**
Kelly Russell, TPB Chair
- Chair Russell appointed a nominating committee to help select TPB officers for the 2021 term. The TPB bylaws set a one calendar year term for TPB officers from January 1 through December 31. The Nominating Committee will present its proposed slate of TPB officers for 2021, which the board will be asked to approve.
- Action: Approve the slate of TPB officers for 2021.**
- 1:00 P.M. 8. PERFORMANCE BASED PLANNING AND PROGRAMMING: HIGHWAY SAFETY TARGETS**
Jon Schermann, TPB Transportation Planner
- The committee was briefed on the proposed 2017-2021 targets for highway safety performance measures in November.
- Action: Adopt Resolution R12-2021 to approve regional highway safety targets.**
- 1:15 P.M. 9. VISUALIZE 2045 UPDATE, TIP AND AIR QUALITY CONFORMITY ANALYSIS: TECHNICAL INPUTS SOLICITATION**
Stacy Cook TPB Transportation Planner
- TPB staff will review the draft final Technical Input Solicitation guide, appendix, and input form. Staff will call out key dates and deadlines, will review the input requirements, and will highlight changes from November 2020 version of this document due to comments received.
- Action: Approve the Technical Inputs Solicitation for the Constrained Element of the LRTP, the TIP and the Air Quality Conformity Analysis.**

INFORMATION ITEM

- 1:35 P.M. 10. TRANSPORTATION IMPACTS OF THE COVID-19 PANDEMIC IN THE NATIONAL CAPITAL REGION**
Tim Canan, TPB Planning Data and Research Program Director
- The Board will be briefed on updated information on the regional transportation impacts resulting from the COVID-19 pandemic as well a collaborative multisectoral analysis being undertaken by COG and TPB staff. The multisectoral analysis will examine impacts on transportation, the environment, the economy, and health and will provide a regional perspective on pandemic impacts to inform long term planning and programming activities.
- 2:00 P.M. 11. ADJOURN**
- The next meeting is scheduled for THURSDAY, January 21, 2021.**

MEETING VIDEO

Watch and listen to live video and audio of TPB meetings and recordings from past meetings at:

www.mwcog.org/TPBmtg



**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

November 18, 2020

VIRTUAL MEETING

MEMBERS AND ALTERNATES PRESENT

Kelly Russell, TPB Chair – City of Frederick
Phil Mendelson – DC City Council
Charles Allen – DC City Council
Dolly Turner – DC City Council
Mark Rawlings – DC DOT
Kristin Calkins - DC Office of Planning
Jason Groth – Charles County
Patrick Wojahn – College Park
Denise Mitchell – College Park
David Edmonson – City of Frederick
Neil Harris - Gaithersburg
Emmet V. Jordon – Greenbelt
Evan Glass – Montgomery County Legislative
Gary Erenrich – Montgomery County Executive
Deni Taveras – Prince George’s County Legislative
Terry Bellamy – Prince George’s County Executive Office
Victor Weissberg – Prince George’s County Executive Office
Bridget Donnell Newton – Rockville
Kacy Kostiuk – Takoma Park
R. Earl Lewis, Jr. – Maryland DOT
Mark Korman – Maryland House of Delegates
Canek Aguirre – Alexandria
Christian Dorsey – Arlington County
Dan Malouff – Arlington county
David Meyer – City of Fairfax
Walter Alcorn – Fairfax County Legislative
James Walkinshaw – Fairfax County Legislative
David Snyder – Falls Church
Robert Brown – Loudoun County
Kristin Umstatt – Loudoun County
Pamela J. Sebesky – Manassas
Ann B. Wheeler – Prince William County
Victor Angry – Prince William County
Norman Whitaker – Virginia DOT
Maria Sinner – Virginia DOT
Mark Phillips - WMATA
Sandra Jackson – FHWA DC
Dan Koenig – FTA

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth
Chuck Bean
Lyn Erickson
Mark Moran
Tim Canan
Andrew Meese
Tom Gates
Stephen Waltz
Paul DesJardin
Stacy Cook
Eric Randall
Andrew Austin
Bryan Hayes
Sergio Rittaco
John Swanson
Jaleel Reed
Dusan Vuksan
Jon Schermann
Leo Pineda
Deborah Etheridge
Abigail Zenner
Charlene Howard
Kyle Nembhard – MTA
Katherine Youngblouth – DRPT
Jennifer Mitchell – DRPT
Nancy Abeles – CAC

Materials referenced in the minutes can be found here:

<https://www.mwcog.org/events/2020/11/18/transportation-planning-board/>

1. VIRTUAL PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND VIRTUAL PUBLIC COMMENT OPPORTUNITY

Chair Russell reminded the board that the meeting is being recorded and broadcast. She said the process for asking questions and voting is the same as past meetings. After each item, members would be asked to comment or vote by jurisdiction

Ms. Erickson conducted a roll call. Members that were present are listed on the first page of the minutes.

Ms. Erickson said that two members of the public submitted public comment. The first comment was from Mr. James, a planning consultant, who said that autonomous guideways are the solution to transit in the Washington region. The second comment was a letter from the Coalition for Smarter Growth regarding Items 10 and 11 on the agenda. The letter commended the TPB for adding questions to the technical input solicitation regarding support for regional goals on equity, activity centers, and greenhouse gases. The letter asks that future solicitations be more in line with TPB and COG policy documents, including the Regional Transportation Priorities Plan. Both comments have been posted with meeting materials.

Ms. Erickson informed the board that the January TPB meeting is on Thursday, January 21. She said the presidential inauguration is the previous day.

2. APPROVAL OF THE OCTOBER 21, 2020 MEETING MINUTES

Ms. Sebesky made a motion to approve the minutes from the October 21 TPB meeting. The motion was seconded by Mr. Mitchell and approved by the board.

3. TECHNICAL COMMITTEE REPORT

Mr. Nembhard said that the Technical Committee met on November 6. At the meeting the committee reviewed items on the board agenda, including the FY 2021 Transportation Alternatives Set-Aside program project recommendations, Transit Safety Targets, and the recommendations for updating the Citizens Advisory Committee. He said the committee also reviewed the technical input solicitation for Visualize 2045. More detail can be found in the meeting summary.

4. CITIZENS ADVISORY COMMITTEE AND ACCESS FOR ALL ADVISORY COMMITTEE REPORTS

Ms. Abeles said that the CAC met on November 12. She said that the committee was briefed on recommendations for updating the CAC. She said the committee endorsed staff recommendations. In discussing the recommendations, the committee emphasized that the members represent people with similar travel patterns more than they represent everyone who lives in their jurisdiction. More recommendations from the committee can be found in the report. She said that the committee was also briefed on Visualize 2045.

Ms. Kostiuk said that the AFA met on November 10. At the meeting there was a presentation on WMATA's 2020 Title VI program, which included compliance procedures, public participation, and a language assistance plan. The committee discussed how WMATA gathers data, how service changes should require an equity analysis, the digital divide, and how WMATA uses the American Community Survey census data. She said that the remainder of the meeting was spent discussing the impacts of the COVID-19 public health emergency on transportation and travel in the region. There was a briefing on the impact and response for projects funded via the Enhanced Mobility grant program. These include a decline in volunteer drivers and a shutdown of adult day and vocational programs. Some grantees report challenges developing virtual travel training. The committee was also briefed on the preliminary results of TPB staff research on data and information examining COVID's impact on travel and roadway traffic volumes in the region. More details can be found in the committee report.

Ms. Kostiuk also said she notified the committee that she is stepping down as chair.

Chair Russell thanked Ms. Kostiuk for her service.

Mr. Aguirre also thanked for her leadership.

5. STEERING COMMITTEE ACTIONS AND DIRECTOR'S REPORT

Mr. Srikanth said that the TPB sent a letter of support for Montgomery County's FTA grant. Details can be found on page of the director's report. He requested that board members set aside an additional 30 minutes before the December TPB meeting for an event making the start of project solicitation for Visualize 2045.

Mr. Srikanth said that there are additional updates not in the memo. First, Maryland officials are hosting the 17th annual Maryland Remembers event on November 23. This event honors the lives of Marylanders who have been killed or injured in driving crashes. Second, he said that the TPB's StreetSmart pedestrian and bicycle safety program fall campaign is currently underway. He said the campaign includes new awareness strategies, including a testimonial video.

Mr. Srikanth said that after the TPB endorsed the region's interim 2030 greenhouse gas reduction goals at the October meeting, a number of board members asked about estimates for the level of outcomes in the transportation strategies necessary to attain the 2030 goal. He said that discussion focused on reduction of VMT and how much of the fleet needs to convert to electric vehicles, and how such

information would be useful for departments and agencies to consider as they develop their capital program and prioritize project funding. He said that WMATA had also sent a letter with their ideas and the types of information that would be useful. In response, he said that staff are examining how best to undertake such a technical analysis. He said that he plans to brief the board about it and expects to brief the board during the first half of 2021.

Mr. Philips referenced the letter from Coalition for Smarter Growth received as part of public comments and said that WMATA supports the letter. He said WMATA has additional comments related to setting VMT targets in the long-range plan that he would note later.

6. CHAIR'S REMARKS

Chair Russell said that a nominating committee will meet and make recommendations for the 2021 TPB officers. She thanked Mr. Mendelson, Ms. Wheeler, and Mr. Wojahn for serving on the committee. She also reminded the board that COG and the TPB are co-hosting a virtual town hall on equity. This is the third of five sessions and it will focus on "Full Community Health Approach."

ACTION ITEMS

7. FY 2021 TA SET-ASIDE PROGRAM FOR THE DISTRICT OF COLUMBIA

Mr. Reed presented on staff recommendations for seven projects in DC for more than \$700 thousand in funding through the Transportation Alternatives Set-aside program, also known as TAP. The 7 projects will make it easier and more pleasant to walk, bike, and access transit in the District.

Mr. Wojahn noted that while he was pleased that these seven projects were selected, he was concerned that there was money left on the table. He asked if there could be more outreach to the three state departments of transportation to find ways for more projects to be eligible for funding.

Mr. Srikanth explained that from a staff perspective staff are working on outreach to member jurisdictions to increase awareness of the program.

Mr. Reed also explained that the TLC program is a good way to queue up projects to eventually be ready to receive funding through TAP.

Mr. Erenrich explained that some projects are too big and that the state requires them to be fully funded. He noted this is a challenge for taking advantage of the program.

A motion was made to adopt Resolution R9-2021 to approve projects for funding under the Federal Transportation Alternatives Set-Aside Program for DC for FY 2021. The motion was seconded and was approved unanimously.

8. PBPP – TRANSIT SAFETY TARGETS

Mr. Randall presented staff recommendations for Transit Safety Targets. He explained that Transit Safety Targets are part of the federally required Performance Based Planning and Programming process. One goal of this target-setting process is that the focus on and understanding of the factors that affect safety on transit will inform project programming and thereby improve safety.

A motion was made to adopt Resolution R10-2021 to approve regional transit safety targets. The motion was seconded and was approved unanimously.

9. CITIZENS ADVISORY COMMITTEE – UPDATE APPROVAL AND 2021 RECRUITMENT

Mr. Hayes referenced his presentation and shared the eight staff recommendations. He said that based on input received from the District of Columbia, Arlington County, and Alexandria, staff changed the

recommendation for the committee structure. He said that the new recommendations start by adding five members each from the District, Maryland, and Virginia. In addition to those 15 members, nine additional members will be selected to incorporate the perspectives of communities in TPB member jurisdictions. He said that selection criteria provide structure and consistency so that staff are recommending committee members based on common factors. He said the criteria were designed to help staff select experienced membership who represent the TPB subregions and as many member jurisdictions as possible, while also seeking to balance racial and ethnic diversity, and a variety of transportation perspectives. He requested that the board assist staff with recruitment for the 2021 CAC and encouraged the board to adopt Resolution R11-2021 to update the CAC.

Ms. Sebesky made a motion to adopt Resolution R11-2021 to update the CAC.

Mr. Allen seconded the motion.

Mr. Dorsey commended the new committee structure and said it ensures the TPB can continue to reflect the diversity of the region while seeking out expertise from new voices as needed.

Chair Russell concurred.

Ms. Newton supported Mr. Dorsey's statement.

The board approved Resolution R11-2021 to update the CAC.

Mr. Srikanth said that he received positive feedback from FHWA and FTA on these changes.

INFORMATION ITEMS

10. PBPP – DRAFT 2017-2021 HIGHWAY SAFETY TARGETS

Mr. Schermann said that in January, the TPB approved the third annual set of highway safety targets. He said this presentation covers the fourth annual set of highway safety targets. He showed the last five years of annual data for each of the five safety performance measures. He said that fatalities have increased, though the number of serious injuries declined. He shared the new highway safety targets and described the methodology for developing the targets. He said that the board will be asked to approve these targets in December. More detail on the highway safety targets can be found in the memo and presentation for this item.

Ms. Taveras said she was disappointed that the TPB is not trying to lower the goals. She asked how the TPB is working with jurisdictions to improve these numbers.

Mr. Srikanth said that the region has embraced Vision Zero and towards zero deaths approaches to safety. He said that in reference to these specific highway safety targets, the federal government advises that they not be aspirational. He said that the TPB is setting aside planning money to create a safety program to help with implementation of projects that will improve safety.

Ms. Taveras asked about behavior change.

Mr. Srikanth said that affecting behavior change is hard and requires a concerted and persistent effort to educate and build awareness. He said that a number of the safety strategies approved by the TPB earlier in 2020 take cognitive and behavior changes into consideration.

Ms. Taveras offered to share some of the work on safety from her district.

Mr. Weissburg said that in 2019, Prince George's County became a Vision Zero jurisdiction. He thanked the board for moving forward with the safety program.

Mr. Lewis endorsed the comments from Ms. Taveras and Mr. Weissburg. He said the region needs to raise awareness that driving behavior needs to change.

Mr. Snyder said that the TPB needs to be more ambitious than the targets that were presented. He said that is important for future success.

Mr. Angry said he appreciates these safety efforts and encouraged everyone to take a holistic approach.

Mr. Meyer said that elected officials and others need to talk more candidly about the relationship between alcohol use and drunk driving. He said that there is sometimes hesitancy to underline the connection because of the influence that restaurants and bars have on the local economy.

11. VISUALIZE 2045 – TECHNICAL INPUTS SOLICITATION

Ms. Cook said that a draft of the Technical Inputs Solicitation Guide and its associated appendix is available to the board for review. She said that the Technical Inputs Solicitation Guide was updated to reflect federal and regional priorities. She explained that one of these updates includes asking how a project aligns with any of the Aspirational Initiatives. Another question asks how a project makes a difference in the regional transportation system. She explained that in response to the 2020 Safety Resolution, a question was added to know if a project significantly reduces fatalities or injuries. She explained that in response to the 2020 TPB Equity Resolution, two Equity questions were added to ask if a project is physically located in an Equity Emphasis Area or if the project connects an Equity Emphasis Area to an Activity Center. She said that the new questions on climate ask if a project contributes to the reduction of criteria pollutants and whether a project helps the region reach the greenhouse gas reduction goal that is part of the 2030 Climate and Energy Action Plan. She said that the board will be asked to approve the Technical Inputs Solicitation Guide in December.

12. LONG BRIDGE

Ms. Mitchell referred to her presentation and provided some context about rail in Virginia and the East Coast Rail Network. She said that significant rail lines that serve New York and the markets in the Midwest currently run through Virginia. She described passenger rail in the region and said that the Long Bridge is one of the biggest bottlenecks on the entire east coast. She said that Virginia has an agreement with CSX and Amtrak for a new program that will be implemented by the Virginia Passenger Rail Authority. She said that the Long Bridge connects Virginia and DC and described plans for building a new Long Bridge to serve passenger rail. She said that the new bridge will improve reliability for commuter, passenger, and freight trains. More information on the Long Bridge project can be found in the presentation.

OTHER ITEMS

13. ADJOURN

No other business was brought to the board. The meeting adjourned at 2:05 p.m.

Meeting Highlights TPB Technical Committee – December 4, 2020

The Technical Committee met on Friday, December 4, 2020 in an online-only session. Meeting materials can be found here: <https://www.mwcog.org/events/2020/12/4/tpb-technical-committee/>

The following items were reviewed for inclusion on the TPB's December agenda.

TPB AGENDA ITEM 8 – PERFORMANCE-BASED PLANNING AND PROGRAMMING – STAFF RECOMMENDED 2017-2021 HIGHWAY SAFETY TARGETS

The committee was briefed on recommended 2017-2021 targets for the highway safety performance measures. The board will be asked to approve the targets at the December TPB meeting.

TPB AGENDA ITEM 9 – VISUALIZE 2045 – TECHNICAL INPUTS SOLICITATION

The committee was briefed on the Technical Inputs Solicitation document. The presentation focused on comments received and updates since the November Technical Committee meeting.

TPB AGENDA ITEM 9 – VISUALIZE 2045 – ADDITIONAL RESOURCES FOR THE TECHNICAL INPUTS SOLICITATION AND AMBASSADOR KITS

The committee was briefed on resources for the Technical Inputs Solicitation document. These resources support the development on the Long-Range Transportation Plan. The committee was also briefed on a memorandum on a technical analysis that staff conducted that supports member agency response to questions related to the equity emphasis areas. Finally, the committee was briefed on the board kickoff for the Visualize 2045 update and the ambassador kits that will be sent to the TPB and committee members to help spread word about the plan.

TPB AGENDA ITEM 10 – TRANSPORTATION IMPACTS OF THE COVID-19 PANDEMIC IN THE NATIONAL CAPITAL REGION

The committee was briefed on updated information on the regional transportation impacts resulting from the COVID-19 pandemic as well as a collaborative multisectoral analysis currently underway at COG.

The following items were presented for information and discussion:

REGIONAL CURBSIDE MANAGEMENT

The committee was briefed on actions that DDOT is taking to address regional aspects of curbside management and the regional curbside management roundtable.

THE COMPREHENSIVE WASHINGTON-BALTIMORE REGIONAL AIR SYSTEM PLAN

The committee was briefed on the Comprehensive Washington-Baltimore Regional Air System Plan Report. The presentation highlighted needs identified to improve access to the region's three major commercial airports.

OVERVIEW OF BUS PRIORITY SYNTHESIS REPORT

The committee was briefed on the Bus Priority Best Practices Synthesis that provides local examples of bus priority projects and a comprehensive list of resources for planners and policymakers.

OTHER BUSINESS

- CAC Recruitment update
- TLC solicitation announcement
- Regional Safety Program solicitation announcement
- Tech Membership contact info update
- Regional Travel Survey files release
- New COG/TPB Employee introduction
- 2021 TPB Technical Committee Chair announcement

**TPB CITIZENS ADVISORY COMMITTEE
MONTHLY REPORT**

December 16, 2020

Nancy Abeles, CAC Chair

The 2020 CAC met on Thursday, December 10 for an online-only meeting. At the meeting the committee was briefed on the Regional Safety Program and the Transportation Impacts of the COVID-19 Pandemic.

REGIONAL SAFETY PROGRAM AND ROADWAY SAFETY TARGETS

Jon Schermann, TPB Transportation Planner, briefed the committee on the Regional Safety Program. He described the purpose of the program in providing technical assistance to jurisdictions, the funding process, and eligibility requirements. He said that funding priorities include safety-improvements for low-income and minority communities, improving road user behavior, identifying and designing safety countermeasures, understanding safety data, and cross-jurisdictional safety improvements. Committee member comments reflected hopes that these projects can help the region meet equitable transportation access challenges that existed pre-COVID and that the pandemic has exacerbated.

Mr. Schermann also briefed the committee on the 2017-2021 Highway Safety Targets. He described historic data and the process for setting new targets. He said the board is expected to approve the targets at the December TPB meeting.

TRANSPORTATION IMPACTS OF THE COVID-19 PANDEMIC

Tim Canan, TPB Planning Data and Research Program Director, briefed the committee on the regional transportation impacts resulting from the COVID-19 pandemic. The presentation also covered the economy, the environment, and health. He also described a collaborative multi-sector analysis being conducted by COG and TPB staff to better understand the impacts of the pandemic. He shared a video that provides a snapshot that shows the challenges the region faces during the pandemic.

The committee suggested that the video be updated to include a summary of ways that COG can assist with the recovery. The committee observed that the increase in teleworking aligns with the Visualize 2045 Aspirational Initiatives. Members were interested to know more about how travel behavior adaptations impact transportation safety in the region. The CAC looks forward to hearing further about impacts as the data becomes available.

OTHER BUSINESS

Nancy Abeles, CAC Chair, reported on the events and discussion at the November 2020 TPB meeting.

Lyn Erickson, TPB Plan Development and Coordination Program Director, walked the committee through the December TPB agenda.

Bryan Hayes, TPB Transportation Planner, lead a discussion with the committee that will be presented to the TPB at the January meeting.

ATTENDEES

MEMBERS	PUBLIC	STAFF
Nancy Abeles, chair	Kristen Franklin	Bryan Hayes, TPB staff
Jeremy Martin	Bill Orleans	Lyn Erickson, TPB Staff
Emmet Tydings		John Swanson, TPB staff
Tony Giancola		Abigail Zenner, TPB staff
Katherine Kortum		Karen Armendariz, TPB staff
Elisa Walton		Tim Canan, TPB staff
Rob Jackson		Jon, Schermann
Jacqueline Manapsal		
Jeff Parnes		



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: December 10, 2020

The attached materials include:

- Letters Sent/Received
- Announcements and Updates



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: December 10, 2020

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



National Capital Region
Transportation Planning Board

November 30, 2020

Mr. Phil Posner, Chair
Accessibility Advisory Committee
Washington Metropolitan Area Transit Authority (WMATA)
600 5th Street, NW
Washington, D.C. 20001

Re: Nominations of National Capital Region Transportation Planning Board (TPB) Access for All Advisory Committee Members for the WMATA Accessibility Advisory Committee

Dear Chair Posner:

It is my pleasure to nominate the following three TPB Access for All (AFA) Advisory Committee members to serve on WMATA's Accessibility Advisory Committee (AAC) in the stead of the late Charlie Crawford. Please see the attachment with brief background information about their qualifications. I understand that WMATA will choose one AFA member out of the three nominees:

Ms. Angela White
501 Quincy St, NW
Washington, DC 20011
(202) 882-6798 or (301) 351-7509
amw.engagetheworld@gmail.com

Ms. Deborah (Debby) Fisher
3311 Winnett Rd.
Chevy Chase, MD 20815
240-601-6436
deborahmfisher@gmail.com

Reverend Gloria Swieringa
P.O. Box 441543
Fort Washington, MD 20749
(301) 324-5453

We request that WMATA reimburse committee members for travel expenses associated with attending the AAC meetings when no longer virtual. I look forward to greater collaboration between the two committees and thank you for the opportunity to provide these nominations.

Sincerely,

Kacy Kostiuk
Chair, TPB Access for All Advisory Committee
Councilmember, City of Takoma Park

cc: Anupama C. Sharma, Accessibility Advisory Committee Coordinator, Department of Access Services/Office of ADA Policy & Planning
Christiaan Blake, Managing Director, Department of Access Services
Alderman Kelly Russell, TPB Chair, City of Frederick
Kanti Srikanth, Director, Department of Transportation Planning

Mr. Phil Posner
November 30, 2020

Debby Fischer is the former CEO of CHI Centers, Inc. (retired) and current consultant (<https://www.deborahfisherconsulting.com/>). While not a person with a disability herself, Debby has expertise in, and has been a long-time advocate for people with intellectual and developmental disabilities. She is familiar with transportation needs and the Metro system.

As a person with a disability who uses a mobility device on the Metro system, **Angela White** understand the issues. While she resides in DC, her affiliation with the MS Society of Greater DC-Maryland and travels in the region afford her an understanding of the surrounding jurisdictions. She is a valuable contributor to the Access for All Committee and other TPB initiatives.

Reverend Swieringa is a current member of the Prince George's County Commission for Individuals With Disabilities and will soon be joining the Maryland Department of Disabilities board. As an individual who is blind and uses Metro Access, she has a personal understanding, and has been an advocate for, the transportation needs of people with disabilities for many years.

**Letter to be discussed under
Item 9 - Visualize 2045 Update:
Technical Inputs Solicitation**



November 9, 2020

Kanti Srikanth
Director of Transportation Planning
Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC 20002-4201

Dear Kanti:

The Transportation Planning Board (TPB) recently endorsed goals to reduce regional greenhouse gas emissions (GHG) to 50 percent below 2005 levels by 2030 and 80 percent below 2005 levels by 2050. As the transportation sector is the largest contributor to GHGs in the United States and TPB has purview over the region's transportation plan, TPB has an incredibly important role in ensuring that the region's transportation plan helps to support achievement of the aforementioned regional GHG emissions goals.

Washington Metropolitan Area Transit Authority (WMATA) supports TPB's goals of reducing GHGs, improving air quality, and becoming a Climate Ready Region. The Environmental Protection Agency (EPA)'s *Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990-2018* identifies the transportation sector as the single largest generator of GHGs, accounting for 28 percent of GHG emissions at the national level. COG's 2018 GHG Emissions Inventory also identified "transportation and mobile sources" as the single largest generator of GHGs at the regional level, at 42 percent of GHG emissions. WMATA notes that the *Metropolitan Washington 2030 Climate and Energy Action Plan* (Action Plan) is still being developed by COG's Climate, Energy, and Environment Policy Committee (CEEPC).

Many of the Action Plan's recommendations depend upon widespread private-market decisions or federal and state regulations that are subject to changing political forces. TPB does not control, and has little ability to directly influence, consumer behavior for fleet/vehicle purchases, commodity prices, advances in renewable energy technology, etc. But TPB does control the collaborative vision for the region's transportation network and the amount of VMT we can tolerate while meeting shared climate goals. We **can** use the next update of the *Visualize 2045* long-range plan to further those outcomes proven to reduce GHGs: expanded access to transit and non-motorized travel options, shifts in travel mode choice, and reduced trip times and trip length achieved through proximity to transit, housing, jobs, and daily needs.

**Washington
Metropolitan Area
Transit Authority**

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

wmata.com

A District of Columbia,
Maryland and Virginia
Transit Partnership

The draft Action Plan lists recommendations for actors across multiple sectors, including “reduce single-occupancy vehicle trips/VMTs.” *However, it does not quantify the level of VMT necessary to attain GHG targets.*

In order to foster effective deliberation and decision-making, this letter formalizes the request made by WMATA at the TPB meeting on October 21, 2020 for TPB staff to make clear to the TPB Board the maximum quantity of aggregate VMT that the long-range plan can accommodate without violating the aforementioned GHG goals. If TPB intends to fulfill its obligation to help meet regional climate goals, it must make clear to the jurisdictions, Board members, and public what the regional VMT-GHG relationship is and what the targets must be for its update of *Visualize 2045*.

To that end, WMATA requests TPB staff deliver four findings to the Board:

1. Quantify the VMT levels necessary to attain GHG reduction goals for 2030 and 2050, assuming implementation of all actions identified in the Action Plan. This should be expressed as total VMT rather than per capita VMT, and include a breakdown by light-duty vehicle VMT and medium/heavy-duty vehicle VMT;
2. A more aggressive total VMT target that assumes some of the other recommendations in the Action Plan are not successfully or consistently implemented, such as stricter fuel standards, expanded use of renewable energy sources, or widespread market adoption of alternative fuels; and
3. The VMT levels/additional reductions necessary – in combination with successful actions from other sectors – for the region to achieve carbon neutrality by 2050.
4. An approach for incorporating these VMT targets into the long-range planning process, project selection, and performance assessment/analysis.

Quantifying the reductions in VMT necessary to attain the GHG targets will give the region’s transportation agencies clear parameters for planning capital investments and transportation services. This analysis should focus on total regional VMT rather than per capita VMT, as it is the total amount of driving and resultant emissions that help determine GHG levels, rather than how much each individual contributes to that total. Establishing total VMT targets as expected outcomes for the next update of *Visualize 2045* is the TPB’s best opportunity to help attain the region’s climate goals.

Sincerely,



Shyam Kannan
Vice President
Office of Planning

November 18, 2020

Hon. Kelly Russell
Chair, National Capital Region Transportation Planning Board
President Pro Tem, Frederick Board of Aldermen

Re: Agenda Items #10, 11: Visualize 2045 Technical Input Solicitation and Performance Measures

Dear Chair Russell,

We commend TPB for adding questions to the project Technical Inputs Solicitation regarding support for regional goals on equity, activity centers, and greenhouse gases. We ask that TPB further strengthen the solicitation with questions on these TPB/COG priorities, more directly tie in the priorities from the Long Range Plan Task Force, and better incorporate the RTPP goals into the plan Performance Measures.

- **Under Promote Regional Activity Centers, add:**
 - **Does this project begin or end at a High-Capacity Transit Station or improve non-auto travel within the Station Area?** Transit-Oriented Communities were identified as a policy focus area of both TPB and the COG board this year. In addition, the draft 2030 Climate and Energy Action Plan specifically prioritizes high-capacity transit station areas for housing and job growth. Many regional activity centers lack high-capacity transit, so this question is an essential link to TPB's and COG's priorities.
- **Under multiple goals, including Operational Effectiveness and Safety, Travel Options, Activity Centers, and the Environment:**
 - **Is this project expected to reduce auto Vehicle Miles Traveled and increase non-SOV mode share?** Multiple goals and strategies in TPB and COG plans cite the need to reduce VMT and increase mode shares for transit, walking and biking. The Regional Transportation Priorities Plan, Region Forward, Visualize 2045, and both the 2017 and 2030 Climate and Energy Action Plans all include these objectives. The first question regarding RTPP goals asks the project sponsor to identify all travel mode options that this project provides, enhances, supports or promotes. However, TPB must also ask the sponsor to demonstrate that the project would reduce vehicle miles traveled and offer a substantial shift in travel mode to non-SOV modes.

TPB "Aspirational Objectives" should be direct requirements

Instead of simply providing more information on how projects "support or advance" TPB Aspirational Initiatives, the solicitation document should ask specifically, **"Does the project support and advance the TPB Aspirational Initiatives?"** The TPB should also cease calling these "aspirational initiatives" and explicitly identify these as priority planning goals. (although we will continue to express concerns about the worst performing of the initiatives, express toll lanes).

Linking the RTPP and Performance Measures and Tracking

Visualize 2045 needs to better incorporate the RTPP questions into the Performance Based Planning and Programming measures. The 2018 plan mostly uses federally required metrics that fall short. For example, the safety goals only refer to highway and transit safety but do not address general roadway safety where most pedestrians and bicyclists, the most vulnerable system users, are at risk. Tracking important priorities like greenhouse gas emission reductions, access to transit, mode share, VMT, and

equitable access to jobs and services need to be incorporated in the plan and online dashboard (see [here](#) and [here](#) for clearly presented regional indicator tracker examples from Twin Cities and Denver).

Sincerely,

Stewart Schwartz
Executive Director

Bill Pugh
Senior Policy Fellow

December 4, 2020

Hon. Kelly Russell
Chair, National Capital Region Transportation Planning Board
President Pro Tem, Frederick Board of Aldermen

Re: Amendments to the TPB CLRP Technical Inputs Solicitation, further policy-setting for Visualize 2045

Dear Chair Russell,

The Coalition for Smarter Growth (CSG) is finalizing an issue brief on how the region must cut greenhouse gas emissions through land use and travel strategies in order to meet its 2030 climate target. The draft Executive Summary is attached. However, given that the TPB Technical Committee is meeting this morning and the TPB is scheduled to vote on the CLRP Technical Inputs Solicitation on December 16th, we are writing now to urge specific actions by TPB for Visualize 2045, beginning with amendments to the solicitation documents for the Visualize 2045 update:

- Amendments to the CLRP Technical Inputs Solicitation to account for regional goals
 - Make the Aspirational Strategies (except express toll lanes) priority goals of the CLRP by establishing performance measure indicators for each of these and incorporating them into the Performance-Based Planning and Programming.
 - Additional questions that relate to regional priorities
 - Development of additional 2030 and 2045 Performance Measures, beyond the minimum federal measures, to be included in the CLRP:
 - Greenhouse Gas Emissions
 - Vehicle Miles Traveled (including Regional and Sub-Area targets)
 - Non-Auto Mode Share (including Regional and Sub-Area targets)
 - Access to Jobs and Services
 - Access to Transit
 - Equity
- Further analysis and policy-setting to support the CLRP
 - Quantify the range of VMT reductions needed to meet climate targets under different scenarios to inform the CLRP
 - Development and incorporate additional performance measures
 - Work with COG to strengthen the regional land use priority areas and targets

The justification for each of these is described in more detail in the forthcoming Issue Brief. For the immediate item of business under consideration by TPB this month, the Technical Inputs Solicitation, we describe the requested amendments in detail on the next page. These echo the summary comments that we submitted to TPB last month and that are provided in the TCC agenda materials.

Amendments to the CLRP Technical Inputs Solicitation to account for regional goals

The Coalition for Smarter Growth requests that TPB make the following minor amendments to the LRP Submission Guide and Project Description Form:

Submission Guide

- Page 13 - correct subheading: “Climate **Action and** Resiliency” or as “Climate **Mitigation and** Resiliency”
- Page 14 - adjust wording to reflect that the Aspirational Initiatives are priority goals and that project sponsors must demonstrate how their proposed project is consistent them:
 - *“The project submission form **seeks requires** detailed project information that will help staff assess how the next set of projects in the LRTP and TIP address regional priorities and federal planning requirements.”*
 - *“Throughout this project technical input solicitation process the TPB ~~urges~~**requires** its member agencies to **demonstrate how they** prioritize investments on projects, programs and policies that support the regional planning priorities and advance the endorsed strategies as they submit their input for inclusion in the TPB’s LRTP and TIP.”*
- Page 15 - add questions noted below for Description Form #32 and 34:
- Page 17 - Add note that *“Additional performance measures beyond minimum federal requirements will be considered and developed for this CLRP to monitor progress in achieving regional priorities such as equity, greenhouse gas reductions, access to jobs and services, access to transit, vehicle miles traveled, and non-auto mode share.”*

Project Description Form

Regional Policy & Federal Planning Factor Support

#32. Activity Centers

- Revise title as “Activity Centers **and Transit Stations**”
- Add questions:
 - *Does this project begin or end at a High-Capacity Transit Station?*
 - *Does the project promote non-auto travel within the ½-mile walkshed of one or more High-Capacity Transit Station Areas?*

#34. Operations

- Revise title as “Operations **and Travel Demand**”
- Add question:
 - ***Does this project reduce automobile Vehicle Miles Traveled?***

#41. Additional Written Information on Aspirational Initiatives

- Clarify that additional written information is required specifically for Aspirational Initiatives by separating this into two narrative questions:
 - *#41a. “Please provide additional written information that describes how this project further supports or advances the TPB Aspirational Initiatives”*
 - *#41b. “Please provide additional written information that describes how this project further supports or advances other regional goals or needs”*

#43. Environmental Mitigations

- Add question regarding mitigation of climate impacts:

- #43b *“If the answer to question #37 regarding contributing to greenhouse gas emission reductions was ‘No’, please describe how the project will mitigate increased greenhouse gas emissions or vehicle miles traveled?”*

Justification for these changes:

- **Additional Question regarding Promote Regional Activity Centers: Does this project begin or end at a High-Capacity Transit Station or improve non-auto travel within the Station Area?** Transit-Oriented Communities were identified as a policy focus area of both TPB and the MWCOG board this year. In addition, the draft 2030 Climate and Energy Action Plan specifically prioritizes high-capacity transit station areas for housing and job growth. Many regional activity centers lack high-capacity transit, so this question is an essential link to TPB’s and MWCOG’s priorities.
- **Additional Question regarding #34 Operations: Is this project expected to reduce auto Vehicle Miles Traveled?** Multiple goals and strategies in TPB and COG plans cite the need to reduce VMT. The Regional Transportation Priorities Plan, Region Forward, Visualize 2045, and both the 2017 and 2030 Climate and Energy Action Plans all include these objectives.
- **Aspirational Initiatives** – The solicitation document is unclear whether narratives are required, both in the explanatory section and on the form. As worded, the project input form suggests that the applicant just needs to provide information on any goal or need.
- **Performance Measures** – Visualize 2045 needs to further demonstrate the linkage between projects and performance by incorporating the RTPP questions into the Performance Based Planning and Programming measures. The 2018 plan generally uses federally required metrics that may not be meaningful to regional stakeholders. Tracking important priorities like equity, greenhouse gas emission reductions, access to transit, VMT, non-auto mode share, and access to jobs and services needs to be incorporated and presented in a clear chapter of the plan and online dashboard.
- **Environmental Mitigations: Addition of climate change category** – Although not currently required by the federal NEPA process, our region has adopted targets to reduce greenhouse gas emissions and related strategies to mitigate and adapt to climate change. Projects that do not contribute to greenhouse gas emissions reductions or exacerbate the effects of climate change need to provide appropriate mitigation measures similar to other types of environmental impacts. Our region should be proactive and anticipate new NEPA guidance on climate impacts and mitigation.

Thank you for consideration of these additions to the Technical Inputs Solicitation. We look forward to collaborating with TPB members on the actions we have identified to strengthen Visualize 2045, making it more equitable, sustainable and effective in addressing accessibility through proximity.

Sincerely,

Stewart Schwartz
Executive Director

Bill Pugh
Senior Policy Fellow

Attachment: CSG Climate and Transportation Issue Brief Executive Summary

Cut Transportation Greenhouse Gas Emissions Through Smart Land Use and Travel as well as EVs

Executive Summary (Full Issue Brief forthcoming)

Transportation is the largest source of greenhouse gas (GHG) emissions in the Washington Metropolitan region (42 percent), and key decisions will be made over the coming year on whether our transportation plans and projects and housing and land use policies will sufficiently cut emissions to reach our adopted climate targets. These actions must go beyond strategies for widespread adoption of electric cars and trucks and also include strategies to reduce the need to travel by car.

To fight climate change and meet our region's 2030 GHG reduction target, we need to reduce how much we drive as well as transition to electric vehicles. This fight requires cities, suburbs and towns to do more to foster more walkable, inclusive, transit-oriented communities and address the east-west housing-jobs imbalance.

Our leaders need to tackle climate change in decisions this year that include: Visualize 2045 update, MD I-270/495 express lanes, TransAction 2040, Mid-Atlantic and Northeastern states Transportation Climate Initiative, implementation of adopted MWCOG regional housing targets, local climate action and transportation plans, and statewide legislative sessions.

Specific Actions Needed:

1. **Set GHG, Auto Vehicle Miles Traveled (VMT), and Non-Auto Mode Share Goals** – Ensure that all regional transportation and land use plans and related major infrastructure projects quantify how they will reduce GHG emissions and automobile VMT consistent with adopted climate targets. Include mode share targets for boosting non-auto travel by transit, walking, biking or rolling.
2. **Prioritize Transit Station Areas for Development and Services** – Prioritize high-capacity and high-frequency transit station areas in regional activity centers for housing and job growth, accessibility of services, and public investments.
3. **Make Affordable Housing in the Right Locations a Climate Strategy** – Implement adopted regional housing targets and prioritize locations near transit for affordable housing production and preservation.
4. **Optimize and Leverage Transportation Pricing** – Enact pricing strategies to address transportation equity, reflect the true cost of driving and parking, and recognize sustainability – e.g., commuter benefit cash-outs, reduced transit fares, parking, and congestion pricing on existing facilities.
5. **Broaden Vehicle Electrification Strategies with Shared and Micromobility** – Include e-bikes, scooters, mopeds, buses and shared mobility in a broader e-mobility strategy that includes equity provisions.
6. **Track Local and Regional Progress** – Establish clear integrated regional benchmarking and performance tracking of transportation, housing, and land use metrics related to greenhouse gas emissions (e.g., housing and jobs near transit, affordable housing, VMT, and mode share for work and non-work trips), at local, sub-regional (core, middle ring, outer ring), and regional levels.



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: December 10, 2020

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Stacy Cook, TPB Transportation Planner
SUBJECT: Visualize 2045 Update: Board Kickoff
DATE: December 10, 2020

TPB staff invite the members of the Transportation Planning Board to a virtual Kickoff for the update to Visualize 2045, TPB's Long-Range Transportation Plan. Members of the public are encouraged to listen and watch. Participation will occur through the same technology used for Board meetings.

PURPOSE

- Officially mark the start of the Visualize 2045 update process
- Communicate key facts and how TPB Board members can be involved
- Celebrate successes and Visualize our Future, Together

DATE AND TIME

- December 2020 Board meeting: 12/16/2020
- Time 11:30 A.M. - Noon

AGENDA

- Welcome from Board Chair Kelly Russell
- Visualize 2045 motion graphic
- Presentation:
 - About the Plan
 - A rededication to equity, resiliency, and safety
 - Thinking Regionally, Acting Locally: Realizing our Initiatives
 - This is your plan.
- Visualize 2045 video: 'A look back to look forward'
- Q/A

December 15, 2020

The Honorable Mitch McConnell
Majority Leader, United States Senate
Washington, DC 20510

The Honorable Nancy Pelosi
Speaker, United States House of Representatives
Washington, DC 20515

Dear Majority Leader McConnell and Speaker Pelosi,

On behalf of the undersigned regional organizations representing local governments and tens of millions of residents across U.S. metropolitan areas, we urge you to take immediate action to provide emergency funding to ensure public transit agencies can continue to serve as vital lifelines in their communities.

As the country continues to battle the health and economic impacts of the pandemic, transit systems in cities across the nation are suffering a major strain on the revenue sources necessary for continued operations, including farebox revenue and sales taxes. Meanwhile, millions of Americans continue to rely on transit – including many frontline medical workers and other essential workers. We urge you to support near-term federal transit investments to help forestall what will otherwise be catastrophic cuts in transit service. Such cuts will harm the safety and reliability of transit service in our communities, negatively impact the economies of our regions, and make recovery harder once the economy begins to reopen.

We urge you to support the following federal investment to support our respective metropolitan regions and the nation's transportation system:

- **\$32 Billion in Emergency Federal Funds for Transit Agencies** as requested by the American Public Transportation Association (APTA): With unprecedented drops in ridership and losses in revenue transit agencies nationally need \$32 billion in emergency funds to avoid damaging service and jobs cuts and minimize economic hardship. With CARES Act funding running out, transit agencies will be forced to cut transit service and furlough or lay off workers or redistribute capital funds, intended for repairs and expansion, to bolster operating budgets. Either option is unacceptable and damaging both to ridership and the broader economy of our regions. Transit systems cannot wait until the new year for these funds, and we strongly encourage Congress to include funds in a COVID relief package before the end of 2020.

A strong transportation network will be crucial to helping our communities recover as we begin to emerge from the shutdowns and other impacts of the COVID-19 pandemic. Transit systems are a vital piece of the transportation networks in our regions, and they require federal support during these unprecedented times to keep them operating until riders return in larger numbers. Letting these systems fail or requiring significant cutbacks in service and maintenance will create a situation that will take years from which to recover.

We look forward to working with you to support transportation investments that will help our transit systems in the short term to support economic stability and equitable transportation choices for years to come. We commend your leadership as you work to ensure our communities and transportation systems receive the support they need. We welcome the opportunity to discuss this issue further with your staff.

If you would like to discuss this further, please contact Chuck Bean, Executive Director, Metropolitan Washington Council of Governments at cbean@mwkog.org.

Sincerely,

Atlanta Regional Commission

Capitol Region Council of Governments (Hartford)

Chicago Metropolitan Agency for Planning

Delaware Valley Regional Planning Commission (Philadelphia)

Houston-Galveston Area Council

MetroPlan Orlando

Metropolitan Area Planning Council (Boston)

Metropolitan Transportation Commission/Association of Bay Area Governments (San Francisco)

Metropolitan Washington Council of Governments (Washington, D.C.)

Mid-America Regional Council (Kansas City)

Mid-Ohio Regional Planning Commission (Columbus)

Northeast Ohio Areawide Coordinating Agency (Cleveland)

Puget Sound Regional Council (Seattle)

Regional Transportation Commission of Southern Nevada (Las Vegas)

San Diego Association of Governments

Southeast Michigan Council of Governments (Detroit)

Southeastern Wisconsin Regional Planning Commission (Milwaukee)

Southwestern Pennsylvania Commission (Pittsburgh)

Tampa Bay Regional Planning Council

Wasatch Front Regional Council (Salt Lake City)

October 14, 2020

Re: Emergency federal funds for state and local highway and public transportation systems

Dear Members of the Congressional Delegation for the District of Columbia, Northern Virginia, and suburban Maryland:

We write to you on behalf of the Metropolitan Washington Council of Governments and the National Capital Region Transportation Planning Board, representing 24 local governments in northern Virginia, suburban Maryland and the District of Columbia – home to over 6 million residents and the seat of the federal government, with hundreds of thousands of employees and contractors serving the country.

As the country continues to battle the health and economic impacts of the pandemic, emergency stabilization funding to local governments is essential to sustained operations. We urge you to support targeted federal transportation infrastructure investments at the local level, as the country recovers from the economic consequences of the COVID-19 pandemic. As you are aware, the current pandemic has severely impacted the economy at local, regional, and state levels and taken an incredible toll on our local governments, who traditionally spend substantial portions of their budgets on transportation infrastructure and services. Transportation projects and service are critical to promote economic growth, create jobs and help prepare communities for a safer future. Public transportation service, in particular, is a lifeline for essential workers, especially in the National Capital Region, and critical to our economic health and well-being.

We urge you to support the following federal investments to support our region, and the nation's transportation system:

- **\$32 Billion in Emergency Federal Funds for Transit Agencies including the Washington Metropolitan Area Transit Authority (WMATA):** with unprecedented drops in ridership and losses in revenue transit agencies nationally need \$32 billion in emergency funds to avoid damaging service and jobs cuts and minimize economic hardship. When the CARES Act funding runs out, transit agencies, including WMATA, will be forced to cut transit service and furlough or lay off workers or redistribute capital funds, intended for repairs and expansion, to operating budgets. Both options will seriously harm the viability, safety, and reliability of transit service in the short and long term, but more importantly, it will harm the riders, businesses, and regional economies and workers that depend on transit.
- **\$37 Billion in Emergency Federal Funds for State Departments of Transportation:** additional funding of \$37 billion should be allocated to state departments of transportation to support the maintenance and essential surface transportation projects for roads and highways at the local, state and regional. It is reported that because of impact on state and local revenues, \$8.6 billion in surface transportation projects have been delayed or cancelled, with more on the horizon absent any clear sign of support from the federal government.

The allocation of additional federal funding is essential to avoid any further cutbacks at the local level that would undermine the readiness of the transportation system to support economic recovery. We urge these funds be provided to local areas of all sizes and we that the funds be

provided at 100% federal share to reduce the burden on local areas, given the depletion of local budgets from COVID-19 pandemic, and to ensure the availability to utilize these funds during times of critical challenges to local budgets.

Transportation investments are proven to promote economic growth, create jobs, and help prepare communities for a safer future. While the above emergency funding is critical, the passage of a new surface transportation authorization, or long-term continuation of the FAST Act, is vital to ensure financial stability and enable state and local investment in the state of good repair and operations of the region's highway and transit systems. Given the significant disruption in people's travel behavior and commercial activities, efforts need to be made that the funding associated with the new surface transportation authorization are not impacted by this economic disruption and its impacts on highway and public transportation travel.

We look forward to working with you to support transportation investments that create jobs and is essential to facilitate economic recovery. We commend your leadership as you work to ensure our communities and transportation systems receive the support they need. We welcome the opportunity to discuss this issue further with your team. If you have any questions, please reach out to COG's Executive Director Chuck Bean at cbean@mwcog.org or (202)962-3260.

Sincerely,



Derrick L. Davis
Chair, COG Board of Directors
Councilmember, Prince George's County



Kelly Russell
Chair, Transportation Planning Board
Alderman, City of Frederick



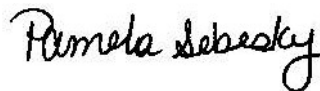
Christian Dorsey
Vice Chair, COG Board of Directors
Board Member, Arlington County



Charles Allen
Vice Chair, Transportation Planning Board
Councilmember, District of Columbia



Robert C. White, Jr.
Vice Chair, COG Board of Directors
Councilmember, District of Columbia



Pam Sebesky
Vice Chair, Transportation Planning Board
Vice Mayor, City of Manassas

ITEM 8 – Action
December 16, 2020

Performance Based Planning and Programming:
Highway Safety Targets

Action: Adopt Resolution R12-2021 to approve regional highway safety targets.

Background: The committee was briefed on the proposed 2017-2021 targets for highway safety performance measures in November.

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

**RESOLUTION TO ADOPT ANNUAL HIGHWAY SAFETY TARGETS
FOR THE NATIONAL CAPITAL REGION**

WHEREAS, the National Capital Region Transportation Planning Board (TPB) has been designated by the Governors of Maryland and Virginia and the Mayor of the District of Columbia as the Metropolitan Planning Organization (MPO) for the Washington Metropolitan Area; and

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

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

WHEREAS, the Federal Highway Administration issued a rulemaking for state departments of transportation (DOTs) and MPOs to annually establish data-driven highway safety targets and report progress on achieving the targets for the following performance measures: number of fatalities, rate of fatalities per hundred million vehicle miles traveled, number of serious injuries, rate of serious injuries per VMT, and number of combined non-motorized fatalities and non-motorized serious injuries; and

WHEREAS, though the federal regulations that designate the safety performance measures refer to them as the *National Performance Management Measures for the Highway Safety Improvement Program*, the performance measures are applicable to all public roads in the region from community streets to Interstate highways, and can properly be referred to as roadway safety targets; and

WHEREAS, the TPB has reviewed the safety performance measures and established data-driven regional safety targets annually since January 2018 and acknowledges that the number of fatalities and serious injuries on the region's roadways are unacceptably high, which is contrary to its own vision and the region's aspirations; and

WHEREAS, the TPB remains focused on acting on its priorities and achieving the region's aspirational goals and is using the federally required annual regional highway safety targets and the process to evaluate the region's progress toward zero roadway deaths; and

WHEREAS, the TPB commissioned a regional roadway safety study to identify the factors contributing to and the predominant types of fatal and serious injury crashes in the region and recommend projects, programs and policies the region should prioritize to improve safety outcomes on the region's roadways; and

WHEREAS, The TPB has reviewed the findings of that study and adopted Resolution R3-2021 titled, “Resolution to Establish A Regional Roadway Safety Policy, and Associated Roadway Safety and Equity Policy Statements, to Reduce Fatalities and Serious Injuries on the National Capital Region’s Roadways” based on those findings; and

WHEREAS, the TPB, as described in Resolution R3-2021, urges its members to reaffirm road user safety as a top priority and prioritize the implementation of projects, programs, and policies, in an equitable and non-racist manner, consistent with the TPB’s Equity Policy statement, that strive to reduce the number of fatal and serious injury crashes on the Region’s roadways; and

WHEREAS, The TPB has, as part of Resolution R3-2021, established and funded a Regional Safety Program to assist its members to develop and/or implement projects, programs, or policies to equitably improve safety outcomes for all roadway users; and

WHEREAS, the TPB continues to support local, regional, and state level efforts to reduce fatalities and serious injuries concurrent with the development of increasingly aggressive highway safety targets in the future; and

WHEREAS, the DOTs of the District of Columbia, Maryland, and Virginia set their respective highway safety targets for the five-year period 2017 through 2021 by August 31, 2020, and MPOs are required to set highway safety targets for their metropolitan planning areas for the same period by February 28, 2021; and

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

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

WHEREAS, the TPB requests that its members continue to coordinate and share information on projects, programs, policies, and initiatives to improve safety; and

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board adopts the following set of highway safety targets for the National Capital Region, as described below.

Table 1: Regional Highway Safety Targets – 2017-2021 Average

Performance Measure	2017-2021 Target
Number of Fatalities <i>(5 year rolling average)</i>	253.0
Rate of Fatalities per 100 million VMT <i>(5 year rolling average)</i>	0.588
Number of Serious Injuries <i>(5 year rolling average)</i>	2,435.8
Rate of Serious Injuries per 100 million VMT <i>(5 year rolling average)</i>	5.539
Number of Non-Motorized Fatalities and Serious Injuries <i>(5 year rolling average)</i>	508.6

RECOMMENDED 2017-2021 HIGHWAY SAFETY TARGETS

Jon Schermann
TPB Transportation Planner

Transportation Planning Board
December 16, 2020



Presentation Items

- Quick Review of Federal Requirements and Target Setting Methodology
- Overview of Recommended Regional Highway Safety Targets
- Review of Resolution Language
- Request to Adopt Resolution R12-2021



Federal Requirements

- The TPB set regional targets in January 2018, January 2019, and December 2019
 - Federal regulations require State DOTs and MPOs to set highway safety targets on an annual basis
 - State DOTs approved their most recent set of targets in August 2020
- Data-driven and realistic highway safety targets are to be set for 5 performance measures
- Performance measures applicable to all public roads – in effect, these are roadway safety targets
- Targets are averages for a given 5-year period (ex., 2016-2020, 2017-2021 etc.)

2017-2021 Target Setting Methodology

- Apply Maryland’s approach to identify a “sub-target” for the Maryland portion of the NCR
- Apply Virginia’s suggested approach for its MPOs to identify a sub-target for the Virginia portion of the NCR
- Incorporate the District of Columbia’s target as a sub-target for the DC portion of the NCR
- Combine the three sub-targets into a regional target for the NCR
- *If a calculated target is higher than the previous target, set the target equal to the previous target*
- ***Note that this is the same methodology as was used for last year’s (2016-2020) targets***



Summary: NCR Roadway Safety Targets

Performance Measure	Proposed 2017-2021 Target	Adopted 2016-2020 Target	Compared to Previously Adopted Target
# of Fatalities	253.0	253.0	no change*
Fatality Rate (per 100 MVMT)	0.588	0.588	no change*
# of Serious Injuries	2,435.8	2,692.1	256 fewer serious injuries
Serious Injury Rate (per 100 MVMT)	5.539	6.157	10% lower
# Nonmotorist Fatalities & Serious Injuries	508.6	508.6	no change*

* Capped to equal previously set target



Review of Resolution Language

- Includes “WHEREAS” clauses to reiterate the requirement for the targets to be data driven and to reflect the issues, concerns, and actions of the TPB, including:
 - The numbers of fatalities and serious injuries continue to be unacceptably high
 - The targets are *data-driven* in accordance with federal regulations and do not reflect the *aspirations* of the TPB
 - The TPB has reviewed the findings of the regional safety study and adopted a resolution based on those findings
 - The TPB urges its members to reaffirm road user safety as a top priority and prioritize the implementation of projects, programs, and policies to reduce the number of fatal and serious injury crashes
 - The TPB has established and funded a Regional Safety Program to assist its member jurisdictions to develop and/or implement projects, programs or policies to equitably improve safety outcomes for all roadway users.
 - The federally-required target setting process will be used by the TPB to track progress toward achieving aspirational goals



Recommended Highway Safety Targets

Performance Measure	2017-2021 Target
Number of Fatalities (5 year rolling average)	253.0
Rate of Fatalities per 100 million VMT (5 year rolling average)	0.588
Number of Serious Injuries (5 year rolling average)	2,435.8
Rate of Serious Injuries per 100 million VMT (5 year rolling average)	5.539
Number of Non-Motorized Fatalities and Serious Injuries (5 year rolling average)	508.6



Jon Schermann

TPB Transportation Planner

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Metropolitan Washington Council of Governments

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Washington, DC 20002



National Capital Region
Transportation Planning Board

DRAFT REGIONAL HIGHWAY SAFETY TARGETS

Performance-Based Planning and Programming

December 2020

DRAFT

DRAFT 2017-2021 REGIONAL HIGHWAY SAFETY TARGETS, DECEMBER 2018

December 9, 2020

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, 24 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).

CREDITS

Editor: Jon Schermann

Design: COG Communications Office

ACKNOWLEDGEMENTS (OPTIONAL)

Jurisdictional agency staff from across the region.

ACCOMMODATIONS POLICY

Alternative formats of this document are available upon request. Visit www.mwcog.org/accommodations or call (202) 962-3300 or (202) 962-3213 (TDD).

TITLE VI NONDISCRIMINATION POLICY

The Metropolitan Washington Council of Governments (COG) fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations prohibiting discrimination in all programs and activities. For more information, to file a Title VI related complaint, or to obtain information in another language, visit www.mwcog.org/nondiscrimination or call (202) 962-3300.

El Consejo de Gobiernos del Área Metropolitana de Washington (COG) cumple con el Título VI de la Ley sobre los Derechos Civiles de 1964 y otras leyes y reglamentos en todos sus programas y actividades. Para obtener más información, someter un pleito relacionado al Título VI, u obtener información en otro idioma, visite www.mwcog.org/nondiscrimination o llame al (202) 962-3300.

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DRAFT

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DRAFT

REGIONAL HIGHWAY SAFETY TARGETS

This report proposes a set of draft regional highway safety performance targets for the 2017-2021 time period that meet the MAP-21/FAST performance-based planning and programming (PBPP) requirements and are consistent with the target setting approaches of Maryland, Virginia, and the District of Columbia.

Overview of Recent Transportation Planning Board Safety Activities

The Transportation Planning Board (TPB) adopted the first set of highway safety targets for the National Capital Region in January of 2018. Since then, the TPB has devoted considerable effort to; 1) better understand the factors driving the unacceptably high numbers of fatal and serious injury crashes in the region, 2) identify countermeasures and strategies that are proven to be effective in reducing fatal and serious injury crashes, and 3) encourage TPB member jurisdictions and agencies to implement countermeasures and strategies to significantly reduce fatalities and serious injuries on the region's roadways.

Progress was made in each of these areas this year. In the spring of 2020, the TPB reviewed the findings of a regional crash data analysis and considered the recommendations resulting from a consultant-led regional safety study that began in 2019. This work led to the adoption of a major safety resolution during the TPB's July 2020 meeting. A key element of this resolution is the establishment of a regional safety program to assist member jurisdictions and the region to develop and/or implement projects, programs, or policies to equitably improve safety outcomes for all roadway users. The TPB anticipates that the regional safety program, combined with the continued safety improvement efforts of member agencies and jurisdictions, will result in improved performance that will be reflected in the federally required regional safety performance measures described in this report.

Overview of Performance-Based Planning and Programming Requirements

Under the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reinforced in the Fixing America's Surface Transportation (FAST) Act, federal surface transportation regulations require the implementation of performance management requirements through which states and metropolitan planning organizations (MPOs) will "transition to a performance-driven, outcome-based program that provides for a greater level of transparency and accountability, improved project decision-making, and more efficient investment of federal transportation funds."

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have been gradually issuing a set of rulemakings, initially proposed and subsequently final, for the implementation of this performance-based planning and programming (PBPP) process. Each rulemaking lays out the goals of performance for a particular area of transportation, establishes the measures for evaluating performance, specifies the data to be used to calculate the measures, and then sets requirements for the setting of targets.

Under the PBPP process, states, MPOs, and providers of public transportation must link investment priorities to the achievement of performance targets in the following areas:

- Highway Safety;
- Highway Assets: Pavement and Bridge Condition;
- System Performance (Interstate and National Highway System, Freight Movement on the Interstate System, and the Congestion Mitigation and Air Quality Improvement Program); and
- Transit Safety and Transit Asset Management.

The final Statewide and Metropolitan Planning Rule, published May 27, 2016, provides direction and guidance on requirements for implementation of PBPP, including specified measures and data sources, forecasting performance, target-setting, documentation in the statewide and metropolitan long-range transportation plans and Transportation Improvement Programs (TIPs), and reporting requirements.

Although the federal regulations that designate the safety performance measures refer to them as the *National Performance Management Measures for the Highway Safety Improvement Program*, the performance measures are applicable to all public roads in the region from community streets to Interstate highways, and can properly be referred to as roadway safety targets.

Highway Safety Targets: Setting, Coordinating, and Reporting

The expectation of the implementation of the Safety Performance Measure rule is to improve both the quantity and quality of safety data, with respect to data pertaining to serious injuries and fatalities. This implementation will also allow greater transparency by disseminating the data publicly. In addition, aggregation of targets and progress at the national level will become possible through improved data consistency among the states and MPOs.

State DOTs and MPOs are expected to use the information generated by these regulations to make investment decisions that result in the greatest possible reductions in fatalities and serious injuries. The five required safety performance measures, along with proscribed data sources, are outlined in Table 1 on the next page.

Table 1: Highway Safety Performance Measures Summary

Performance Measure	Description	Data Source
Number of Fatalities (5 year rolling average)	Total number of fatalities during a calendar year	FARS ¹
Rate of Fatalities per 100 million VMT (5 year rolling average)	Ratio of total fatalities to VMT	FARS and HPMS ² (or MPO estimate)
Number of Serious Injuries (5 year rolling average)	Total number of serious injuries during a calendar year	State reported serious injury data ³
Rate of Serious Injuries per 100 million VMT (5 year rolling average)	Ratio of total serious injuries to VMT	State reported serious injury data ³ and HPMS
Number of Non-Motorized Fatalities and Serious Injuries (5 year rolling average)	Total number of fatalities and serious injuries during a calendar year	FARS and State serious injury data ³

¹ FARS: Fatality Analysis Reporting System

² HPMS: Highway Performance Monitoring System

³ for the first 36 months – after that States must adopt the Model Minimum Uniform Crash Criteria (MMUCC) definition of serious injury

TARGET SETTING

States and MPOs must fulfill the target setting requirements of the final rule. State DOTs are required to set statewide targets for each of the five performance measures. Targets for the first three performance measures (number of fatalities, rate of fatalities, and number of serious injuries) must be identical to the targets set by the State Highway Safety Office (SHSO). Each target must also represent the anticipated performance outcome for all public roadways in the state, regardless of ownership. A breakdown of responsibilities for target setting are listed below.

State DOTs:

- Required to set statewide targets for each of the five performance measures:
 - Each of these targets must be identical to those set by the State Highway Safety Office (SHSO).
 - Each target shall represent anticipated performance outcome for all public roadways in the State, regardless of ownership.
 - Targets cannot be changed after they are reported.

MPOs:

- For each performance measure, the MPO will either:
 - Agree to plan and program projects so they contribute toward accomplishing the state DOT safety target for that PM, or
 - Commit to a quantifiable target for that PM for the MPO planning area:
 - Each target shall represent anticipated performance outcome for all public roadways in the MPO planning area, regardless of ownership.
 - MPOs shall coordinate with the state DOT(s) to ensure consistency.

MPO Coordination with State DOTs

MPOs are required to establish their performance targets in coordination with their state partners and these targets should be data-driven and realistic. Coordination is essential between these two entities in setting HSIP targets. Both should work together to share data, review strategies, and understand outcomes.

Target Reporting

State DOTs must report their targets to the FHWA within the state's HSIP (Highway Safety Improvement Program) annual report due each year on August 31.

MPOs do not report their targets to the FHWA, but rather to their respective state DOTs in a manner that is documented and mutually agreed upon. MPOs also report progress toward achieving their targets within the "System Performance Report" portion of their long-range transportation plan (Visualize 2045). In addition, MPO TIPs must include a discussion of how the implementation of the TIP will further the achievement of the targets.

FHWA Determination of Significant Progress

States do not have to meet each of their safety targets to avoid the consequences outlined in the rule but must either meet the target or make significant progress toward meeting the target for four of the five performance measures. The FHWA determines that the significant progress threshold is met if the performance measure outcome is better than the "baseline" – which is defined as the 5-year rolling average for that performance measure for the year prior to the establishment of the target. MPO targets are not evaluated by the FHWA.

Consequences for Failing to Meet Targets of Making Significant Progress

State DOTs that have not met or made significant progress toward meeting their safety performance targets lose some flexibility in how they spend their HSIP funds and are required to submit an annual implementation plan that describes actions the DOT will take to meet their targets.

There are no consequences outlined in the rule for MPOs not meeting their targets. However, the FHWA will review how MPOs are incorporating and discussing safety performance measures and targets in their long-range transportation plans and TIPs during MPO certification reviews.

RECENT TRENDS IN SAFETY DATA

Last year's TPB-adopted targets for the 2015-2019 period were set before calendar year 2019 safety data were available. These data have now been released and are shown in Table 2 below.

Table 2: National Capital Region Safety Trends – with Final 2019 Annual Data

	2015	2016	2017	2018	2019	Change from 2018 to 2019
# of Fatalities	263	279	313	292	306 ¹	↑ 4.8%
Fatality Rate (per 100 MVMT)	0.610	0.633	0.695	0.649	0.672 ¹	↑ 3.5%
# of Serious Injuries	2,632	2,925	2,581	2,444	2,345	↓ 4.1%
Serious Injury Rate (per 100 MVMT)	6.109	6.634	5.731	5.429	5.135	↓ 5.4%
# Nonmotorist Fatalities & Serious Injuries	524	553	585	547	599	↑ 9.5%

Fatalities increased nearly 5 percent between 2018 and 2019 which drove the fatality rate (per VMT) higher by about 3.5 percent over the same period. Both the number and rate of serious injuries fell significantly while the number of nonmotorist fatalities plus serious injuries increased by 9.5 percent between 2018 and 2019.

PROGRESS TOWARDS THE 2015-2019 SAFETY TARGETS

Table 3 (next page) shows the region's performance on the five safety performance measures with respect to the 2015-2019 targets set in January of 2019.

Table 3: 2015-2019 Actuals vs. Targets

Performance Measure (5-year rolling average)	2015-2019 Actual	2015-2019 Target	Status
# of Fatalities	290.6 ¹	253.0	Not met
Fatality Rate (per 100 MVMT)	0.652 ¹	0.588	Not met
# of Serious Injuries	2,585.4	2,916.6	Met
Serious Injury Rate (per 100 MVMT)	6.519	6.564	Met
# Nonmotorist Fatalities & Serious Injuries	556.4	508.6	Not met

Note ¹: Figures listed are from state fatality data; official 2019 Fatality Analysis Reporting System data are not yet published

As shown above, the region has met the 2015-2019 targets for the number of serious injuries and the serious injury rate performance measures. However, the region did not meet the targets set for the number of fatalities, the number of nonmotorist fatalities and serious injuries, and the fatality rate targets.

NCR REGIONAL SAFETY TARGET SETTING APPROACH

This year, a new set of targets for the five safety performance measures will be adopted. These targets will be for the 2017-2021 period. The methodology used to develop these targets is the same as the process used last year and leverages the approaches used by our state DOT partners. To account for and incorporate the different target setting approaches used by Maryland, Virginia, and the District of Columbia to develop targets for the entire National Capital Region (NCR), staff applied the following methodology to develop the proposed draft targets:

- identify a “sub-target” for the Maryland portion of the NCR by applying MDOT’s target setting approach to the safety data for the Maryland portion of the NCR;
- identify a “sub-target” for the Virginia portion of the NCR by applying VDOT’s suggested MPO target setting methodology to the safety data for the Virginia portion of the NCR;
- identify a “sub-target” for the District of Columbia portion of the NCR by directly incorporating DDOT’s targets;
- combine the three sub-targets mathematically into a set of initial regional targets;
- compare each performance measure’s sub target with the corresponding target set last year; and
- select the lower (more aggressive) of the two targets as this year’s target.¹

¹ This ensures that none of this year’s safety targets will be higher than the targets that were adopted by the TPB last year.

Overview of Member States' Target Setting Methodologies

Maryland: Maryland applied their existing Toward Zero Deaths approach to develop interim targets to reduce fatalities by at least 50 percent from the 2008 base year to the 2030 target year. This same approach was used to set targets for each of the five performance measures. For each performance measure an exponential trend line connecting the historical (2008) data to the long-term (2030) goal which was set to 50 percent of the 2008 value. Five-year averages were used to calculate projections, and targets for each interim year were taken from the midpoint of the five-year average. Maryland officials provided TPB staff with the exponential trend lines and interim targets for each of the five performance measures based on the safety data for the Suburban Maryland portion of the NCR.

Virginia: The method used by Virginia to set this year's targets is based on a model that forecasts future fatalities and serious injuries based on a broad range of factors. VDOT then estimates the collective impact of their planned and programmed countermeasures and reduces the model forecast by the projected impacts of their engineering and behavioral efforts. This process is only viable at a statewide level and cannot be used effectively to determine targets for smaller regions within the state. To assist their MPOs, VDOT advises MPOs to apply linear regression techniques to make projections for each of the numeric performance measures² to calculate the 2017-2021 regional targets. For the rate performance measures³, VDOT advises MPOs to divide the annual forecasts for fatalities and serious injuries by projected VMT (vehicle miles traveled) to make 2020 and 2021 projections which were then used to calculate the 2017-2021 regional targets. TPB staff applied this process to the data for the Northern Virginia portion of the NCR.

District of Columbia: The District of Columbia analyzed their safety data using a combination of annual and 5-year average data and polynomial trend lines to determine their targets. TPB staff directly incorporated the District of Columbia targets, as published in their HSIP Annual Report, into the NCR target setting methodology.

Calculation of the National Capital Region Highway Safety Targets

Numerical Targets

The NCR targets for the number of fatalities, number of serious injuries, and number of nonmotorist fatalities and serious injuries were calculated by summing the sub-targets for the Suburban Maryland, Northern Virginia, and District of Columbia portions of the region. This is straightforward mathematical addition.

As a final step, the calculated numerical targets were compared to the corresponding targets adopted by the TPB last year and the lower (more aggressive) target for each performance measure was selected.

Rate Targets

Determination of rate targets (fatality rate and serious injury rate) are somewhat more complicated and involve mathematically combining the effects of the Suburban Maryland, Northern Virginia, and District of Columbia targets according to their respective proportions of total regional VMT. The

² Number of fatalities, number of serious injuries, and number of nonmotorist fatalities plus serious injuries

³ Fatality rate per 100 million VMT and serious injury rate per 100 million VMT

following steps illustrate the process for the fatality rate (a similar process was used for the serious injury rate):

- 1) Determine the percent fatality rate reduction represented by each sub target.

Fatalities per 100 MVMT	2015-2019 Average	2017-2021 Average (sub target)	Percent change
Suburban MD	0.829	0.723	-12.76%
NOVA	0.435	0.454	4.42%
DC	0.765	0.810	5.87%

- 2) Determine the proportion of total regional VMT attributable to Suburban Maryland, Northern Virginia, and DC.

Sub region	100 MVMT (2019)	Proportion
Suburban MD	199.12	48.37%
NOVA	220.09	43.76%
DC	35.84	7.88%
Sum	455.05	100.00%

- 3) Determine the percent change for the regional rate by multiplying the percent change (from step 1) by the VMT proportion (from step 2).

Sub region	A: Percent change in fatality rate (from step 1)	B: Proportion (from step 2)	A x B
Suburban MD	-12.76%	48.37%	-6.170%
NOVA	4.42%	43.76%	1.933%
DC	5.87%	7.88%	0.462%
Sum			-3.776%

- 4) Apply the percent change for the regional rate calculate in step 3 to the 2015-2019 average fatality rate. This is the regional fatality rate target for 2017-2021.

Fatalities per 100 MVMT	2014-2018 Average	Regional percent change (from step 3)	2014-2018 Average (regional target)
NCR	0.652	-3.776%	0.628

As a final step, the calculated rate targets were compared to the corresponding targets adopted by the TPB last year and the lower (more aggressive) target for each performance measure was selected. **Since the fatality rate target of 0.588 set last year is lower than the 0.628 figure calculated by mathematically combining the three sub-regional targets, the staff-recommended target is 0.588 (and not 0.628).**

REGIONAL SAFETY TARGETS

Table 4 displays the proposed 2017-2021 National Capital Region Highway Safety Targets.

Table 4: Summary of Highway Safety Targets

Performance Measure (5-year rolling average)	2015- 2019 Target	2016- 2020 Target	2017- 2021 Target	Difference	Percent Difference
# of Fatalities	253.0	253.0	<u>253.0</u>	0.0	0.0%
Fatality Rate (per 100 MVMT)	0.588	0.588	<u>0.588</u>	0.0	0.0%
# of Serious Injuries	2,919.6	2,692.1	<u>2,435.8</u>	-256.3	-9.5%
Serious Injury Rate (per 100 MVMT)	6.564	6.110	<u>5.539</u>	-0.618	-10.0%
# Nonmotorist Fatalities & Serious Injuries	508.6	508.6	<u>508.6</u>	0.0	0.0%

DURATION

Upon adoption by the Transportation Planning Board, the targets described in this report become the official National Capital Region highway safety targets for calendar year 2021 (as represented by the average of the 5 years of data from CY 2017 through CY 2021).

As per federal regulations, the National Capital Region highway safety targets will be updated on an annual basis by no later than February 28 of each calendar year.

ITEM 9 – Action
December 16, 2020

Visualize 2045 Update: Technical Inputs Solicitation

Action: Approve the Visualize 2045 update Technical Inputs Solicitation for the Constrained Element and the Air Quality Conformity Analysis.

Background: TPB staff will review the draft final Technical Input Solicitation guide, appendix, and input form. Staff will call out key dates and deadlines, will review the input requirements, and will highlight changes from November 2020 version of this document due to comments received.

Visualize 2045

Request for Approval: Technical Inputs Solicitation: for LRTP 2022 Update, TIP and the Air Quality Conformity Analysis

**Stacy Cook
Principal Planner**

**Transportation Planning Board
December 16, 2020**

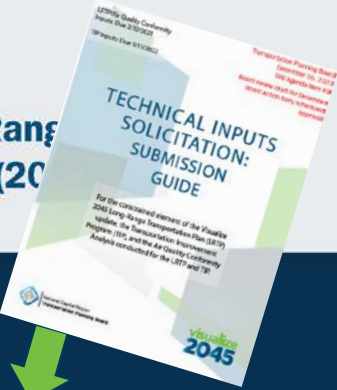
Agenda Item #9

**visualize
2045** A long-range
transportation plan
for the National
Capital Region



(Flickr/BeyondDC)

TPB's Visualize 2045 Long-Range Transportation Plan Update (2020-2045)



**BEGIN
PLAN**

**TECHNICAL
AND POLICY
WORK**

**TPB MEMBER
TRANSPORTATION
AGENCIES
SUBMIT NEW
PROJECTS**

**PLANNING, POLICY AND
TECHNICAL ANALYSIS**

- Financial Constraint
- System Performance
- Air Quality Conformity
- Planning factors and emerging issues impacting transportation

DEVELOP PLAN

Prepare text and online materials

2020

2021

2022

**FINALIZE
PLAN**

**PUBLIC
PARTICIPATION**

**PUBLIC OUTREACH
PHASE I**

Public opinion research

**PUBLIC COMMENT
PERIOD**

Long-range transportation plan (LRTP) and air quality conformity inputs

**PUBLIC OUTREACH
PHASE II**

Regional discussion on issues impacting transportation

**PUBLIC COMMENT
PERIOD**

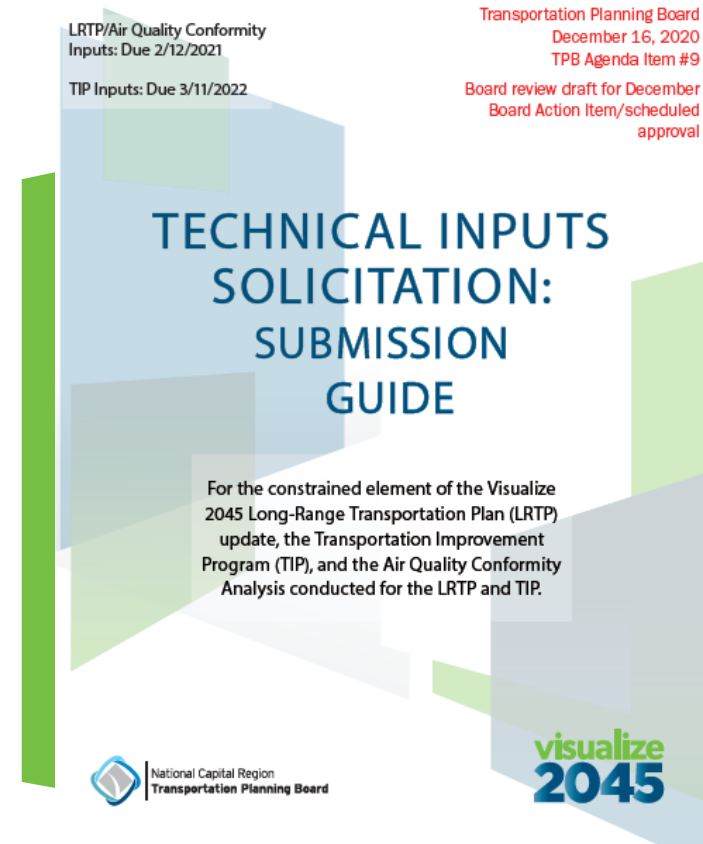
LRTP, transportation improvement program (TIP) and air quality conformity determination

**PLAN APPROVAL
PROCESS**

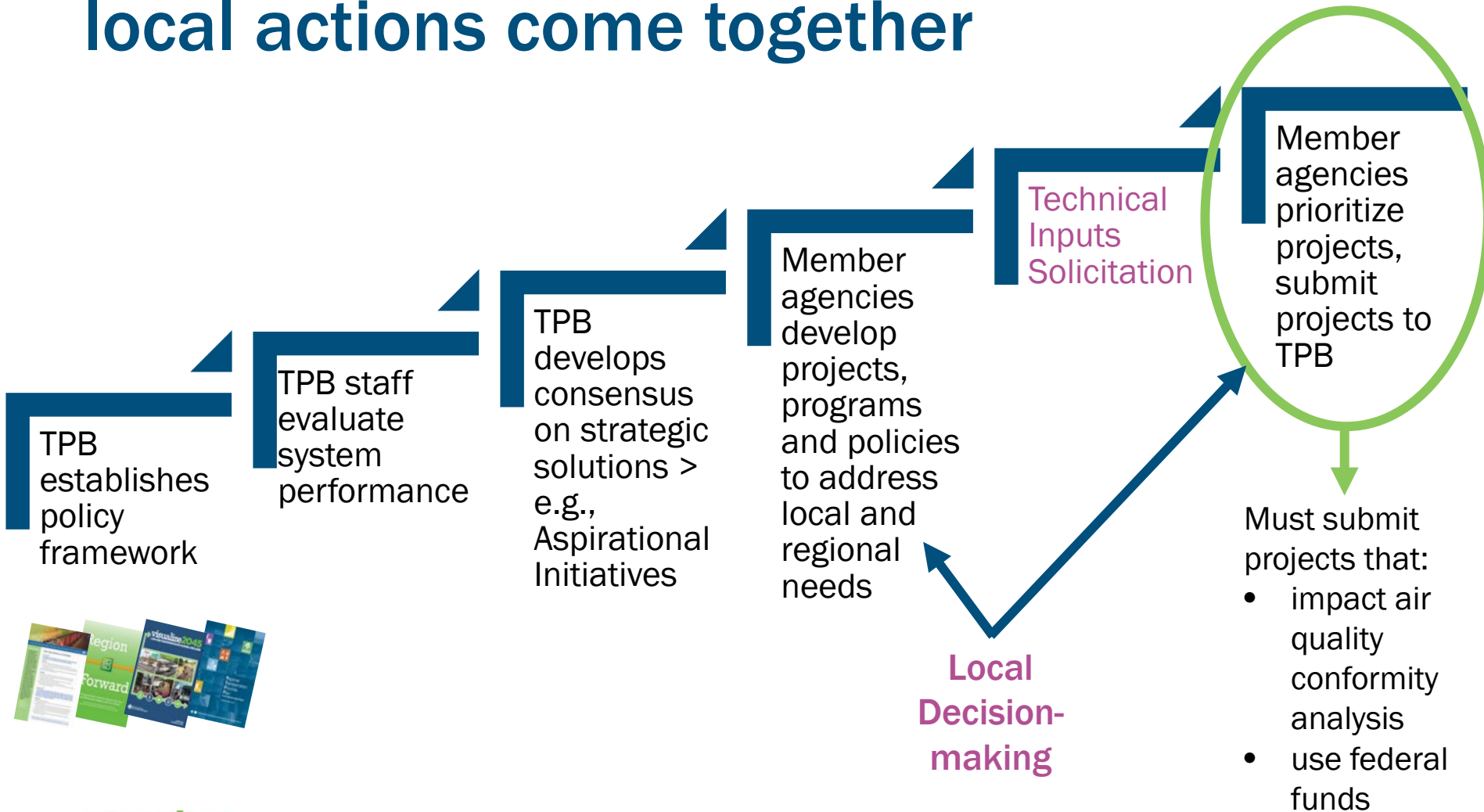
- April 2022: TPB review of Draft Plan
- May 2022: Board guidance on public comment response
- June 2022: Plan presented to TPB seeking approval
- Fall 2022: Anticipated federal approval

Purpose of Technical Inputs Solicitation

- Provide transparency in process
- Provide instructions for project submission and updates to enable TPB to conduct required analyses
- Link TPB priorities and federal requirements to projects, programs, and policies submitted by member agencies



The LRTP: where a regional vision and local actions come together



Contents

- Introduction
- Requirements
- Project Inputs
- Plan and TIP Update Schedule
- Responsible Agencies
- Federal and Regional Policies
 - Regional Policy Framework and Priorities
 - Seven Transportation Initiatives for a Better Future
 - Shared Regional Goals and Priorities
 - Federal Requirements and Policy Considerations
 - Performance-Based Planning and Programming
- Basic Submission Instructions for Conformity Inputs
- Amendments to the LRTP and TIP
- Resources and Maps
- Detailed Appendix and form



Technical instructions



TPB
Priorities



Technical instructions

A Focus on TPB priorities

- Members that submit projects answer questions about if and how projects address TPB priorities:
 - A new emphasis on:
 - Aspirational Initiatives
 - Safety
 - Equity
 - Climate Change mitigation targets
 - **New question about promoting non-auto-travel**
- The MPO uses project information to communicate about what is in the plan to Board and public

Summary of comments received and TPB response / corresponding activities

Comments include suggestions for:	x	TPB response/corresponding activities:
Planning and analysis that could inform the LRTP		New climate resilience strategy analysis – please see memorandum
Technical Inputs Solicitation: emphasis on Aspirational Initiatives and climate resiliency		Revisions that place additional emphasis on Aspirational Initiatives as policy priorities and climate resiliency
Performance measures and linkage to TPB’s Regional Transportation Priorities Plan		TPB has many performance measures that correspond to RTPP and has been developing additional performance measures

Further emphasis on climate resiliency and Aspirational Initiatives

visualize
2045



Regional and
Federal Policies

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 following pages summarize the federal requirements and the region's policy goals.

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.

Climate Resiliency

In 2010, the TPB joined MWCOCG'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 resiliency 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.

Equity

In 2020, the TPB established equity as its fundamental value and as an integral part of all its activities and decisions. TPB asks the member agencies explicitly consider the equity impacts of the projects, programs and policies that they sponsor and propose for inclusion in the TPB's LRTP.

Strategies for our Future: Seven Aspirational Initiatives

In 2018, the TPB adopted seven transportation initiatives grounded in the TPB's Vision to advance the Regional Transportation Priorities Plan. TPB noted that these ideas, if funded and enacted, would have the potential to significantly improve the region's transportation system performance compared to current plans and programs. The realization of these initiatives would not only improve mobility, accessibility and air quality in the region it would also contribute to the region's greenhouse gas reduction and climate resiliency goals.

The seven Aspirational Initiatives are:

1. **Bring Jobs and Housing Closer Together** by having more housing and jobs in central locations to take advantage of underused Metro stations and reducing single occupant auto commute trips.
2. **Expand Bus Rapid Transit and Transitways** throughout the region to provide people not only more transit options but also a reliable and fast bus service for work and non-work trips.
3. **Move More People on Metrorail**, having restored it to an excellent state of good repair, provide more frequent services with longer trains and expanded stations that are accessible by non-motorized modes.
4. **Provide More Telecommuting and Other Options for Commuting** to take advantage of the many jobs suitable to telework and provide employees with transit and non-motorized travel benefits and disincentivize commute parking.

5. **Expand Express Highway Network** strategically, in an environmentally sensitive manner to create a network that connects much of the region, with express bus systems operating and where carpools and vanpools are exempt from tolls.
6. **Improve Walk and Bike Access to Transit**, as investments that remove barriers to walking and biking to transit stations not only help to reduce auto travel but also helps to fully utilize the investments already made in high capacity transit.
7. **Complete the National Capital Trail Network** to create an extensive network of trails that provides walk and bicycle access to jobs and other activities by connecting communities across the region to activity centers.

The project submission form seeks detailed project information that will help staff assess how the next set of projects in the LRTP and TIP address regional priorities and federal planning requirements.

Through this project technical input solicitation process the TPB urges its member agencies to prioritize investments on projects, programs and policies that support the regional planning priorities and advance the endorsed strategies as they submit their input for inclusion in the TPB's LRTP and TIP.

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2045

Addressing Regional Transportation Priorities Plan Goals

**New:
promoting
non-auto
travel in the
region**



RTPP Goal	Questions
Provide a Comprehensive Range of Travel Options	<ul style="list-style-type: none"> • Does this project promote non-auto travel in the region? Identify all travel mode options that this project provides, enhances, supports or promotes • Is this project physically in an Equity Emphasis Area (EEA)? How does it improve equity? • Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)?
Promote Regional Activity Centers	<ul style="list-style-type: none"> • Does this project begin or end in an Activity Center? • Does this project connect two or more Activity Centers? • Does this project promote non-auto travel within one or more Activity Centers? • Does this project connect an Equity Emphasis Area to an Activity Center?
Ensure System Maintenance, Preservation, and Safety	<ul style="list-style-type: none"> • Does this project contribute to enhanced system maintenance, preservation?
Maximize Operational Effectiveness and Safety	<ul style="list-style-type: none"> • Is this project primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)? • Is this project expected to significantly reduce fatalities or injuries among motorists, transit users, pedestrians, and/or bicyclists?
Protect and Enhance the Natural Environment	<ul style="list-style-type: none"> • Is this project expected to contribute to reductions in emissions of criteria pollutants, specifically, to attainment of ozone levels consistent with the National Ambient Air Quality Standard (NAAQS)? • Is this project expected to contribute to meeting the regional goal of reducing greenhouse gasses by 50% below 2005 levels by 2030?
Support Interregional and International Travel and Commerce	<ul style="list-style-type: none"> • Does this project enhance, support, or promote the following freight carrier modes: long-haul truck, local delivery, rail, or air freight carrier modes? • Does this project enhance, support, or promote the following passenger carrier modes: air, Amtrak intercity passenger rail, intercity bus?

New equity questions



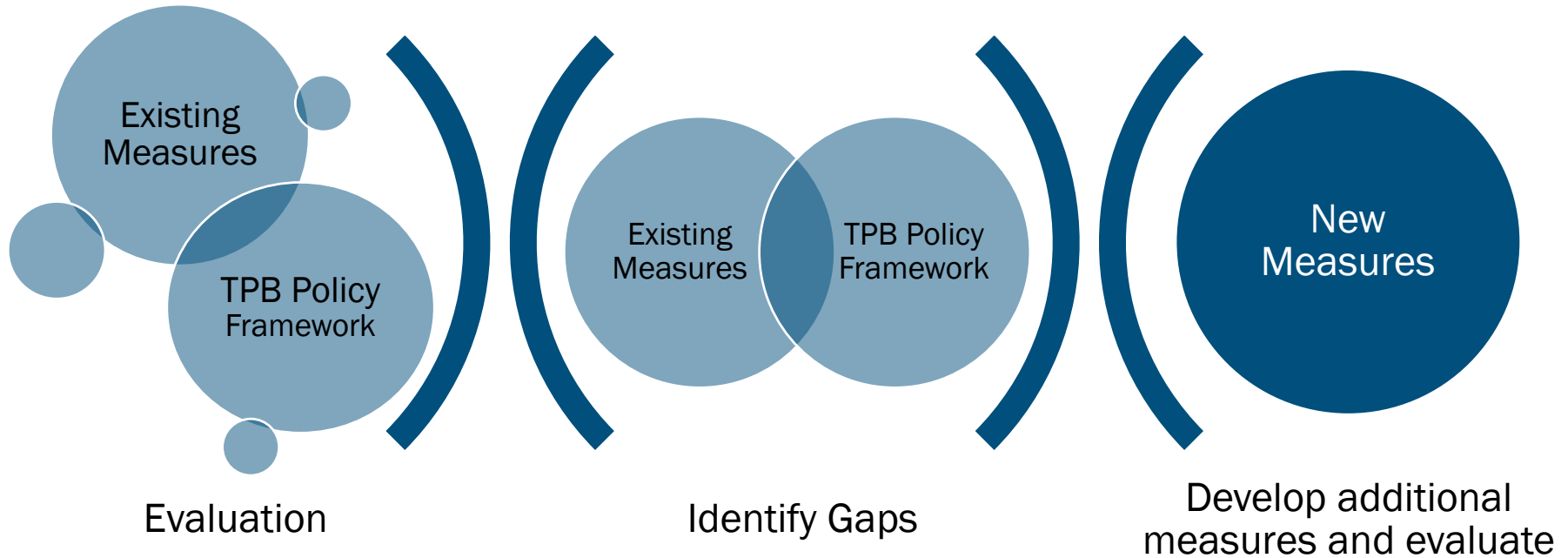
Updated safety question



Updated climate questions



New LRTP Performance Measures



Board - Proposed Change A

Page 13:

- Current text:
 - 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.
- Add:
 - **This will require reduction in vehicle miles traveled and associated emissions in Visualize 2045.**

Board - Proposed Change B

Page 14: Text box::

- Through this project technical input solicitation process the TPB **urges** its member agencies to prioritize investments on projects, programs and policies that support the regional planning priorities and advance the endorsed strategies as they submit their input for inclusion in the TPB's LRTP and TIP.

Replace box text with:

- Through this project technical input solicitation process the TPB **requires** its member agencies to prioritize investments on projects, programs, and policies **to reduce greenhouse gas emissions, prioritize the aspirational strategies, and achieve COG's land use and equity goals** as they submit their input for inclusion in the TPB's LRTP and TIP.

Board - Proposed Change C

Page 17: **Add** note that:

- Additional performance measures beyond minimum federal requirements will be considered and developed for this CLRP to monitor progress in achieving regional priorities such as equity, greenhouse gas reductions, access to jobs and services, access to transit, vehicle miles traveled, and non-auto mode share.

If included, staff recommended revision:

- **TPB will continue to report and will add to existing** performance measures beyond minimum federal requirements will be considered and developed for this CLRP to monitor progress in achieving regional priorities such as equity, greenhouse gas reductions, access to jobs and services, access to transit, vehicle miles traveled, and non-auto mode share.

Board - Proposed Change D

Form Question #34. Operations

- **Revise** title as Operations **and Travel Demand**
- **Add** question:
 - **Does this project reduce automobile Vehicle Miles Traveled?**

Staff recommendation: the current TIS updates now includes the question, under the RTPP goals, “does this promote non-auto travel’ this question could be revised to include VMT:

- Does this project promote non-auto travel **or can it be expected to reduce VMT?**

(Staff believe the referenced is question 37):

- *Current Question 37: Does this project reduce travel time on highways and/or transit without building new capacity, (e.g., ITS, bus priority treatments, etc.)?*

Board - Proposed Change E

Form Question #41. Additional Written Information on Aspirational Initiatives

- Clarify that additional written information is required specifically for Aspirational Initiatives by separating this into two narrative questions:
 - #41a. “Please provide additional written information that describes how this project further supports or advances the TPB Aspirational Initiatives” - please note that this requires a database change -
 - #41b. Please provide additional written information that describes how this project further supports or advances other regional goals or needs

Board - Proposed Change F

Form Question #43. Environmental Mitigations

- Add question regarding mitigation of climate impacts:
 - #43b If the answer to question #37 regarding contributing to greenhouse gas emission reductions was 'No', please describe how the project will mitigate increased greenhouse gas emissions or vehicle miles traveled.

TPB Staff note: we believe the referenced question is #40: Is this project expected to contribute to reductions in emissions of greenhouse gases by 50% below 2005 levels by 2030?

TPB Members' role:

- **Today:** Board will be asked to discuss and approve final revisions to the Technical Inputs Solicitation
- **Ongoing:** Continue to prioritize and fund plans, programs and policies that implement the Aspirational Initiatives and that address other regional policy priorities



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MEMORANDUM

TO: National Capital Region Transportation Planning Board (TPB)
FROM: Dusan Vuksan, Manager, Model Application Group, COG/TPB
Mark S. Moran, Program Director, Travel Forecasting and Emissions Analysis, COG/TPB
SUBJECT: Overview of Upcoming Planned Climate Change Planning Work Activities in the Metropolitan Washington Region
DATE: December 10, 2020

This memorandum provides an overview of proposed future work activities that the National Capital Region Transportation Planning Board (TPB) staff plan to undertake in the area of estimating and planning for on-road transportation (“mobile source”) greenhouse gas (GHG) emissions in the metropolitan Washington region. The primary purpose of these work activities is to assess what types of actions in the transportation sector could lead to attaining the interim goal of reducing GHG emissions in 2030 by 50% relative to 2005 levels. The work activities that are discussed in this memorandum are expected to occur in calendar year 2021 (fiscal years 2021 and 2022).

BACKGROUND

In November 2008, concluding almost a yearlong effort by its staff and the staff of its member jurisdictions, the Metropolitan Washington Council of Governments Board of Directors (COG Board) adopted the National Capital Region Climate Change Report.¹ The most notable outcome from this report was the adoption of non-sector-specific aspirational goals that the Climate Change Steering Committee chose to adopt for reducing GHG emissions in the region. Three principle goals were adopted by the COG Board:

- By 2012, to reduce GHG emissions by 10% below “business as usual” (BAU) levels
- By 2020, to reduce GHG emissions by 20% below 2005 levels
- By 2050, to reduce GHG emissions by 80% below 2005 levels (p. 9)

Earlier this year, during development of the 2030 Regional Climate and Energy Action Plan, a review of the above goals by the Climate, Energy and Environment Policy Committee (CEEPC) members and COG’s Department of Environmental Programs staff affirmed the need to develop and adopt interim 2030 GHG reduction goals to address the 30-year gap in targets between 2020 and 2050. The interim 2030 climate mitigation goal calls for 50% reductions in GHG emissions by 2030 relative to the 2005 levels. Along with the GHG reduction targets, CEEPC also recommended a set of resiliency

¹ Climate Change Steering Committee for the Metropolitan Washington Council of Governments Board of Directors. “National Capital Region Climate Change Report.” Final Report. Washington, D.C.: Metropolitan Washington Council of Governments, November 12, 2008.

goals. The COG Board adopted a resolution endorsing regional climate mitigation and resiliency goals on October 14, 2020,² while TPB affirmed the goals on October 21, 2020.³

2030 REGIONAL CLIMATE AND ENERGY ACTION PLAN

The 2030 Climate and Energy Action Plan (CEAP) is a comprehensive document that includes priority collaborative mitigation actions in various climate-action areas, including planning, equity, clean electricity, zero-energy buildings, zero-emission vehicles, mode shift and travel behavior, zero waste, and carbon sequestration.⁴ Actions in these specific areas should, in theory, enable the region to attain the interim GHG reduction goal of reducing the GHG emissions by 50% in the year 2030 relative to the 2005 levels. Of these mitigation strategies, zero-emission vehicles and mode shift and travel behavior categories are most directly related to the transportation sector.

The plan, for the first time, also includes a climate resilience goal of becoming a Climate Ready Region and making significant progress to be a Climate Resilient Region by 2030. Finally, the plan also emphasizes the need to incorporate equity principles and expand education on climate change into the actions of both COG's CEEPC and its member local governments to reach the climate mitigation and resiliency goals.

The 2030 Regional Climate and Energy Action Plan was adopted by CEEPC on November 18, 2020.

PROPOSED WORK ACTIVITIES IN CALENDAR YEAR 2021 (FISCAL YEARS 2020 AND 2021)

Earlier this year, the TPB Chair, Kelly Russell, indicated that climate change was one of her top priorities. As part of adopting the new interim 2030 GHG reduction goals, at CEEPC and the TPB, requests were made to provide estimates of the levels of outcomes from various transportation strategies that would help reduce GHG emissions in the transportation sector.⁵ In response to these requests staff plan to conduct additional climate planning work that would examine specific strategies to develop estimates of the levels of outcomes needed to help reduce the transportation sector's GHG emissions commensurate with the region's GHG reduction goals for 2030.

The following is the proposed scope of work related to climate change planning in the near future:

- 1) Review of Past COG and TPB Studies related to Climate Change (Literature Review)

² COG R45-2020: Resolution Endorsing Regional Climate Mitigation and Resiliency Goals
<https://www.mwcog.org/documents/2020/10/14/certified-resolution-r45-2020---endorsing-regional-climate-mitigation-and-resiliency-goals/>

³ TPB R8-2021: Resolution on the Metropolitan Washington Council of Governments' Regional Multi-Sector Interim Goals for Reducing Greenhouse Gases

⁴ Metropolitan Washington 2030 Climate and Energy Action Plan. Washington, D.C. Metropolitan Washington Council of Governments. November 2020. <https://www.mwcog.org/documents/2020/11/18/metropolitan-washington-2030-climate-and-energy-action-plan/>.

⁵ See, for example, Shyam Kannan to Kanti Srikanth, "Request That COG/TPB Staff Conduct a Series of Analyses to Determine the Reduction in VMT Needed to Attain Greenhouse Gas Reduction Goals for 2030 and 2050," November 9, 2020; Stewart Schwartz, Bill Pugh, and Coalition for Smarter Growth to Kelly Russell and National Capital Region Transportation Planning Board, "Agenda Items #10, 11: Visualize 2045 Technical Input Solicitation and Performance Measures," November 18, 2020.

The TPB and COG have conducted several analyses in the past 10 years examining the potential of various types of strategies to reduce GHG emissions. TPB staff plan to conduct a review of these prior studies and other activities that evaluated the impacts of different actions on GHG emissions. Example studies include the “What Would it Take?” Scenario Study,⁶ the Multi-Sector Working Group (MSWG),⁷ and the Long-Range Plan Task Force.⁸ The background information related to these studies and other projects was provided in a recent memorandum to the TPB.⁹ TPB staff plan to undertake a more detailed review of specific actions that were analyzed in these and other studies and quantify the impacts of these actions on GHG emissions. This review would enable the staff to re-assess and document which types of mitigation activities related to the transportation sector would have the highest potential to reduce GHG emissions. This effort is expected to be finalized early in calendar year 2021.

2) Scenario Study: What would it take to reduce transportation sector greenhouse gas emissions by 50% by 2030?

Upon completion of the literature review, in the spring of 2021, TPB staff plan to initiate a technical analysis that would assess the level of outcomes needed to reduce the transportation-sector GHG emissions by 50% by 2030. This study would be different from the past analyses referenced above. On the basic level, it would include updated assumptions related to demographic data, travel, and emissions in our region. But on another level, the study would evaluate specific “categories” of actions that would be informed by the literature review with strategies grouped commensurate with the category of action being evaluated/pursued. Past analyses have shown that the various transportation-related strategies can be grouped into three categories: (1) strategies that help reduce the amount of travel, in terms of vehicle trips (VT) and vehicle-miles of travel (VMT); (2) strategies that help change the fuel type of the vehicular fleet; and (3) strategies that optimizes the travel operating conditions. The following are the three categories of actions with a few examples of various strategies under each category. The actual “strategies” to be analyzed will be developed based on the review of previous analyses and as part of developing inputs for the new analyses with input from the TPB Technical Committee.

1) Mode Shift and Travel Behavior (VMT and Trip Reduction)

- Invest in Infrastructure that Increases Transit, Carpooling, and Non-Motorized Travel

⁶ Monica Bansal and Erin Morrow, “What Would It Take? Transportation and Climate Change in the National Capital Region,” Final Report (Washington, D.C.: National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, May 18, 2010).

⁷ ICF International, “Multi-Sector Approach to Reducing Greenhouse Gas Emissions in the Metropolitan Washington Region,” Final Technical Report (Metropolitan Washington Council of Governments, January 31, 2016).

⁸ “TPB R16-2017, as Amended: Revised Resolution Establishing the Mission and Tasks for Phase II of the Long-Range Plan Task Force,” Resolution (Washington, D.C.: National Capital Region Transportation Planning Board, May 17, 2017), <https://www.mwcog.org/documents/2017/03/30/r16-2017---establishing-the-mission-and-tasks-of-the-long-range-plan-task-force/>.

⁹ Srikanth, Kanti. Memorandum to the Transportation Planning Board. “Overview of COG and TPB Climate Change Planning Work Activities in the Metropolitan Washington Region.” October 15, 2020. <https://www.mwcog.org/file.aspx?A=IXr81RdQN3mqk%2bshOxOy7lpWrxfo7oywjYOo12NYsw%3d>

- Bring Jobs and Housing Closer Together
 - Enhance Options for Commuters (primarily Telework)
- 2) Vehicle Fuel and Fuel Economy
- Expand Light-Duty Electric Vehicle Deployment and Accelerate Electrification of Medium- and Heavy-Duty Vehicles
 - Improve Fuel Economy of the Light-Duty Vehicle Fleet
- 3) Operational Efficiency
- Enhancing System Operations (Signal Optimization and Incident Management)
 - Reduce Speeding on Freeways
 - Idling Reduction

The technical analysis will likely involve testing scenarios that would examine different combinations of the three action categories. The results of this analysis will provide the TPB and other policy makers the level of outcomes that would be needed in the transportation sector to reduce its GHG emissions by 50% by 2030. It is likely that subsequent activity would be to evaluate alternative policies that the region would need to pursue to be able to achieve the level of outcomes in the above three action categories (for example, is a VMT tax one of the ways to reduce VMT in order to achieve GHG reductions?). Although the focus of this analysis will be evaluation of actions needed to meet the newly established 2030 interim greenhouse gas reduction goals, some analysis of estimates of levels of outcome related to the 2050 reduction goal may also be undertaken.

It is expected that the scenario study will be completed by the end of the calendar year 2021.

L RTP/Air Quality Conformity
Inputs: Due 2/12/2021

TIP Inputs: Due 3/11/2022

Transportation Planning Board
December 16, 2020
TPB Agenda Item #9

Board review draft for December
Board Action Item/scheduled
approval

TECHNICAL INPUTS SOLICITATION: SUBMISSION GUIDE

For the constrained element of the Visualize 2045 Long-Range Transportation Plan (LRTP) update, the Transportation Improvement Program (TIP), and the Air Quality Conformity Analysis conducted for the LRTP and TIP.



National Capital Region
Transportation Planning Board

visualize
2045

VISUALIZE 2045 TECHNICAL INPUTS SOLICITATION

Submission Guide for Implementing Agencies

Draft December 16, 2020

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, 24 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).

Credits

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National Capital Region

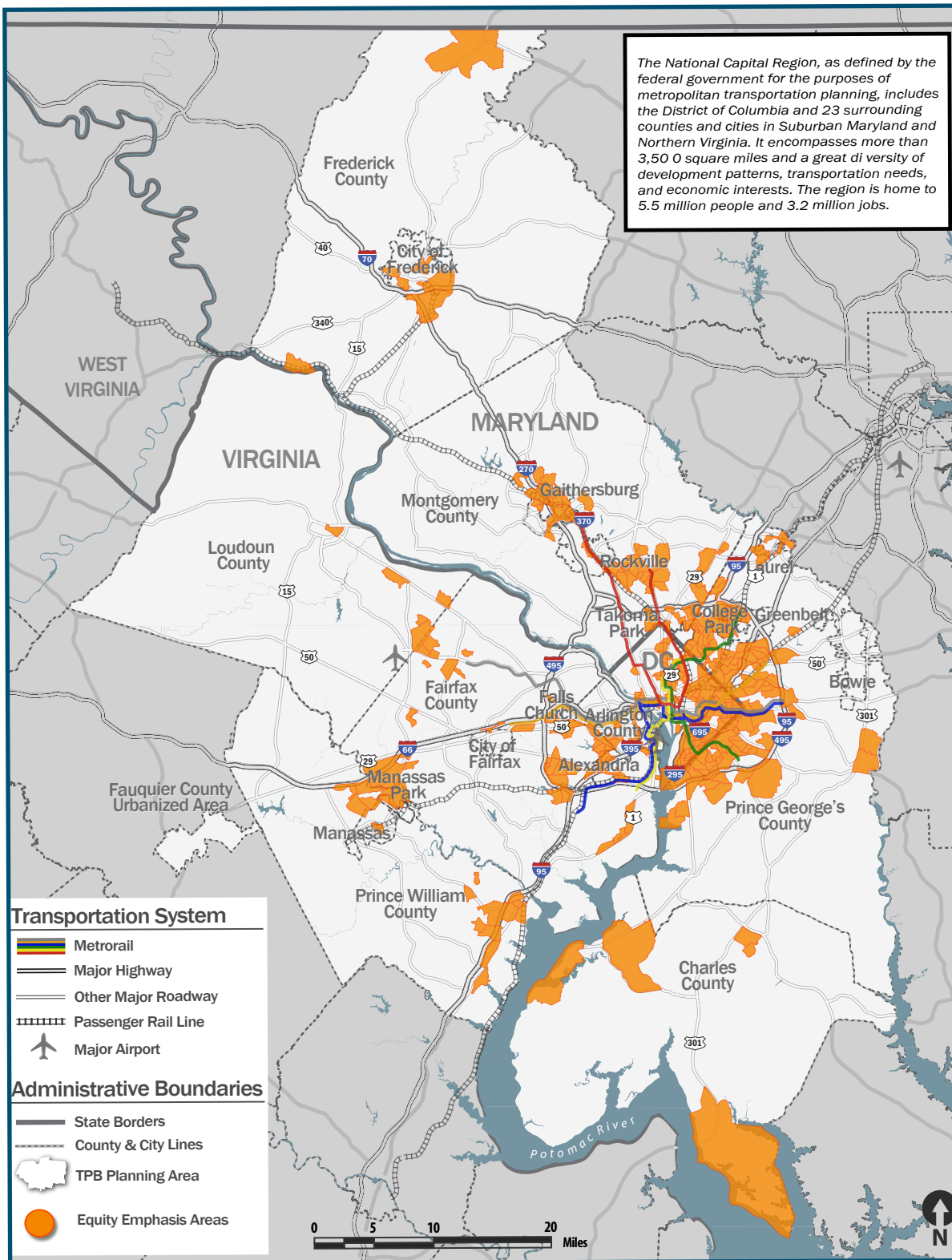


Figure 1: Map of National Capital Region



Introduction

Purpose

This document provides an overview of the process used by TPB and its member agencies to solicit technical inputs for two federally required documents: the quadrennial long-range transportation plan (LRTP), called Visualize 2045, and the biennial transportation improvement program (TIP). When either of these documents are updated, the federal government requires the TPB to conduct an in-depth analysis to ensure projected emissions generated by users of the region's future transportation system will not exceed (or "conforms to") the air quality emissions budgets set forth in the region's air quality plans. This is known as air quality conformity. Based on the results of the analysis, a determination is made to confirm conformity.

Technical Input Solicitation: Next Update

Long-Range Transportation Plan (LRTP) update:

Visualize 2045 is the current federally required long-range transportation plan (LRTP) for the National Capital Region. The LRTP is updated every four years; the next plan is due in 2022. The TPB is initiating the LRTP 2022 update. This update offers the opportunity to submit new projects, programs, and policies for the constrained element of the LRTP through 2045.

The TPB approved Visualize 2045 on October 17, 2018 and approved an Amendment to Visualize 2045 on March 18 2020. Visualize 2045 includes both a 'Constrained Element' and an 'Aspirational Element.' TPB approved an amendment to this plan on March 18, 2020. The Constrained Element identifies the investments agencies expect to be able to afford between now and 2045, while the Aspirational Element identifies seven initiatives that the TPB has endorsed to address some of the biggest transportation challenges that the region is expected to face in the coming decades. These aspirational initiatives can be implemented by TPB's member agencies by submitting, in response to this solicitation, projects, programs and policies that align with the concepts put forth in the initiatives.

Transportation Improvement Program (TIP) Update

The Transportation Improvement Program, or TIP, is a federal obligation document which describes the planned schedule in the next four years for distributing federal, state and local funds for state and local transportation projects. The TIP represents an agency's intent to construct or implement specific projects in the short term and identifies the anticipated flow of federal funds and matching state, local, and other contributions. The TPB approved the FY 2021-2024 TIP on March 18, 2020. The TIP is updated every two years.

In conjunction with the 2022 Update to Visualize 2045, the TPB will update the TIP to cover the period between FY 2023-2026. Project and funding inputs for the new TIP will be due in March 2022. The TIP should include all transportation projects and programs that are currently active or under construction and that receive federal funding and non-federally funded projects that are of a scale to be considered "regionally significant." Please note that all projects that add or remove capacity or otherwise change the capacity of the region's roadway or transit systems must be included in the inputs to the air quality conformity analysis for the 2022 Update, which have a due date of February 12, 2021, prior to the TIP inputs deadline.

Technical Input Due Dates

The TPB invites member agencies to review and update the existing projects and programs and propose new ones to be included in the constrained element of Visualize 2045 and the TIP.

The required analysis of this update will take about a year to complete. Therefore:

- The Technical Inputs for the LRTP and its air quality conformity analysis must be submitted by February 12, 2021 to ensure that the analyses can be completed and approved by June 2022.
- Financial inputs for the FY 2023-2026 TIP are due by 3/11/2022.

REGIONALLY SIGNIFICANT PROJECT

What is a 'regionally significant project?' In order to meet federal guidelines, the TPB defines it as:

- 1) Any project on a facility that is included in the coded regional network that adds or removes at least one continuous vehicular lane from one major road to the next, or adds a new access/egress location or capacity; or
- 2) Any transit project that adds or modifies fixed-guideway transit facilities (heavy rail, light rail, streetcar, bus rapid transit)



Requirements

The updated Constrained Element of Visualize 2045 and the TIP will undergo two federally required analyses to ensure that 1) sufficient financial resources will be available to implement the projects, and 2) that it conforms to the region's air quality plans. To properly analyze the Constrained Element of The Visualize 2045 (2022 update), the TPB must know what regionally significant projects, programs, and policies agencies are planning to implement between now and 2045.

What's Required

This Technical Inputs Solicitation requires that agencies undertake the following as part of the Technical Inputs Solicitation:

- Step 1. Financial Plan and Fiscal Constraint Analysis: Submit updated projected revenues and estimated expenditures to expand, operate, and maintain the region's transportation system through 2045.

- Step 2. LRTP and Air Quality Conformity Analysis: Review and update existing projects, programs, and policies.
- Step 3. LRTP and Air Quality Conformity Analysis: Add new projects, programs, and policies.
- Step 4. Additional Inputs for Air Quality Conformity Analysis

Step 1. Submit Financial Plan Inputs

In this step, TPB member agencies are required to submit updated projected revenues and estimated expenditures. Federal metropolitan planning regulations require MPOs to develop a financial plan that demonstrates how the adopted LRTP could be implemented given revenues that are "reasonably expected to be available." "Financial constraint" or "fiscal constraint" is the analysis performed to demonstrate that the forecast revenues which are reasonably expected to be available through 2045 will cover the estimated costs of adequately maintaining, operating, and expanding the highway and transit system in the region through that same timeframe. This analysis will be included in the financial elements of the 2022 update to Visualize 2045.

As of Fall, 2020, an interim financial analysis is being prepared to provide a baseline of anticipated revenues and existing planned expenditures. That analysis is based on projects and programs in the adopted FY 2021-2024 Transportation Improvement Program (TIP), the 2020 amendment to the constrained element of the Visualize 2045 LRTP and the existing Air Quality Conformity Inputs table for both the LRTP and TIP. The inputs provided by the implementing agencies in response to this Technical Inputs Solicitation and for conformity should start from this baseline and adjust their

revenues and expenditures to then enable TPB staff to determine financial constraint. The financial element will then be finalized as part of the Visualize 2045 LRTP when submitted for approval by the TPB.

Step 2. Review and update existing projects, programs, and policies.

As part of the Technical Inputs Solicitation for Plan and Air Quality Conformity, agencies must review and update existing projects, programs, and policies in the most recently adopted constrained element of LRTP, which is the Visualize 2045, March 18, 2020 Amendment. Agencies must update all project information, including project costs.

Step 3. Add new projects, programs, and policies.

As inputs to the Plan and Air Quality Conformity, agencies must submit any project, program, or policy not already in the plan that is deemed “regionally significant” as outlined below.

The following broad categories of inputs are anticipated as part of this Technical Inputs Solicitation:

- Capacity expansion projects
- Operations and maintenance programs
- Transit service and fare assumptions
- State of Good Repairs (see information on page 10 for more details on these)

For each submission, agencies must provide certain project details, including project descriptions, cost and revenue estimates, including tolls, in year of expenditure dollars, and completion dates. Agencies must also identify and describe what federal and regional policy considerations the investments address. Detailed instructions on how to conduct this activity can be found in Appendix A to this guide.

Note on tolling information:

Tolling and transit fare information are extracted from each agency and are needed to update the model. Toll revenue and fare projections are also used to inform the financial analysis for the plan.

Technical Input Categories

The Visualize 2045 update can include any kind of project or program. However, some projects and programs must be included. Per federal requirements, any project that adds roadway or transit capacity—and could therefore affect air quality—must be included, as must any project or program slated to receive federal funding. The LRTP must also identify the maintenance and operations programs and funding required to keep the system in a state of good repair. The inputs typically fall into one of the following categories:

Roadway Projects

- System Expansion: Increasing system capacity by building new transit lines, transit stations, or adding service to existing lines
- System Preservation/State of Good Repair: Major rehabilitation or complete replacement of aging roadways, bridges, technology and communications systems, and other infrastructure as it nears the end of its useful lifespan
- Study: Any project that does not have funding identified for right-of-way acquisition or construction. The study may include multiple design alternatives. Funding in the TIP is permitted for project planning or preliminary engineering only

Transit Projects

- System Expansion: Increasing system capacity by building new transit lines or adding service to existing lines
- System Preservation/State of Good Repair: Major rehabilitation or complete replacement of aging railcars, buses, rail track, stops and stations, and other infrastructure as it nears the end of its useful lifespan
- Study: Any project that does not have funding identified for right-of-way acquisition or construction. The study may include multiple design alternatives. Funding in the TIP is permitted for project planning or preliminary engineering only

Bicycle or Pedestrian Projects

- Local Circulation: Projects that support local circulation within Activity Centers. These can include streetscaping, traffic calming, bikeshare, bicycle lanes, sidewalks, and multi-use paths
- Regional Facilities: Multi-jurisdictional projects, projects that improve transit station access, and/or projects that are part of the National Capital Trail network

Operations and Maintenance Programs

- Day-to-Day Operations and Maintenance: This can include activities like repaving roadways, inspecting and maintaining bridges, clearing snow and debris, servicing transit vehicles, maintaining and operating traffic signals, and paying train and bus operators
- Regional programs: This can include programs like regional ridesharing and traveler information programs

Transit Service and Fare Assumptions

- Bus transit: New or updated routes, frequencies, and/or fare policies
- Rail transit: New or updated routes, frequencies, and/or fare policies
- HOV/HOT: New or updated lane restrictions and/or hours of operation

Step 4: Additional inputs for Air Quality Conformity Analysis

Other inputs that are required in order to perform the Air Quality Conformity Analysis include the following, which are gathered by staff with help from local, state, and other agencies and are not directly required as part of this solicitation:

- Baltimore area project inputs: Projects in the Baltimore Regional Transportation Board (BRTB) long-range transportation plan that are in jurisdictions in the TPB Modeled Area.
- Fredericksburg area project inputs: Projects in the Fredericksburg Area Metropolitan Planning Organization (FAMPO) long-range transportation plan that are in jurisdictions in the TPB Modeled Area.
- Calvert-St. Mary's area project inputs: Projects in the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO) long-range transportation plan that are in jurisdictions in the TPB Modeled Area.
- Land-use forecasts for the modeled areas: Population and employment forecasts for the TPB Planning Area and jurisdictions outside the TPB Planning Area but within the TPB Modeled Area, including the Baltimore, Fredericksburg, and Calvert-St. Mary's metropolitan areas and Charles County (MD), Clark and Fauquier counties (VA), and Jefferson County (WV).
- Or you could just simplify it and say: Land Activity: Population and employment forecasts for the TPB Modeled Area Census-adjusted employment forecasts: Employment forecasts provided by COG are modified to reflect the latest Census estimates
- Other specialized trips: Estimates of external trips, through trips, and specialty-generator trips (e.g., for major sporting events).
- Vehicle registration information: Make, model, and year of all registered vehicles, used in the calculation of mobile emissions in the region.
- Non-travel related emissions model inputs: Air

temperature and humidity, fuel formulation, and inspection and maintenance program.

- Base-year transit assumptions: Route and schedule information for existing train and bus systems.
- Toll and fare updates: Existing toll and fare policies and usage, including toll collection methods, facility use by vehicle type, and hours of operation.

Review, Comment, and Approval Process

The draft technical inputs will undergo a process of review, comment, and approval before they are included in the long-range transportation plan. The steps of this process are outlined below.

Board and Committee Review:

It is the TPB's responsibility to approve project, program, and policy submissions for inclusion in the long-range transportation plan. These initiatives have typically undergone extensive local development and review, however, the TPB and its committees play an important review role. Their tasks are to:

- Become acquainted with project and program details
- Ensure key questions are answered and details are provided
- Ensure consistency with locally adopted plans and priorities
- Ensure that sufficient local input from the public and local officials has been provided
- Discuss whether and how submissions support the concept "think regionally, act locally"

Plan and TIP Update Schedule

2020	12/16/20	The TPB will be asked to approve the Technical Input Solicitation document to initiate the Call for Projects.
	2/12/21	Project inputs for the LRTP and Air Quality Conformity (AQC) analysis due to TPB staff.
	3/5/21, 4/2/21	The TPB Technical Committee will review the conformity project inputs table in March and the draft inputs to the Plan and the draft AQC scope of work in April.
	4/2/21- 5/3/21	Public comment period on inputs to the Plan/AQC analysis, and AQC scope of work. MWAQC TAC will review this information during the April meeting.
	4/21/2021	TPB will receive a briefing on the draft inputs to the Plan/AQC analysis and the draft AQC scope of work.
	5/19/21	The TPB will receive a summary of the public comments on the draft inputs to the Plan and AQC analysis. The TPB and the agencies sponsoring the projects will have the opportunity to discuss and advise staff on responses.
	6/16/21	The TPB will review responses to comments and updates to inputs to the Plan and scope of work for the AQC analysis. The TPB will be asked to approve the inputs and scope, authorizing staff to begin analysis.
2022	3/11/22	Transportation Improvement Program (TIP) inputs due for the FY 2023-2026 TIP
	4/1/22	The TPB Technical Committee will review the draft results of AQC analysis for the updated Plan and FY 2023-2026 TIP.
	4/1/22 - 5/1/22	Public comment period on the results of AQC analysis Determination for the updated Plan and FY 2023-2026 TIP.
	4/2022	MWAQC and MWAQC TAC will review the draft results of the AQC analysis during their meetings.
	4/20/22	The TPB will review the draft Plan, draft TIP, and AQC analysis and Determination.
	5/18/22	The TPB will review the draft results of the AQC analysis for the Plan and FY 2023-2026 TIP. The TPB will also receive a summary of the comments received on the analysis. The TPB and the agencies sponsoring the projects will have the opportunity to discuss and advise staff on responses to comments.
	6/15/22	The TPB will review the responses to the comments and the results of the AQC analysis. The TPB will be asked to approve the results of the AQC analysis and adopt the updated Plan and the FY 2023-2026 TIP.

Responsible Agencies

Any municipal, county, state, regional, or federal agency with the fiscal authority to fund transportation projects is responsible for providing required project, program, and policy inputs for the Constrained Element of Visualize 2045 update. Inputs must be submitted by a TPB member jurisdiction or agency within the TPB's planning area (Figure 1).

District of Columbia

District Department of Transportation (DDOT)

Suburban Maryland

Maryland Department of Transportation (MDOT)

State Highway Administration (MDOT SHA)

Maryland Transit Administration (MTA) Maryland
Transportation Authority (MDTA)

Charles County Department of Public Works

Frederick County Department of Public Works

Montgomery County Department of Transportation

Prince George's County Department of Public Works
and Transportation

Maryland-National Capital Park and Planning
Commission (M-NNCPPC)

City of Frederick Planning Department

Gaithersburg Public Works Department

Rockville Public Works Department

Takoma Park Public Works Department

Regional

Washington Metropolitan Area Transit Authority
(WMATA)

Eastern Federal Lands Highway Division of the
Federal Highway Administration

Metropolitan Washington Airports Authority (MWAA)

Northern Virginia

Virginia Department of Transportation (VDOT)

Virginia Department of Rail and Public
Transportation (VDRPT)

Virginia Railway Express (VRE)

Potomac and Rappahannock Transportation
Commission (PRTC)

Northern Virginia Transportation Authority (NVTA)

Northern Virginia Transportation Commission (NVTC)

Arlington County Department of Environmental
Services* Fairfax County Department of
Transportation*

Fauquier County Department of Community
Development*

Loudoun County Department of Transportation and
Capital Infrastructure*

Prince William County Department of
Transportation*

City of Alexandria Department of Transportation and
Environmental Services*

City of Fairfax Department of Public Works*

City of Falls Church Department of Public Works*

City of Manassas Public Works Department*

City of Manassas Park Public Works Department*

*Virginia local jurisdictions submit through VDOT but are
still responsible for providing required information



Regional and Federal Policies

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 following pages summarize the federal requirements and the region's policy goals.

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.

Climate Resiliency

In 2010, the TPB joined MWCOC'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.

Equity

In 2020, the TPB established equity as its fundamental value and as an integral part of all its activities and decisions. TPB asks the member agencies explicitly consider the equity impacts of the projects, programs and policies that they sponsor and propose for inclusion in the TPB's LRTP.

Strategies for our Future: Seven Aspirational Initiatives

In 2018, the TPB adopted seven transportation initiatives grounded in the TPB's Vision to advance the Regional Transportation Priorities Plan. TPB noted that these ideas, if funded and enacted, would have the potential to significantly improve the region's transportation system performance compared to current plans and programs. The realization of these initiatives would not only improve mobility, accessibility and air quality in the region it would also contribute to the region's greenhouse gas reduction and climate resiliency goals.

The seven Aspirational Initiatives are:

1. **Bring Jobs and Housing Closer Together by having more housing and jobs in central locations to take advantage of underused Metro stations and reducing single occupant auto commute trips.**
2. **Expand Bus Rapid Transit and Transitways throughout the region to provide people not only more transit options but also a reliable and fast bus service for work and non-work trips.**
3. **Move More People on Metrorail, having restored it to an excellent state of good repair, provide more frequent services with longer trains and expanded stations that are accessible by non-motorized modes.**
4. **Provide More Telecommuting and Other Options for Commuting to take advantage of the many jobs suitable to telework and provide employees with transit and non-motorized travel benefits and disincentivize commute parking.**
5. **Expand Express Highway Network strategically, in an environmentally sensitive manner to create a network that connects much of the region, with express bus systems operating and where carpools and vanpools are exempt from tolls.**
6. **Improve Walk and Bike Access to Transit, as investments that remove barriers to walking and biking to transit stations not only help to reduce auto travel but also helps to fully utilize the investments already made in high capacity transit.**
7. **Complete the National Capital Trail Network to create an extensive network of trails that provides walk and bicycle access to jobs and other activities by connecting communities across the region to activity centers.**

The project submission form seeks detailed project information that will help staff assess how the next set of projects in the LRTP and TIP address regional priorities and federal planning requirements.

Through this project technical input solicitation process the TPB urges its member agencies to prioritize investments on projects, programs and policies that support the regional planning priorities and advance the endorsed strategies as they submit their input for inclusion in the TPB's LRTP and TIP.

Shared Regional Goals and Priorities

When agencies submit new projects, policies or programs for inclusion in the Visualize 2045 update, they will be asked to document how the initiatives support or advance regional goals, including equity and climate considerations, as shown in the table below. Agencies will also be asked how projects implement the Aspirational Initiatives.

Provide a Comprehensive Range of Travel Options	<ul style="list-style-type: none"> Does this project promote non-auto travel in the region? Identify all travel mode options that this project provides, enhances, supports or promotes. Is this project physically in an Equity Emphasis Area (EEA)? How does it improve equity? Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)?
Promote Regional Activity Centers	<ul style="list-style-type: none"> Does this project begin or end in an Activity Center? Does this project connect two or more Activity Centers? Does this project promote non-auto travel within one or more Activity Centers? Does this project connect an Equity Emphasis Area to an Activity Center?
Ensure System Maintenance, Preservation, and Safety	<ul style="list-style-type: none"> Does this project contribute to enhanced system maintenance, preservation?
Maximize Operational Effectiveness and Safety	<ul style="list-style-type: none"> Is this project primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)? Is this project expected to significantly reduce fatalities or injuries among motorists, transit users, pedestrians, and/or bicyclists?
Protect and Enhance the Natural Environment	<ul style="list-style-type: none"> Is this project expected to contribute to reductions in emissions of criteria pollutants, specifically, to attainment of ozone levels consistent with the National Ambient Air Quality Standard (NAAQS)? Is this project expected to contribute to meeting the regional goal of reducing greenhouse gasses by 50% below 2005 levels by 2030?
Support Interregional and International Travel and Commerce	<ul style="list-style-type: none"> Does this project enhance, support, or promote the following freight carrier modes: long-haul truck, local delivery, rail, or air freight carrier modes? Does this project enhance, support, or promote the following passenger carrier modes: air, Amtrak intercity passenger rail, intercity bus?

Federal Requirements and Policy Considerations

Visualize 2045 meets all federal requirements for a Metropolitan Planning Organization's long-range plan and was approved by the Federal Highway Administration and the Federal Transit Administration in December 2018. Any updates to Visualize 2045 must continue to meet these federal requirements in order to receive federal approval and for federal funding to flow to transportation projects in our region. The two main requirements are that the plan must:

- Identify all regionally significant projects and programs for which funding is reasonably expected to be available between now and 2045. Regionally significant projects and programs are those that add or remove capacity on the existing transportation system.
- Demonstrate that these projects and programs together support regional air quality improvement goals. An official Air Quality Conformity Analysis carried out by the TPB must show that forecast vehicle-related emissions under the plan will not exceed approved regional limits.

Under federal law, the plan must also address ten federal planning factors, as identified by the U.S. Department of Transportation (USDOT). (See sidebar)

Updates to the constrained element of Visualize 2045 must meet a number of other federal requirements as well, including non-discrimination and equity, congestion management documentation, public participation, and others. For a full listing of these requirements, refer to the Resources and Maps section of this document.

FEDERAL PLANNING FACTORS

Federal law also identifies a list of planning factors meant to guide metropolitan transportation planning. Collectively, the projects, programs, and policies in Visualize 2045 must address these factors. Agencies will therefore be asked to identify which of the federal.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for all motorized and non-motorized users;
3. Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non- motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation (New under the FAST Act); and
10. Enhance travel and tourism. (New under the FAST Act)

Performance-Based Planning and Programming

The Fixing America's Surface Transportation (FAST) Act put forth seven National Goals for Performance-Based Planning and Programming (PBPP):

1. Safety
2. Infrastructure Condition
3. Congestion Reduction
4. System Reliability
5. Freight Movement and Economic Vitality
6. Environmental Sustainability
7. Reduced Project Delivery Delays

These goals mirror the goals in the TPB Vision and other regional policy documents. Following federal regulations on PBPP, a set of measures and targets were developed and approved by the TPB for Visualize 2045 for the following areas:

- Highway Safety Performance
- Pavement and Bridge Condition Performance
- Highway System Performance
- Congestion Mitigation and Air Quality Program Performance
- Transit Asset Management Performance
- Transit Safety Performance

Visualize 2045 was the first long-range transportation plan to document the performance targets adopted by the TPB in accordance with federal PBPP requirements. PBPP documentation was also included in the FY 2019-2024 TIP and the FY 2021-2024 TIP. The Performance-Based Planning and Programming section of the TIP documents provide analysis of the number of projects and amounts of funding using specific sources that pertained to each performance area.

During the development of the 2022 update of Visualize 2045 and the FY 2023-2026 TIP, agencies will be asked to provide additional information about projects that are aimed at improving these performance areas that may use funds outside of the sources traditionally associated with those goals. For instance, a project designed to increase safety may use National Highway Performance program rather than the Highway Safety Improvement program funding, but these investments should still be captured. Once these additional data points have been agreed upon, they will be reflected in the TIP database and the instructions in Appendix A.

Basic Submission Instructions for Conformity Inputs

The TPB's Project InfoTrak system is a new on-line database application that will be used to collect project and program information from each agency. The database includes records for the LRTP, Air Quality Conformity Analysis, the TIP, Congestion Management documentation, and the Bicycle and Pedestrian Plan. The baseline data for inputs to the 2022 Update to Visualize 2045 are the projects included in the approved 2020 Amendment to Visualize 2045, approved in March 2020. The baseline inputs for the FY 2023-2026 TIP will be the projects and funding included in the FY 2021-2024 TIP, as amended through January 2022. Moving forward, the Project InfoTrak system will keep a record of all changes to projects in the LRTP and TIP and provide an archive of previous versions of every project or program.

Project InfoTrak has several levels of permissions from full editing capabilities to read-only access. Access to the system is available to staff from TPB member implementing agencies and representatives from Federal Highway Administration and the Federal Transit Administration who have approval roles for the LRTP, TIP and State TIPs. Please see Appendix A to this document for instructions on signing up for an account and submitting project information.

Recordings of three training sessions for the Project InfoTrak system are available online:

[Session 1](#) - June 9

[Session 2](#) - June 11

[Session 3](#) - June 16

Project InfoTrak also includes a set of helpful tutorials on common tasks that users are likely to perform. In addition to these resources, TPB staff are available to provide one-on-one training to any new users. Project InfoTrak also features online support from the application developer, EcoInteractive.

Amendments to the Plan and TIP

Guidelines for Scheduled and Unscheduled Plan Amendments

After the TPB approves the 2022 Update to Visualize 2045, this will be the plan of record until it is required be amended. The next major update to the plan will be approved in 2026, at which time the TPB will revise the financial analysis of the plan.

While the long-range transportation plan is updated every four years, the TIP is updated on a two-year cycle. Like an update to the plan, any new TIP must be analyzed for air quality conformity. The TPB is scheduled to develop and approve the FY 2025-2028 TIP by mid-2024, and it will issue a revised version of this document in late 2023, calling for amendments to the plan to be included in the conformity analysis.

In the off-years between the approval of long-range transportation plan and TIP updates, agencies may, in consultation with TPB staff, determine that an off-cycle amendment and conformity analysis is required to include a project in the Plan and TIP. There will not be a new solicitation document provided for any off-cycle amendments, and the requesting agency(ies) will be responsible for covering the cost of additional staff time needed to produce the conformity analysis.

Funding for any new projects submitted during the interim TIP update or an off-cycle amendment must

be accounted for in the financial analysis of the 2022 Update of Visualize 2045. Otherwise, the submitting agency must submit a detailed financial plan for the project(s) indicating what new funding sources will be used to pay for construction, operations and maintenance.

Guidelines for Amendments and Modifications to the TIP

See Appendix A for definitions and complete guidelines for submitting administrative modifications and amendments to the FY 2023-2026 TIP. All amendment requests to the TIP must be either included in the most recent Air Quality Conformity Analysis or be exempt from the air quality conformity Requirement.

Depending on their scale, amendments to the TIP can be approved at the monthly TPB Steering Committee meetings or elevated to the full TPB for approval as a part of its monthly agenda. This typically happens when a project is of a high-profile nature, or when an agency is requesting an update to project and funding information for one of the fiscal years in the TIP or for all four years. The latter example would also require a 30-day public comment and interagency review period.

Administrative modifications to the TIP may be requested during specified TIP Action periods established in the Project InfoTrak database. Modifications can be approved by TPB staff typically within two business days.

A tentative schedule for modifications and amendments to the FY 2023-2026 TIP will be provided at the time of its adoption in 2022. This schedule will be subject to change as a result of unplanned TIP amendment requests to be handled by the full TPB.

Resources and Maps

The following resources and maps may be helpful for agencies and jurisdictions as they report on how their technical submissions support or advance regional goals and priorities.

TPB Vision

www.mwcog.org/TPBvision

Regional Transportation Priorities Plan

www.mwcog.org/RTPP

Activity Centers Map and List

www.mwcog.org/ActivityCenters

Federal PBPP Targets

www.mwcog.org/PBPP

Federal Regulations

www.govregs.com/regulations/title23_chapterI_part450_subpartC_section450.324

Congestion Management Process

www.mwcog.org/cmp

Bike/Ped Plan

www.mwcog.org/bikepedplan

Equity Emphasis Areas Map

www.mwcog.org/EquityEmphasisAreas

Region Forward

www.mwcog.org/RegionForward

Transit Access Focus Areas (TAFA)

www.mwcog.org/TAFA

National Capital Trail Network (NCTN)

www.mwcog.org/NCTN

Safety Strategies

www.mwcog.org/safety

Freight Plan

www.mwcog.org/documents/2010/07/28/national-capital-region-freight-plan-freight/

Contact Information

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DRAFT



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TECHNICAL INPUTS SOLICITATION: APPENDIX A

Project InfoTrak Documentation
and Project Description Form
Instructions

December 2020



National Capital Region
Transportation Planning Board

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Project InfoTrak Documentation and Project Description Form Instructions

December 2020

About Visualize 2045 & The TPB

Visualize 2045 is the federally required long-range transportation plan for the National Capital Region. It identifies and analyzes all regionally significant transportation investments planned through 2045 to help decision makers and the public “visualize” the region’s future.

Visualize 2045 is developed by the National Capital Region Transportation Planning Board (TPB), 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, 24 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 (DTP) at the Metropolitan Washington Council of Governments (COG).

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Section 1: Introducing Project InfoTrak

Project InfoTrak is a new database application to gather detailed project information from TPB's implementing agencies. Project InfoTrak (or "InfoTrak" for brevity) collects information for the long-range plan (Visualize 2045 and its updates), the Transportation Improvement Program (TIP), the air quality conformity analyses of those documents, documentation of the Congestion Management Process, for verifying financial constraint of the plan and TIP, and for reporting on federal obligations of funds in the TIP. Replacing the previous system, the iTIP, InfoTrak will be used for the adoption of new plan and TIP documents, as well as for any subsequent amendments to them.

A variety of user roles in the system enables a wide swath of stakeholders to have access to and review the same sets of data. It also empowers more people to participate from local, state, regional, and federal levels. InfoTrak reduces duplicative processes and increases transparency for systems users at every level; from project creation and submission to the TPB, to state approvals of their own State Transportation Improvement Programs (STIPs), to federal approval of plans, air quality determinations, and state STIP updates and amendments.

Project InfoTrak was built and customized by our consultant, EcoInteractive. Provided as a "software as a solution" product, InfoTrak will include Help Desk support provided by EcoInteractive, as well as continual innovations to the product.

Getting Started: Signing Up for an Account and Logging In

To log in or sign up for an account or to log in to the system, visit www.mwcoq.org/projectinfotrak

(Note this will redirect you to a secure login at <https://projectinfotrak.mwcoq.org/secure/login>).

To create a new account, follow the steps below:

1. Enter your email address, answer the Captcha image that is shown, and click "Submit".
2. Complete the user registration form shown. Note that the password is case sensitive while the username is not.
3. Select your agency name.
4. If you work with editing/adding projects in MWCOG's Long Range Plan, mark YES for 'Do you need access to LRTP' (this will be most of you).
5. Select user type:
 - a. For agency members entering and editing project information, select SPONSOR.
 - b. For federal review agency members, select FED FHWA or FED FTA
6. Once the system receives your Project InfoTrak User Account request, an email will be sent for email verification.
7. Finally, your user account must be granted access by an Administrator. Once approved as a user, Project InfoTrak will send an e-mail notification and you can begin to use the system. This may take anywhere from a few minutes to the next business day, depending on the time of the request. **You will not be able to log in until you receive the notification that your account has been approved.**

Project InfoTrak Database Structure and Nomenclature

The introduction of the new project database system brings with it a few changes in the way “things are done.” The new database structure changes the way we describe the relationship between LRTP and TIP records, and also uses a different vocabulary when we talk about approving and amending the long-range plan and the TIP. This section describes some of the fundamental changes resulting from the transition from the TPB’s previous data-gathering system (iTIP) to Project InfoTrak.

Relationship between LRTP and TIP records

The TIP is often described as the implementation of, or the first four years of the long-range transportation plan. Federal law requires that for a project to be in the TIP, it also must be included in the long-range transportation plan. This remains true in the Project InfoTrak system, just in a slightly different way, conceptually.

In the iTIP database, this was represented by assigning a parent-child relationship between LRTP projects and TIP projects, and also the air quality conformity records (for the purposes of this explanation, we’ll presume there’s a one-to-one correlation between the TIP and conformity records and we’ll focus on the relationship between the LRTP and TIP records). Aside from the scope of work (project limits, completion, cost, etc.) The LRTP project description form covered a wide range of information about the project (federal requirements, regional goals, environmental protections, etc.) and the TIP project description form captured other information (Complete Streets, bicycle and pedestrian accommodations, etc.) Due to the parent-child relationship, all TIP projects inherited certain data points from their parent records, whether they

were true or not. An update to a TIP record that changed the scope of work might also require that the LRTP record be updated as well, however there were no data-integrity enforcements in place to ensure that this happened.

In Project InfoTrak, the LRTP and TIP records all carry with them the same data points, but there is a distinction: a project is either in the LRTP or in the TIP. Since the TIP form contains all the same data points as the LRTP form, the requirement that any TIP project is included in the long-range plan is met. When a portion of an LRTP project is ready to move into the TIP, a new TIP record must be created and filled out from scratch. At the same time, the LRTP form must be updated to exclude the scope of work in the new TIP project (most likely reducing the project limits and cost). Moving forward, if there is any change to the scope of work of the TIP project, no updates are needed to the LRTP form. The projects can still be linked using the Associated Project ID fields and/or the Grouped Project fields.

Adoptions and Amendments

The term “Adoption” is used to refer to any initial board approval of a long-range plan or TIP document. The term “Amendment” is used to cover any formal amendments to plan or TIP approved by TPB or Steering Committee and administrative modifications approved by TPB staff. See Section 2 of this appendix for definitions of Amendments and Administrative Modifications.

LRTP Numbering Conventions

Each LRTP is given a version number, like 45-00. The first two digits indicate out-year of plan, and the second two indicates the version of the plan. Typically “-00” is used to refer to the initial adoption of a plan document. Version 45-00 would refer to the first Visualize 2045 as the quadrennial plan update that was adopted by the TPB in October 2018. The

initial data import into InfoTrak included approved projects from the 2020 Amendment to Visualize 2045. In this naming convention, that would be 45-01.

For the 2022 Update to Visualize 2045, the out-year remains at 2045. Since the 2018 LRTP has been retroactively named 45-00, in order to differentiate the 2022 Update for Visualize 2045, this adoption will be referred to as 45-22. An amendment to that plan is scheduled for 2044 with the biennial TIP update. Presuming no off-cycle amendments are requested before that update, the LRTP version number will be 45-23. Conceivably there could be a 45-24 and 45-25 if an off-cycle amendment is requested between the 2022 amendment, TIP update, and again before the next four-year update.

TIP Numbering Conventions

A similar numbering convention is used for the TIP. The first two numbers in the TIP version refer to the annual element or first year of the program and the second two refer to the version, again with “-00” indicating the initial adoption of a TIP by the TPB. Amendments and modifications will be processed in groups and each amendment or modification grouping will increase the version number by one.

Section 2: Amendments and Administrative Modifications to the LRTP and TIP

This section provides guidelines for amending and modifying the TIP in general. Following the approval of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP, a schedule will be published

detailing the windows available for entering project and funding information for amendments and modifications for the remainder of the two-year TIP cycle.

Procedures for Revisions to Visualize 2045 and the TIP

On January 16, 2008, the TPB adopted procedures for processing revisions to its Long-Range Transportation Plan and TIP. A revision is a change to the Long-Range Transportation Plan or TIP that occurs between scheduled periodic updates. A minor revision is an administrative modification and a major revision is an amendment. These procedures are in accordance with the US DOT planning regulations at 23 CFR 450. These procedures were amended by the TPB Steering Committee on December 5, 2014 and again on September 6, 2019.

According to 23 CFR 450.326: TIP Revisions and Relationship to the STIP, the regional TIP projects must be included without change in a federally approved state transportation improvement program (STIP) in order for them to receive federal funding. In this region, the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) each provide the project descriptions and funding information for the development of the regional TIP and Long-Range Transportation Plan. Each DOT has adopted procedures for revising its STIP. When it becomes necessary for a DOT to revise the project information in the TIP, its procedures must be consistent with the TPB procedures for revising its regional TIP. The TPB procedures are based upon the procedures adopted by DDOT, MDOT and VDOT. The procedures define what an administrative modification is and what an amendment is.

Definitions

Administrative Modifications are minor changes to a project included in the Long-Range Transportation Plan, TIP or STIP that do the following:

1. Revise a project description without changing the project scope or conflicting with the environmental document;
2. Change the source of funds;
3. Change a project lead agency;
4. Splits or combines individually listed projects; as long as cost, schedule, and scope remain unchanged;
5. Changes required information for grouped project (lump sum) listings; or,
6. Adds or deletes projects from grouped project (lump sum) listings as long as the funding amounts stay within the guidelines in number two above.
7. Revise the funding amount listed for a project's phases subject to the applicable definition of the funding limitations adopted by DDOT, MDOT, and VDOT for their respective STIPs.
 - a. For projects to be included in the DDOT STIP, the additional funding is limited to 20 percent of the project cost.
 - b. For projects to be included in the MDOT STIP, changes to the funding amount is limited based upon a sliding scale that varies by the total cost of the project as follows:
 - If the total project cost is less than \$3 million, an Administrative Modification shall be used for an increase or decrease in cost of up to 50% of the total project cost or \$1 million, whichever is less.
 - If the total project cost is greater than \$3 million but less than \$10 million, an Administrative Modification shall be used for an increase or decrease in cost up to 30% of the total project cost.
 - If the total project cost is greater than \$10 million, an Administrative Modification shall be used for an increase or decrease of cost up to 20% of the total project cost.
 - c. For projects to be included in the VDOT STIP, the additional funding is limited based upon a sliding scale that varies by the funding source and amount listed for the project as follows:
 - For transit projects using FTA funds:
 - If the Approved STIP total estimated project cost is \$2 million or less, an Administrative Modification shall be used for an increase of up to 100% of the total project cost.
 - If the project cost is greater than \$2 million but is \$10 million or less, an Administrative Modification shall be used for in increase of up to 50% of the total project cost.
 - If the project cost is greater than \$10 million, an Administrative Modification shall be used for in increase of up to 25% of the total project cost
 - For highway projects using FHWA funds:
 - If the Approved STIP total estimated project cost is \$2 million or less, an Administrative Modification shall be used for an increase of up to 100% of the total project cost.
 - If the project cost is greater than \$2 million but is \$10 million or less, an

Administrative Modification shall be used for an increase of up to 50% of the total project cost.

- If the project cost is greater than \$10 million but is \$20 million or less, an Administrative Modification shall be used for an increase of up to 25% of the total project cost.
- If the project cost is greater than \$20 million but is \$35 million or less, an Administrative Modification shall be used for an increase of up to 15% of the total project cost.
- If the project cost is greater than \$35 million, an Administrative Modification shall be used for an increase of up to 10% of the total project cost.

An Administrative Modification can be processed in accordance with these procedures provided that:

- It does not affect the air quality conformity determination;
- It does not impact financial constraint; and
- It does not require public review and comment.

Amendments are major changes to a project included in the Long-Range Transportation Plan, TIP or STIP that are not Administrative Modifications.

Procedures

When it becomes necessary for a DOT to revise the information for a project in the Long-Range Transportation Plan or TIP, the agency will review the type of changes to the project and apply the above definitions to determine if it can be processed by the TPB as an administrative modification or an amendment. The DOT will then submit the project

changes to the TPB and request that it take the appropriate action to approve either a project administrative modification or a project amendment.

Administrative Modifications

The TPB has delegated approval of Long-Range Transportation Plan and TIP project administrative modifications to the Director, Department of Transportation Planning of the Metropolitan Washington Council of Governments. Requests for Long-Range Transportation Plan and TIP project administrative modifications will be submitted to the Director or his or designee. The requests will be reviewed and those meeting the definition of administrative modification will be approved and forwarded to the requesting implementing agency. All TPB approved requests for Long-Range Transportation Plan and TIP project administrative modifications will be posted on the TPB web site. Once approved by the appropriate state DOT, the administrative modification will be incorporated into the STIP and no federal action will be required.

Amendments

Requests for Long-Range Transportation Plan and TIP project amendments will be submitted to the Chairman of the TPB. The requests will be reviewed by TPB staff and those meeting the definition of an amendment will be presented to the TPB Steering Committee. The Steering Committee will consider and be asked to approve project amendments that are non-regionally significant. Under the TPB Bylaws, the Steering Committee “shall have the full authority to approve non-regionally significant items, and in such cases, it shall advise the TPB of its action.” The Steering Committee will consider and place all other project amendments on the TPB agenda for consideration and approval after meeting the applicable US DOT planning regulations for Long-Range Transportation Plan and TIP amendments.

All TPB approved requests for Long-Range Transportation Plan and TIP project amendments will be forwarded to the requesting DOT, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and posted on the TPB web site. Once the TPB amendment is approved by the requesting DOT, the DOT will forward the amendment to FHWA and FTA for federal approval. After approval by FHWA and FTA, the amendment will be incorporated into the DOT's STIP. The FHWA and FTA approval will be addressed to the DOT with copies to the TPB.

Dispute Resolution

If a question arises on the interpretation of the definition of an amendment, the TPB, the requesting DOT, FHWA and FTA (the parties) will consult with each other to resolve the question. If after consultation, the parties disagree on the definition of what constitutes an amendment, the final decision will rest with the FTA for transit projects and FHWA for highway projects.

TIP Actions

For any agency to make an adjustment to the TIP, a TIP Action needs to be created in Project InfoTrak. When creating a TIP Action, the system administrator defines:

- the type of action (Adoption, Formal Amendment, or Administrative Modification),
- which agencies may submit edits to project information, and
- when agency staff may begin editing and the deadline for edits to be complete.

For each modification and amendment period, DDOT, MDOT, VDOT and WMATA will be enabled as submitting agencies by default. Any local agencies that need to request an amendment or modification

should contact TPB staff to request access to the appropriately schedule action.

Each month typically allows approximately three weeks for modifications and then one week for amendments to be approved by the TPB Steering Committee. Some scheduling is condensed around holidays. The dates in the table are tentative and subject to change. Any revisions to the schedule will be provided to all implementing agencies at the earliest possible opportunity.

Any requests to amend the TIP that cannot be accommodated by the TPB Steering Committee (i.e. a complete annual element or full four-year revision) need to be arranged in advance with TPB staff so that they may be put on the appropriate TPB agendas and any comment periods may need to be scheduled. Please provide at least 60 days' notice of any request for an amendment that will require board approval.

During any open comment period or pending TPB approval of an amendment, no additional modifications or amendments will be permitted for the agency in review.

Section 3: Using The Project InfoTrak System

Create A New LRTP Project

To create a new project, click the “LRTP Adoption” link (to associate it with an open LRTP adoption) or “Amend LRTP” link (to associate it with an open amendment) or on the main menu.

In Progress Amendments Amend TIP / Amend Bike/Ped / Amend LRTP ⓘ 465 In Progress (TIP) 📈 0 In Denied (TIP) ⓪	In Progress Adoptions TIP Adoption / LRTP Adoption ⓘ 116 In Progress (TIP) 📈 1256 In Progress (LRTP) 📈 0 In Denied (tip) ⓪
Submitted Amendments 0 Pending (TIP) ⓘ 39 Accepted (TIP) ✓	Submitted Adoptions 0 Pending (TIP) ⓘ 354 Accepted (TIP) ✓ 1 Accepted (LRTP) ✓

Click “Create New Project” and choose the appropriate LRTP adoption or amendment for your new project.

After filling out details for the new project (see detailed instructions on following pages), save the project using the buttons at the bottom of the form:

- Save - Use if further changes will need to be made to this project before submitting it for review.
- Submit for Review - Use this option to submit the project to the MPO for review.
- Reset Form - Use this option to clear the form.

When a project is submitted, an email is automatically sent to MPO users to alert them of a pending project needing review. If issues are found that would prevent the project from being reviewed (for example, invalid values or missing fields), a list of remaining requirements will be displayed at the top of the form:

After saving the new project, access the other tabs to enter additional details for the project.

If “Save” was chosen, the new project will be considered “In-Progress” and can be quickly accessed using the “In Progress” links under the “In Progress Amendments” or “In Progress Adoptions” sections of the main menu:

Your project has been saved
Please resolve the following errors below.

TIP ID: 4900	VERSION: 1	STATUS: In Progress - Completed
LAST MODIFIED BY: Andrew Austin LAST MODIFIED DATE: 9/23/2020		
TIP Programming Obligation Map Project IDS Documents Amendment History		
<p>YOUR PROJECT HAS BEEN SAVED TO "IN PROGRESS." BEFORE SUBMITTING TO MWC0G, PLEASE RESOLVE THE FOLLOWING ERRORS:</p> <ul style="list-style-type: none">• SYSTEM IS REQUIRED• LOCATION TYPE IS REQUIRED• CAPACITY IS REQUIRED		

Update Existing Projects

'In Progress' projects can be accessed (to continue to make edits to or submit the project) in several ways. In Progress projects can always be accessed via the toolbar at the top. The In-Progress projects are broken up by Amendment versus Adoption and by program type (TIP, Long Range Plan, Bike & Ped). To view all the 'In Progress' projects within one of these categories, click on 'VIEW ALL'.

In Progress projects can always be accessed on the main landing page. Again, In Progress projects are broken up by Amendment versus Adoption and by program type (TIP, Long Range Plan, Bike & Ped).

You can use 'Advanced Search' to search TIP projects in the system. Results that have an In-Progress icon next to them are projects in the In-Progress section.

To be able to make edits or submit the project, click the In-Progress icon for a particular project.

If you click on the Project ID instead, you'll be shown a read-only version of the project page.

Submitting In-Progress Projects

There are two ways to submit an In-Progress project:

1. At the bottom of In Progress project pages there is a 'Save and Submit' button. When viewing the list of In Progress projects accessed either through the In Progress icon in the tool bar at the top or the In Progress link on the landing page, there is an ability to select projects in bulk and submit them.
2. Not all projects will have a checkbox allowing them to be selected. These are projects that are missing some information required for submittal. Once required information has been entered and saved, then the checkbox will appear next to that project.

Section 4: Detailed Project Form Instructions

L RTP and TIP Project Form Instructions

This section provides line item instructions for each field on the project description form. Included on this form are data fields that serve as the inputs for Visualize 2045, the L RTP financial analysis (referred to on the form as RTP Programming) or TIP programming, the inputs for the air quality conformity analysis, the Congestion Management Process, and the Bicycle and Pedestrian Plan. The project description form is now the same for both L RTP and TIP projects since they are treated equally. The Programming Information section will provide instructions for both; programming for the Visualize 2045 financial analysis, and programming for the FY 2023-2026 TIP. Fields in **BOLD RED** type are required.

Each project description form has six tabs at the top of the form: RTP/TIP Programming, Obligation, Map, Project IDs, Documents, and Amendment History. Pages 12 -25 provide line-item instructions for the Programming tab. Descriptions and instructions for the remaining tabs will be provided in separate documentation. **Please note that providing a mapped representation of the project on the Map tab is required for all new projects.**

Administrative Area

1	ADOPTION/AMENDMENT	2	GROUP PROJ	3	GROUP NAME	4	L RTP ID
	45-00 L RTP ADOPTION 2019		No				CE1202

- 1. Adoption/Amendment** ----- This Indicates which version of the L RTP or TIP that the project is being submitted for. For the 2022 Update to Visualize 2045, 45-22. See the explanations in Section 2.
- 2. Grouped Project** ----- "Yes" means the project is grouped together with other projects that are related or adjacent, such as a corridor or mega-project. This feature is new in Project InfoTrak and no projects are currently grouped together. This may be employed in consultation with agency staff during the development of the 45-22 L RTP Adoption.
- 3. Group Name** ----- If you are associating this project with a grouped project, select the Project Group name from the drop-down list. Contact TPB staff if you wish to establish a new project grouping.
- 4. L RTP ID/TIP ID** ----- Unique project ID number assigned to each long-range pan project when created.

Project Information

The form contains the following fields and callouts:

- 5: PROJECT TITLE
- 6: PROJECT DESCRIPTION
- 7: PRIMARY PROJECT TYPE
- 8: LEAD AGENCY
- 9: SECONDARY AGENCY
- 10: COUNTY
- 11: MUNICIPALITY
- 12: PRIMARY CONTACT
- 13: PHONE (10-DIGIT)
- 14: EMAIL
- 15: URL
- 16: ACCOMMODATIONS
- 17: COMPLETE STREET ADVANCE
- 18: COMPLETE STREET EXEMPT
- 19: SYSTEM
- a: ROUTE
- b: LOCATION TYPE
- c: ROAD NAME
- d: FROM
- e: TO
- f: DISTANCE (S)
- g: Map

5. Project Title ----- Provide a brief, public-friendly name for the project

6. Project Description ----- Describe the project as clearly as possible. Use public-friendly phrasing and avoid technical jargon where possible

7. Primary Project Type ----- Classify the major purpose or nature of the project using one of the following values:

Transit	Roadways	Bridges	Other
<ul style="list-style-type: none"> Administration BRT Bus Capital Ferries High Capacity Maintenance Operating Park and Ride Passenger Facilities Regional Fare Collection Rehab Vanpool Safety ITS/Technology CMAQ Other 	<ul style="list-style-type: none"> Access Management Add Capacity/Widening Grade Separation HOV/Managed Lanes Interchange Improvement Intersection Improvement New Construction Reconstruction/Rehab/Maintenance Resurface Signals/Signs Autonomous Vehicle Technology ITS Technology CMAQ Federal Lands Highway Program Other 	<ul style="list-style-type: none"> New Construction Preventative Maint. Rehabilitation Rehab./Add Capacity Replace Replace/Add Capacity ITS/Technology 	<ul style="list-style-type: none"> Alternative Fuel Infrastructure Debt Service Environmental Only Infrastructure Resiliency Intermodal Facilities Landscaping/Beautification Preliminary Engineering/Environmental Analysis Study/Planning/Research Training Transportation Options Ridesharing Human Service Transportation Coordination TERMS Enhancements
		Active Transportation <ul style="list-style-type: none"> Bike/Ped Safe Routes To Schools ITS/Technology Other Trails 	
		Rail <ul style="list-style-type: none"> Highway Grade Separation Protective Devices ITS/Technology Other 	
			Freight <ul style="list-style-type: none"> Freight Movement

8. Lead Agency	-----	The agency that is submitting (and will be responsible for updating) the project information. The default value for this field is the user’s agency. Note: There may be instances where the actual implementing agency is different than the submitting agency. Please use the agency of the staff person submitting the information (or it won’t show up next time you log in). In these cases, the name of the actual implementing agency should be entered in the Secondary Agency field.
9. Secondary Agency	-----	Other agency working in conjunction with primary agency.
10. County	-----	The county(ies) in which the project is wholly or partially located. Multiple values may be selected from the dropdown menu. Values selected in this field are used to populate the routes available to select from in the project System/Location field found at the bottom of this section. For projects in the District of Columbia, please select “Washington” as the county in order to fully populate the route selection. Sorry, City of Alexandria!
11. Municipality	-----	The municipality(ies) in which the project is located. Multiple values may be selected from the dropdown menu.
12. Primary Contact	-----	Name of project manager or point-of-contact for more information.
13. Phone	-----	Phone number for project manager or point-of-contact for information.
14. Email	-----	Email address for project manager or point-of-contact for information
15. URL	-----	Website address for additional project information
16. Accommodations	-----	Use the dropdown responses to indicate if the project: <ul style="list-style-type: none"> • Includes bicycle/pedestrian accommodations • Does not include bicycle/pedestrian accommodations • Bicycle/pedestrian accommodations would not be applicable to this type of project

17. Complete Street Advance

Use the dropdown menu to indicate if the project:

- Advances the jurisdiction's Complete Streets policy goals
- Not applicable to a Complete Streets policy
- Is exempt from the jurisdiction's Complete Streets policy because of criteria identified in the following question.

18. Complete Street Exempt

Use the dropdown menu to identify one of the following exemption criteria to the Complete Streets policy:

- Grandfathered
- User group prohibited by law
- Excessive cost
- Absence of need
- Environmental
- Historic preservation
- Accommodation of user group contrary to jurisdiction/agency policy or plans

19. Project Location

Use this set of fields to describe the entirety of the project's physical location. The fields available will change based on the System and Location Type selected. Use the Conformity Information fields below to define the project for conformity modeling.

a. System

Select from the menu to indicate if the project is on:

- Roadway System (Functional Class 1-3, 5)
- Local Street System (Functional Class 4)
- Transit System
- Non-Infrastructure (None of the above)

b. Route

This field only appears if the roadway system type is selected. Identify the Interstate, US or state highway designation from the dropdown menu. The routes have been pre-populated based on the project's county(ies).

c. Location Type - - - - -

Select from the menu the best option to describe the project’s location type. The list of available options will change, based on the System selected:

Roadways	Local Streets
<ul style="list-style-type: none"> • Bridge • Intersection • Interchange • Road Segment • Point Location • Various Locations • Non-Location Specific 	<ul style="list-style-type: none"> • Bridge • Intersection • Non-Location Specific • Point Location • Street Segment • Trail/Path Segment • Various Locations
Transit	Non-Infrastructure
<ul style="list-style-type: none"> • Non-Location Specific • On Road • Own ROW 	<ul style="list-style-type: none"> • Other

d. Facility Name - - - - -

Full name of facility; e.g. “Capital Beltway,” “East Street,” or “Red Line”. To the extent possible, this field should be limited to actual street names or transit routes.

e. From/To (Interchanges, Cross Streets) - - - - -

For projects that cover any distance on a facility, please identify the terminal limits of the project. For projects identified as Interchanges, these fields are repurposed for the names of up to two intersecting facilities with interchanges. Similarly, for Location Type: Intersection, these are repurposed as “Primary and Secondary Cross Streets.”

f. Distance - - - - -

Please identify the approximate length of the project in miles if a “From” and “To” are provided.

g. Map - - - - -

For any project that provides one or more specific locations, a map of the project will be required. You can click on this, or the Map tab at the top of the form to use the interactive project mapping feature. Please see the instructions on page 26 for more information.

h. Bridge # - - - - -

For projects with Location Type: Bridge, please identify the federal bridge number.

i. # Locations - - - - -

If “Various Locations” was selected as the project type, please identify the approximate number of locations the project will be implemented at, where possible.

Congestion Management Process Information

The questions in this section address the federal requirement known as the Congestion Management Process (CMP). Please see www.mwcog.org/CMP for more information. These questions should be answered for every project. In addition, a Congestion Management Process Documentation Form should be completed for each non-exempt project or action proposing an increase in SOV capacity.

20 CMP

21 Traffic congestion conditions necessitate the proposed project or program and are

21a If the congestion is on another facility, please identify it:

22 This project is capacity-increasing and on a limited access highway or other principal arterial

22a The following exemption criteria are true about the project? (Choose one, or indicate that none of the exemption criteria apply)

- 20. CMP** ----- Answer questions 21-22a, and if the answer to 22a indicates that a CMP documentation form is required, select "Yes" from this pull-down
- 21. Congested Conditions** ----- Do traffic congestion conditions on this or another facility necessitate the proposed project or program? Check the box if this project is being planned specifically to address congestion conditions and indicate whether the congestion is recurring or non-recurring from the drop-down menu.
- a. Other Facility ----- If the congestion is on a different facility, fill in the name of the congested parallel or adjacent route that this project is intended to relieve in the text box provided.
- 22. Capacity Increase** ----- Check this box if the project will increase capacity on an SOV facility of functional class 1 (limited access highway), 2 (principal arterial) or 5 (grade-separated interchange on limited access highway). The federally-mandated Congestion Management Process requires that alternatives to major highway capacity increases be considered and, where reasonable, integrated into capacity-increasing projects. Except if projects fall under at least one of the exemption criteria listed under part (a), projects in the following categories require a Congestion Management Process Documentation Form:
- New limited access or other principal arterial roadways on new rights-of-way
 - Additional through lanes on existing limited access or other principal arterial roadways
 - Construction of grade-separated interchanges on limited access highways where previously there had not been an interchange.

22. a. CMP Exemption

----- If the box for question 22 is checked, are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the criteria apply):

- The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding).
- The number of lane-miles added to the highway system by the project totals less than one lane-mile
- The project is an intersection reconstruction or other traffic engineering improvements, including replacement of an at-grade intersection with an interchange
- The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles.
- The project consists of preliminary studies or engineering only, and is not funded for construction
- Construction cost for the project is less than \$10 million.
- None of the exemption criteria above apply to this project – a CMP Documentation Form is required. Use the link provided below to download a blank form. Fill this form out per the instructions for that form found later in this section, then upload it

Conformity Information

Use this section to provide sufficient detail on how the project should be coded by TPB staff. Multiple segment records may be required to distinguish pieces of the project that have different completion dates, improvement types, changes to number of lanes, etc.

If the project is required to be included in the air quality conformity analysis, at least one location segment must be entered here, including a duplication of the information in question 19. To add more segments, click “[ADD NEW LOCATION]”.

23. Model ----- The project is included in the regional travel demand model

24. Conformity Information ----- The fields on the first line of each Conformity location record behave in the same manner as the project location fields described in 19 a-f on pages 15-16. See the definitions and descriptions those fields there if needed.

g. Conformity ID ----- Automatically generated unique conformity segment identifier. This field is not editable.

h. Conformity Number ----- A project code assigned by TPB staff that is used for modeling inputs. This field is not editable by agency sponsors.

i. Agency Phase ID ----- The fields on the first line of each Conformity location record behave in the same manner as the project location fields described in 19 a-f on pages 15-16. See the definitions and descriptions those fields there if needed.

- j. Improvement Type ----- Pull-down field to identify type of improvement being made to the facility. The following values are available to select from:
- | | | |
|---|--|---|
| <ul style="list-style-type: none"> • Construct • Widen • Upgrade • Relocate • Reconstruct • Rehabilitate • Study • Construct/Widen • Widen/Upgrade | <ul style="list-style-type: none"> • Acquisition • Expansion • Implementation • Installation • Landscaping • Other • Modify • Realign Intersection • Widen/Revise Ops | <ul style="list-style-type: none"> • Remove/Close • Implement • Downgrade • Close • Complete • Convert • Withdrawn • Revise Operations • Reduce Capacity |
|---|--|---|
- k. Facility Type From/To ----- Number of lanes on facility before improvement
- l. ROW Acquired ----- Right-of-way has been acquired for the facility
- m. Under Construction ----- Construction has begun on the facility
- n. Projected Completion ----- Estimated year that the project will be complete
- o. Completed Year ----- Year that the project was completed (open to traffic) or implemented

Environmental Review Information

25 ENVIRONMENTAL REVIEW DOCUMENT

26 ENVIRONMENTAL REVIEW STATUS

This project has been identified for the following potential environmental mitigation activities.

25. Document Type ----- Type of NEPA documentation required, if any
26. Review Status ----- Current status of any required NEPA documentation
27. Environmental Mitigations ----- These potential environmental mitigation activities have been identified for the project (select all that apply):
- | | |
|---|--|
| <ul style="list-style-type: none"> • Air Quality • Energy • Floodplains • Noise • Vibrations | <ul style="list-style-type: none"> • Geology, Soil and Groundwater • Hazardous and Contaminated Materials • Socioeconomics • Wetlands • Surface Water |
|---|--|

Financial Plan Information

Note: This section is an expansion of the LRTP form question that previously asked agencies to identify the types of funding (federal, state, local, etc.) that were anticipated to be used for the project. To enhance the Financial Plan for Visualize 2045, Update 2022, agencies are asked to provide projected amounts of each funding type and the approximate time frame (or band) of expenditure: the first four years (in the FY 2023-2026 TIP), the next six years (FY 27 – FY 32), or the remaining out-years of the plan (FY 33 – FY 45). This section uses Project InfoTrak’s built-in programming tool which requires a higher degree of specificity on funding years and phase type than agencies are expected to report. See the instructions for the fields below and the example following the instructions for guidance on how to use this section to describe the projected expenditures. If the available data doesn’t provide enough information to complete this level of detail, consult with TPB staff on the best alternate approach.

28. a. FFY ----- Use this field to indicate in which of these three bands the various funding types are projected for programming: the first four years (in the FY 2023-2026 TIP) the following six years (2027 – 2032) or the outyears of the plan (2033 – 2045). TPB staff will only report on the funding by band so users may select any fiscal year within each band. For simplicity and consistency, TPB staff recommends selecting the first fiscal year of a band (2023, 2027 or 2033).
- b. Fund Type ----- Select the first (or only) type of source that is anticipated to be used to fund the project: federal, state, local, private, bonds, or other. For the purposes of the financial plan and TIP District of Columbia-generated funding should be entered as state funding.
- c. Amount (Phases)----- To the extent possible, identify the amount of funds (in year-of-expenditure dollars) from this record’s source type to be programmed in the band identified. The financial plan does not analyze funding by project phase. TPB staff recommends that all funding amounts be entered in the “Other” column. The example below explains this further.
- d. Totals ----- The Total column and the Fiscal Year and Grant Total fields are automatically calculated and are not editable.

Financial Plan Example

If any amount of funding falls within the span of the proposed TIP (FY 2023-2026), submit the project as an amendment/adoption to the TIP rather than the LRTP. For LRTP projects, identify whether the anticipated programming is in the mid-term (the 6 years following the TIP, i.e. 2032) or in the out years of the plan. Identify projected costs for all phases of the project to the extent possible.

In this example a construction of a project is anticipated to cost \$500 million, with preliminary engineering (PE) projected at \$1 million, and right-of-way acquisition (ROW) at \$10 million. The project will be paid for using a federal funding program like the Surface Transportation Block Grant program which requires a 20% matching contribution.

FFY (OCT/SEPT)	FUND TYPE	AC/CP	STUDY	PLANNING	PE	ROW	CON	UT	OTHER	TOTAL
2030	Federal				\$800,000					\$800,000
2030	State or District Funding				\$200,000					\$200,000
Outer FY	Federal					\$8,000,000				\$8,000,000
Outer FY	State or District Funding					\$2,000,000				\$2,000,000
Outer FY	Federal						\$400,000,000			\$400,000,000
Outer FY	State or District Funding						\$100,000,000			\$100,000,000
										\$0
FFY 2030			\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
FFY Outer FY			\$0	\$0	\$0	\$10,000,000	\$500,000,000	\$0	\$0	\$510,000,000
Federal			\$0	\$0	\$800,000	\$8,000,000	\$400,000,000	\$0	\$0	\$408,800,000
State or District Funding			\$0	\$0	\$200,000	\$2,000,000	\$100,000,000	\$0	\$0	\$102,200,000
GRAND TOTAL			\$0	\$0	\$1,000,000	\$10,000,000	\$500,000,000	\$0	\$0	\$511,000,000

ESTIMATED TOTAL PROJECT COST IS EQUAL TO TOTAL PROGRAMMED \$

Schedule Information

29 ESTIMATED PROJECT COMPLETION DATE
2024

30 ACTUAL PROJECT COMPLETION DATE

31 CURRENT IMPLEMENTATION STATUS

29. Estimated Project Completion

Estimated year that the project will be open to traffic or implemented.

30. Actual Project Completion

Use this field to indicate the year that the full scope of the project has been opened to traffic or implemented.

31. Current Implementation Status

Indicate the current status of the project using one of the following project milestones or activities:

- Environmental Document/ Pre-Design Phase (PAED)
- Engineering/Plans Specifications and Estimates (PS&E)
- ROW Acquisition
- Bid/Advertise Phase
- Contract/Project Award
- Construction/Project Implementation Begins
- Project Closeout
- No Project Activity
- Construction/Implementation Complete Project Open to Use
- First Vehicle/Equipment Delivered
- All Vehicles/Equipment Delivered
- Contract/Project Complete
- Ongoing Operating/Maintenance Project
- Project Cancel

Regional Policy & Federal Planning Factor Support

The questions in this section address the goals identified in the Regional Transportation Priorities Plan (RTPP). Question 39 should be used to provide additional context of how this project supports the TPB Aspirational Initiatives the RTPP goals or other regional needs identified in the Technical Inputs Solicitation Project Submission Guide.

- 32. Non Auto Travel** ----- Does the project promote non-auto travel in the region?
- b. Transportation Options** ----- Identify all travel mode options that this project provides, enhances, supports, or promotes.
- Single Driver
 - Carpool/HOV
 - Metrorail
 - Commuter Rail
 - Streetcar/Light Rail
 - Walking
 - BRT
 - Express/Commuter Bus
 - Metrobus
 - Local Bus
 - Bicycling
 - Other
- 33. Accessibility Improvement** ----- Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)
- 34. Equity Emphasis Areas** ----- Is this project physically in an Equity Emphasis Area (EEA)?
- a. Additional Equity Response** ----- Please provide additional written information that describes how this project further supports or advances equity as described by the TPB July 2020 resolution.
- 35. Activity Centers** ----- Indicate if the project begins or ends within an activity center, connects two or more centers, and/or promotes non-auto travel within one or more centers
- a. Begins or Ends in** ----- Does this project begin or ends in an Activity Center?
- b. Non-Auto Travel within** ----- Does this project connect two or more Activity Centers?
- c. EEA Activity Center without** ----- Does this project promote non-auto travel within one or more Activity Centers?
- d. EEA-Activity Center Connect** ----- Does this project connect an Equity Emphasis Area to an Activity Center?

-
- 36. Maintenance** ----- Does this project contribute to enhanced system maintenance or preservation?
- 37. Operations** ----- Does this project reduce travel time on highways and/or transit without building new capacity, (e.g., ITS, bus priority treatments, etc.)?
- 38. Safety** ----- Is this project expected to significantly reduce fatalities or injuries among motorists, transit users, pedestrians, and/or bicyclists?
- 39. Reduce Emissions Pollutants** ----- Is the project expected to contribute to reductions in emissions of criteria pollutants, specifically, to attainment of ozone levels consistent with the National Ambient Air Quality Standard (NAAQS)?
- 40. Reduce Greenhouse Gases** ----- Is this project expected to contribute to reductions in emissions of greenhouse gases by 50% below 2005 levels by 2030?
- 41. Promotes Freight** ----- This project enhances, supports, or promotes the following freight carrier modes (select all that apply):
- Air
 - Local Delivery
 - Long-Haul Truck
 - Rail
- 42. Passenger Carrier Modes** ----- This project enhances supports, or promotes the following passenger carrier modes (select all that apply):
- Air
 - Amtrak Intercity Passenger Rail
 - Intercity Bus
- 43. Aspirational Initiatives** ----- Please check each initiative that is implemented by this project. The aspirational initiatives are:
- Bring Jobs and Housing Closer Together.
 - Expand Bus Rapid Transit and Transitways Regionwide.
 - Move More People on Metrorail.
 - Provide More Telecommuting and Other Options for Commuting.
 - Expand Express Highway Network.
 - Improve Walk and Bike Access to Transit.
 - Complete the National Capital Trail Network
-

44. Additional Policy Framework

Please provide additional written information that describes how this project further supports or advances the TPB Aspirational Initiatives, other regional goals, or needs

45. Federal Planning Factors

This project supports the following planning factors (select all that apply):

- Emphasize the preservation of the existing transportation system.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Enhance travel and tourism
- Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
- Increase accessibility and mobility of people
- Increase accessibility and mobility of freight
- Increases the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.
- Increases the safety of the transportation system for all motorized and non-motorized users.
- Promote efficient system management and operation.
- Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Support the economic vitality of the metropolitan area especially by enabling global competitiveness productivity and efficiently.

The TIP Project Description Form Instructions

The fields and instructions for the TIP form are exactly the same as the LRTP form with the exception of the funding program area. Where the LRTP form features data on the financial analysis for Visualize 2045, the TIP form has programming tables for the FY 2023-2026 TIP.

FFY -----	Enter the federal fiscal year in which the funds are programmed for obligation. You may program funds beyond the window of the current TIP, which will be included in the Grand Total summaries below.
Fund Type -----	See the next section for a definition of and links to resources for more information on each funding source.
AC/CP -----	<p>If your agency is programming Advanced Construction (AC) funds on a project the following conditions must be met:</p> <ol style="list-style-type: none">1. Any amounts designated as AC must note that in the pull-down menu in this column.2. The source for those funds must be listed as the anticipated federal source that the agency intends to use to pay back the state coffers.3. For any amount of AC programmed, there must be an equal amount of ACCP scheduled in the program. These amounts should be demonstrated within a year or two at most, of the initial AC programming.
Phase -----	<p>Place the programmed funds in the appropriate column depending on which phase they are programmed for:</p> <ul style="list-style-type: none">• Study• Planning• PE – Preliminary Engineering• ROW – Right of Way Acquisition• CON – Construction Reserve for construction of roadway or transit facility infrastructure.• UT – Utilities• Other – Use for program operations, vehicle or other purchases, construction of maintenance facilities, debt service, or other purposes that don't comport to one of the phases above

-
- Total** ----- This is a calculated field, summing the line item.
 - Grand Total Block** ----- This block provides calculated totals by FFY, source, and a grand total. Note: this provides a running total of all fiscal years, prior to, including, and beyond the program window of the TIP.
 - Total Project Cost** ----- Enter the total project cost in the field to the right. This should equal or exceed the amount of funding programmed in the calculated Grand Total field above. If it is less than the programmed amount, the system will present an error message when attempting to submit the TIP description form. If the project cost is equal to the amount programmed (or for perpetual, ongoing maintenance or operational programs), you can check the box on the left, indicating that the estimated total cost is equal to the total programmed amount.

Section 5: Federal Funding Resources

The following sources are included in the Project InfoTrak database for programming. If additional or new sources are needed, please contact the EcoInteractive help desk.

Federal Highway Administration – Title I Sources

Accelerated Innovation Deployment Demonstration Program (Demo)

The Accelerated Innovation Deployment (AID) Demonstration program provides incentive funding for activities eligible for assistance in any phase of a highway transportation project between project planning and project delivery including: Planning, financing, operation, structures, materials, pavements, environment, and construction that address the TIDP goals. The FHWA expects approximately \$10 million to be made available for AID Demonstration in each of Fiscal Years 2016 through 2020 from amounts authorized under section 6002 of the FAST Act.

https://www.fhwa.dot.gov/innovation/grants/edc4_aiddemo_factsheet.pdf

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The FAST Act continued the CMAQ program to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

<https://www.transportation.gov/sustainability/climate/federal-programs-directory-congestion-mitigation-and-air-quality-cmaq>

Federal Lands Access Program (FLAP)

The Federal Lands Access Program was established in 23 U.S.C. 204 to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The Access Program supplements state and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.

<https://highways.dot.gov/federal-lands/programs-access>

High Priority Project (HPP)

The High Priority Projects Program (pre-MAP-21 23 U.S.C. 117) provided designated funding for specific projects identified in SAFETEA-LU. A total of 5,091 projects are identified, each with a specified amount of funding over the 5 years of SAFETEA-LU. The program was discontinued by MAP-21.

<https://www.fhwa.dot.gov/programadmin/hpp.cfm>

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.

<https://safety.fhwa.dot.gov/hsip/>

National Highway Freight Program (NHFP)

The FAST Act establishes a new National Highway Freight Program to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including:

- investing in infrastructure and operational improvements that strengthen economic

competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity;

- improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;
- improving the state of good repair of the NHFN;
- using innovation and advanced technology to improve NHFN safety, efficiency, and reliability;
- improving the efficiency and productivity of the NHFN;
- improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and
- reducing the environmental impacts of freight movement on the NHFN. [23 U.S.C. 167 (a), (b)]

<https://www.fhwa.dot.gov/fastact/factsheets/nhfpfs.cfm>

National Highway Performance Program

The FAST Act continues the National Highway Performance Program, which was established under MAP-21. The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

<https://www.fhwa.dot.gov/fastact/factsheets/nhppfs.cfm>

Regional Surface Transportation Planning

RSTP provides flexible funding to Northern Virginia, and similar regions across the country, that may be used for projects to improve and preserve conditions and performance on federal-aid highways, public bridges and tunnels, bicycle and pedestrian infrastructure, and transit capital projects. In Virginia,

these funds are available to Metropolitan Planning Organizations (MPOs) with populations greater than 200,000. While the NVTA is not a federally designated MPO, it fulfills this function for Northern Virginia.

<http://thenovaauthority.org/programming/cmaq-rstp/>

State Transportation Innovation Council (STIC)

The State Transportation Innovation Council Incentive program provides resources to help STICs foster a culture for innovation and make innovations standard practice in their States. Through the program, funding up to \$100,000 per State per Federal fiscal year is made available to support or offset the costs of standardizing innovative practices in a State transportation agency or other public sector STIC stakeholder. The program is administered by FHWA's Center for Accelerating Innovation.

Surface Transportation Block Program (STBG)

The FAST Act converts the long-standing Surface Transportation Program into the Surface Transportation Block Grant Program acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program's name with how FHWA has historically administered it. [FAST Act § 1109(a)]. The STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.

<https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm>

Transportation Alternatives Program (TAP)

The FAST Act eliminates the MAP-21 Transportation Alternatives Program (TAP) and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

<https://www.fhwa.dot.gov/fastact/factsheettransportationalternativesfs.cfm>

Federal Transit Administration - Title III Sources

Section 5303, Section 5304 – Metropolitan and State Planning Program

Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states that is cooperative, continuous and comprehensive, resulting in long-range plans and short-range programs of transportation investment priorities. The planning programs are jointly administered by FTA and the Federal Highway Administration (FHWA), which provides additional funding.

<https://www.transit.dot.gov/funding/grants/metropolitan-statewide-planning-and-nonmetropolitan-transportation-planning-5303-5304>

Section 5307 - Urbanized Area Formula Program

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning.

<https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307>

Section 5309 - New Starts

Provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors.

<https://www.transit.dot.gov/funding/grant-programs/capital-investments/fact-sheet-fixed-guideway-capital-investment-grants-new>

Section 5310 - Elderly & Persons with Disabilities Program

This program (49 U.S.C. 5310) provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.

<https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310>

Section 5311 – Formula Grants for Rural Areas

The Formula Grants for Rural Areas program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where

many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program.

<https://www.transit.dot.gov/rural-formula-grants-5311>

Section 5337 - State of Good Repair Grant Funds

The State of Good Repair Grants Program (49 U.S.C. 5337) provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair. Additionally, SGR grants are eligible for developing and implementing Transit Asset Management plans.

<https://www.transit.dot.gov/funding/grants/state-good-repair-grants-5337>

Section 5339 (a) - Alternatives Analysis Funding

The objective of the Alternatives Analysis program (49 U.S.C. 5339) is to assist in financing the evaluation of all reasonable modal and multimodal alternatives and general alignment options for identified transportation needs in a particular, broadly defined travel corridor.

<https://www.transit.dot.gov/funding/grants/alternatives-analysis-5339>

Section 5333 (b) – Bus and Bus Facilities Discretionary Program

The purpose of the Bus Program is to improve the condition of the nation’s public transportation bus fleets, expand transportation access to employment,

educational, and healthcare facilities, and to improve mobility options in rural and urban areas throughout the country.

<https://www.transit.dot.gov/funding/applying/notices-funding/5339b-bus-and-bus-facilities-discretionary-program-bus-program-2016>

Section 5339 (c) - Low or No Emission Vehicle Program

The Low or No Emission Competitive program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities. Under the FAST Act, \$55 million per year is available until fiscal year 2020.

<https://www.transit.dot.gov/funding/grants/lowno>

Passenger Rail Investment and Improvement Act of 2008 (PRIIA)

Sec. 106 of this bill provides the authorization for capital and preventative maintenance projects for the Washington Metropolitan Area Transit Authority (WMATA).

<https://www.congress.gov/bill/110th-congress/house-bill/6003/text>

Other Funding Sources

AC	Advanced Construction
ACC	Advanced Construction Conversion
DOD - OEA	Department of Defense, Office of Economic Grant Anticipation Revenue Vehicles (Bonds)
GARVEE	National Park Service
NPS	National Recreational Trails Program
NRT	Private-Public Partnership
P3	Private Developer
PRIV	WMATA Insurance Proceeds
WIP	

2022 UPDATE TO VISUALIZE 2045
BLANK DESCRIPTION FORM



National Capital Region
Transportation Planning Board

visualize
2045

PROJECT DESCRIPTION FORM
for the Transportation Planning Board's

VISUALIZE 2045

Long Range Transportation Plan and the
**FY 2023-2026 TRANSPORTATION
IMPROVEMENT PROGRAM**

Administrative Area

1. Adoption/Amendment <input type="text"/>	2. Grouped Project? <input type="text"/> <input type="checkbox"/>	3. Group Name <input type="text"/>	4. CE ID <input type="text"/>
---	--	---------------------------------------	----------------------------------

Project Information

5. Project Title

6. Project Description

7. Primary Project Type

8. Lead Agency <input type="text"/>	9. Secondary Agency <input type="text"/>	10. County <input type="text"/>	11. Municipality <input type="text"/>
--	---	------------------------------------	--

12. Primary Contact <input type="text"/>	13. Phone <input type="text"/>	14. Email <input type="text"/>	15. URL <input type="text"/>
---	-----------------------------------	-----------------------------------	---------------------------------

16. Accommodations <input type="text"/>	17. Complete Street Advance <input type="text"/>	18. Complete Street Exempt <input type="text"/>
--	---	--

19. Project Location	a. System <input type="text"/>	b. Route <input type="text"/>	c. Location Type <input type="text"/>
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d. Facility Name <input type="text"/>	e. From <input type="text"/>	e. To <input type="text"/>	f. Distance <input type="text"/>	g. Map
--	---------------------------------	-------------------------------	-------------------------------------	--------

k. Bridge # <input type="text"/>	l. # of Locations <input type="text"/>
-------------------------------------	---

Congestion Management Process Information

20. CMP

21. Traffic congestion conditions necessitate the proposed project or program and are

21 a. If the congestion is on another facility, please identify it:

22. This project is capacity-increasing and on a limited access highway or other principal arterial

22 a. The following exemption criteria are true about the project? (Choose one, or indicate that none of the exemption criteria are true)

Conformity Information

23. Model

23. Conformity Segments	a. System <input type="text"/>	b. Route <input type="text"/>	c. Location Type <input type="text"/>
-------------------------	-----------------------------------	----------------------------------	--

d. Road Name <input type="text"/>	e. From <input type="text"/>	e. To <input type="text"/>	f. Distance <input type="text"/>
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g. CON ID <input type="text"/>	h. Conformity Number <input type="text"/>	i. Agency Phase ID <input type="text"/>
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j. Improvement Type <input type="text"/>	k. Facility Type From <input type="text"/>	k. Facility Type To <input type="text"/>	l. Ln From <input type="text"/>	l. Ln. To <input type="text"/>
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m. ROW Acquired <input type="text"/>	n. Under Construction <input type="text"/>	o. Projected Completion <input type="text"/>	p. Completed Year <input type="text"/>
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Environmental Review Information

25. Document Type

26. Review Status

27. This project has been identified for the following potential environmental mitigation activities:

Programming Information

28. LRTP Funding

a. FFY (Band)

b. Fund Type

c. Phases

d. Total

Schedule Information

29. Estimated Completion

28. Actual Completion

30. Current Implementation Status

Regional Policy & Federal Planning Factor Support

32 a. This project promotes non-auto travel in the region

32 b. Please identify all travel mode options that this project promotes, enhances, or supports.

33. This project improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency)

34 a. This project is physically located in an Equity Emphasis Area (EEA)

34 b. Please provide additional written information that describes how this project further supports or advances equity as described by the TPB July 2020 resolution.

35 a. This project begins or ends in an Activity Center.

35 b. This project connects two or more Activity Centers.

35 c. This project promotes non-auto travel within one or more Activity Centers.

35 d. This project connects an Equity Emphasis Area to an Activity Center?

36. This project contributes to enhanced system maintenance or preservation.

37. This project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.).

38. Is this project expected to significantly reduce fatalities or injuries among motorists, transit users, pedestrians, and/or bicyclists?

39. This project is expected to contribute to reductions in emissions of criteria pollutants, specifically, to attainment of ozone levels consistent with the National Ambient Air Quality Standard (NAAQS).

40. This project is expected to contribute to reductions in emissions of greenhouse gases by 50% below 2005 levels by 2030.

41. This project enhances, supports, or promotes the following freight carrier modes.

42. This project enhances, supports, or promotes the following passenger carrier modes.

43. Please check each initiative that is implemented by this project.

44. Please provide additional written information that describes how this project further supports or advances the TPB Aspirational Initiatives, other regional goals, or needs.

45. Federal Planning Factors: This project supports the following planning factors (select all that apply)

ITEM 10 – Information

December 16, 2020

Transportation Impacts of the Covid-19 Pandemic in the National Capital Region

Background:

The Board will be briefed on updated information on the regional transportation impacts resulting from the COVID-19 pandemic as well a collaborative multisectoral analysis being undertaken by COG and TPB staff. The multisectoral analysis will examine impacts on transportation, the environment, the economy, and health, and will provide a regional perspective on pandemic impacts to inform long term planning and programming activities.



MEMORANDUM

TO: Transportation Planning Board
FROM: Tim Canan, AICP, TPB Planning Data and Research Program Director
SUBJECT: COG/TPB Activities to Compile COVID-19 Transportation Impacts Information
DATE: December 10, 2020

Numerous actions have been taken to contain the pandemic spread of the COVID-19 virus and to mitigate COVID-19's threat to personal and public health. These actions have affected socio-economic activities throughout the country, including the Washington metropolitan area. The impacts of the pandemic have been significant, and it is necessary to understand the full depth and breadth of these impacts in the region from a broad context.

In his October 15, 2020 memorandum to the Transportation Planning Board (TPB), Andrew Meese, TPB Systems Performance Planning Director, indicated that COG and TPB have commenced an effort to examine the impacts of COVID-19 on the region from a multisectoral perspective. Sectors in this analysis include transportation, the economy, the environment, and health. Staff from COG's Departments of Transportation Planning, Community Planning and Services, and Environmental Programs are collaborating to compile relevant data and information that help portray the broad context of the pandemic in the region from this perspective.

Because of the complexity of some of the data as well as notable lags in data availability for some key indicators, staff has grouped the multisectoral analysis activities into two distinct phases: 1) near-term activities, which entail compiling and presenting data that are already available and can readily be presented, and 2) longer-term activities, which will require obtaining data that may not yet be available and conducting a deeper dive into the complex interrelationships of these data sources. Staff is currently in the process of making initial presentations of data and findings from the near-term activities to various Boards and committees within COG and TPB. The TPB will be briefed at its December 16, 2020 meeting on the first of these analyses as well as on the overall approach for conducting the multisectoral analysis for assessing the impacts of COVID-19 in the region.

TRANSPORTATION IMPACTS OF THE COVID-19 PANDEMIC IN THE NATIONAL CAPITAL REGION

Tim Canan, AICP
Planning Data and Research Program Director

Transportation Planning Board
December 16, 2020

Overview

- Numerous actions have been taken to contain the pandemic spread of the COVID-19 virus and to mitigate COVID-19's threat to personal and public health.
- These actions have restricted socio-economic activities throughout the country, including the Washington metropolitan area.
- Staff from various COG department are collaborating to develop a snapshot summary of observed impacts on the region from a multisectoral perspective.
- Sectors of analysis will include:
 - Transportation (Roadways and Public Transportation)
 - Economy
 - Environment
 - Health




Overview cont'd

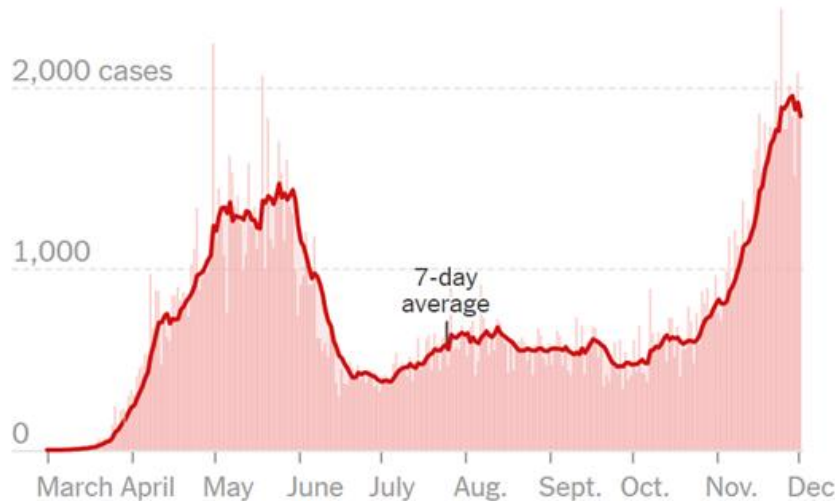
- A multisectoral approach will provide a snapshot summary of impacts from a broader perspective to provide more context.
- Analyses and findings, while empirical, are intended to provide a general contextual understanding of the impacts and are not intended to constitute a comprehensive “deep dive.”
- Analyses will measure what has occurred and will not be predictive in nature due to remaining uncertainties.
- Presentations to be made in two phases:
 - *Near-term Activities*: readily available data that can be presented to stakeholders starting in December.
 - *Longer-term Activities*: data collection and analysis activities that may take longer to complete.



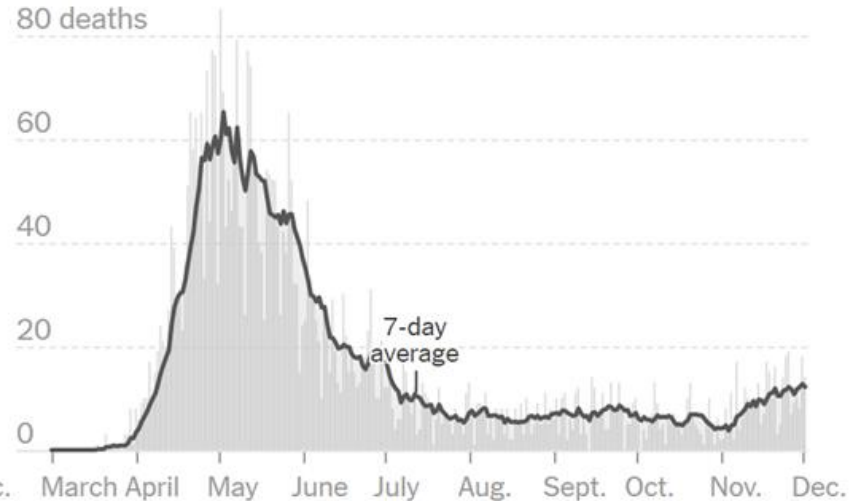
COVID Cases & Deaths in Washington, DC Metro Area

	ON DEC. 2	DAILY AVG. IN LAST 7 DAYS	PER 100,000	14-DAY CHANGE	TOTAL REPORTED
Cases	1,909	1,840	29	+27% 	201,301
Deaths	14	12	<1	+23% 	4,356

New cases



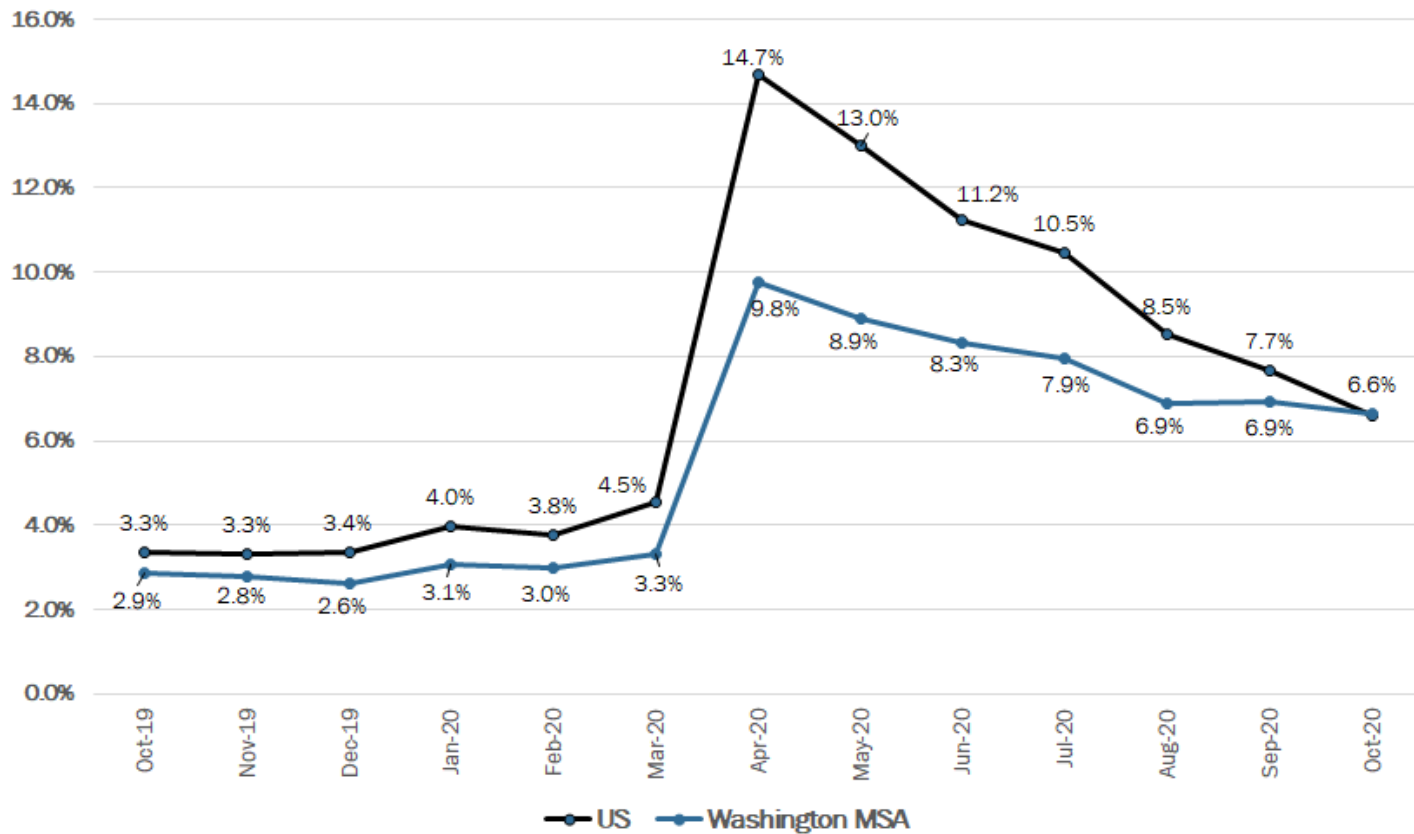
Deaths



New York Times Cases & Deaths Tracker: <https://www.nytimes.com/interactive/2020/us/covid-cases-deaths-tracker.html#USA-MSA47900>
 The Times uses reports from state, county and regional health departments.



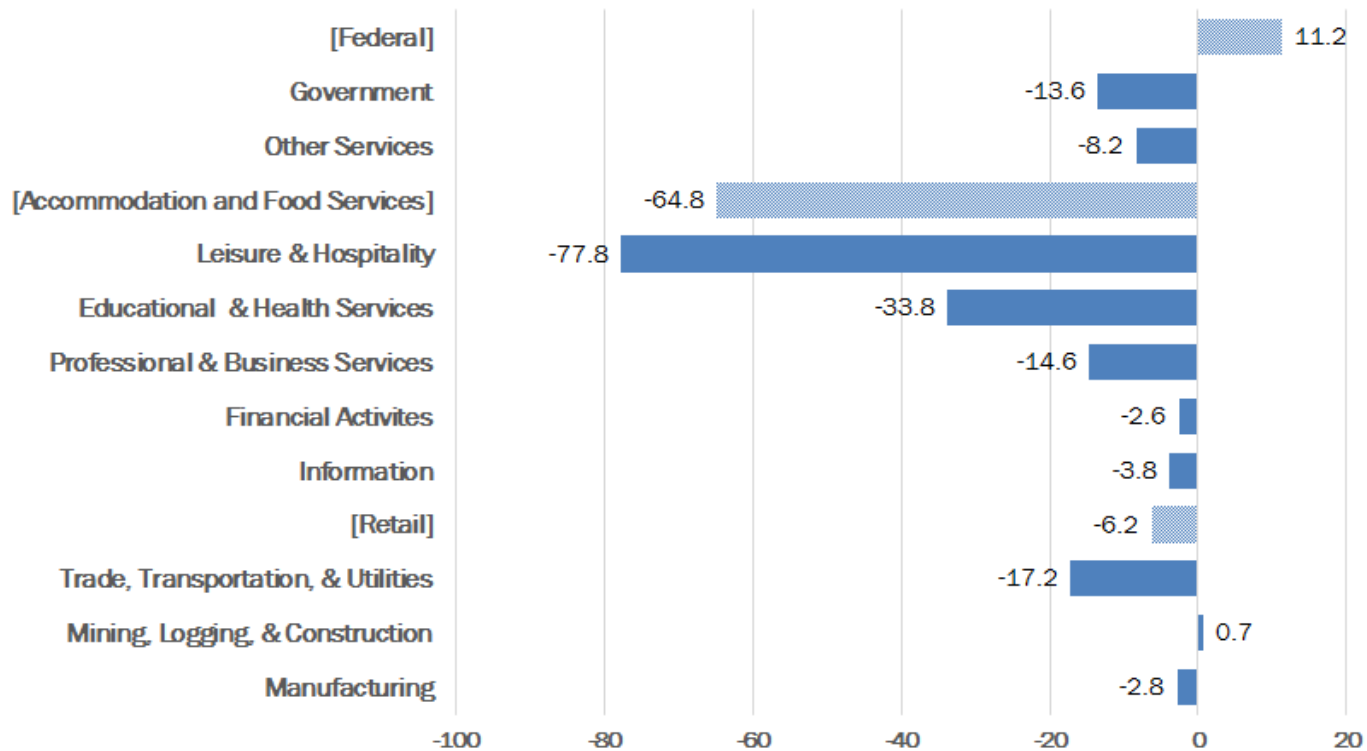
Unemployment Rate Washington MSA and US



Our unemployment rate nearly tripled with the onset of the pandemic but was still nearly 5 points below the nation. With reopening, the national and local rates have converged but remain above historic averages.



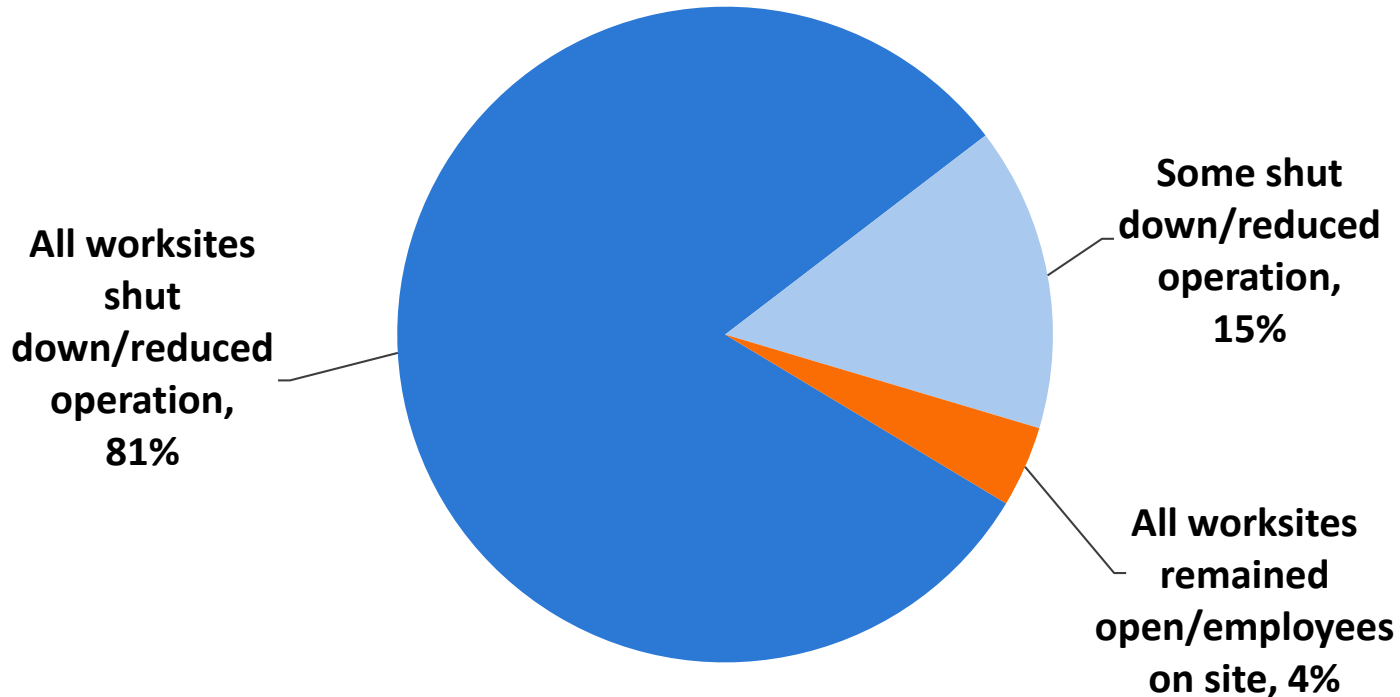
Over-the-year Job Change By Sector October 2020 vs October 2019 Washington MSA



The most-current employment data shows job losses to be in hospitality, retail, and several service industry sectors.



Worksite Operations

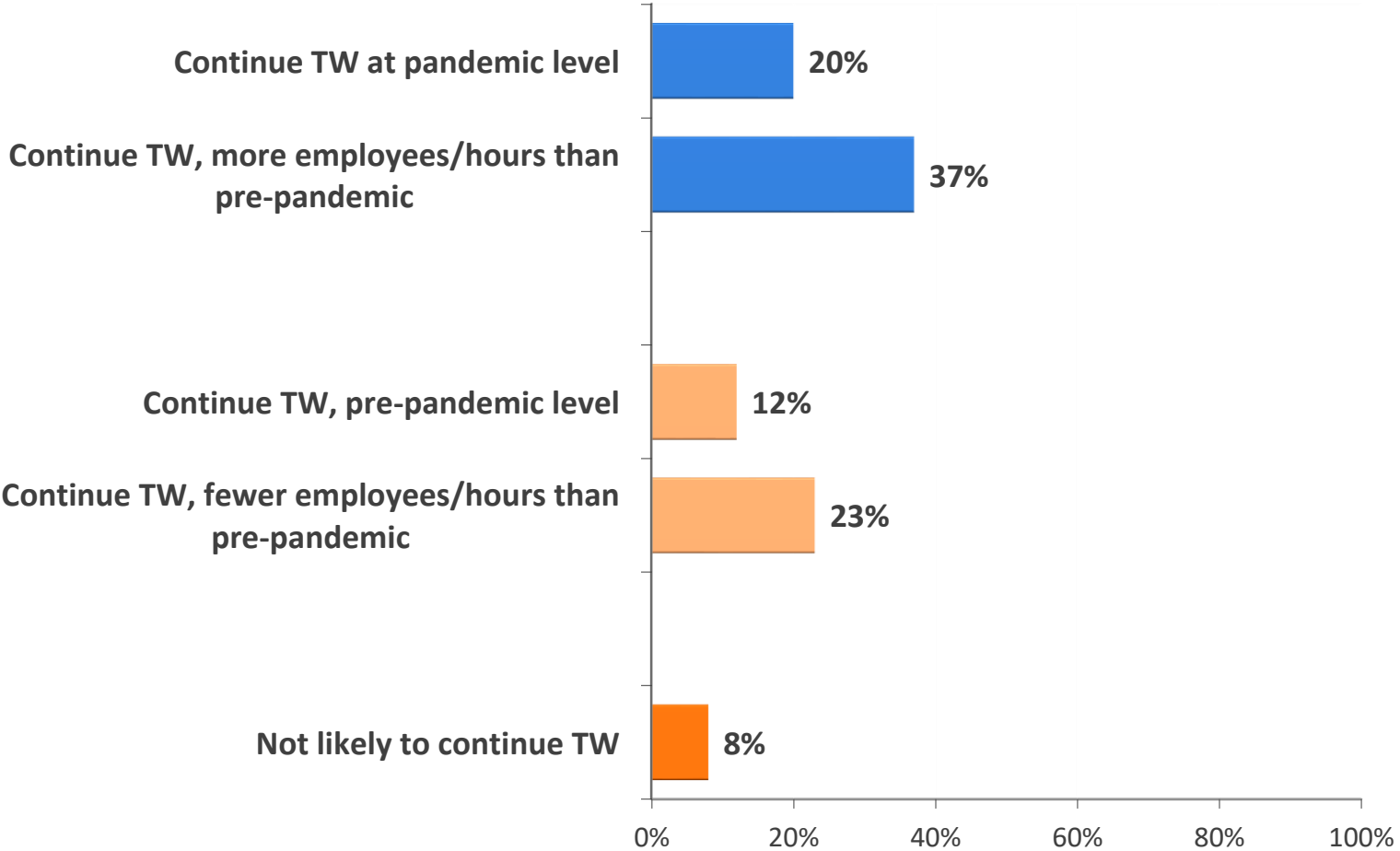


Source: Commuter Connections 2020 Employer Telework Survey

- 96% of Worksites Shut Down or Reduced On-site Operation Either Completely (81%) or Partially (15%) Since Coronavirus Pandemic Began

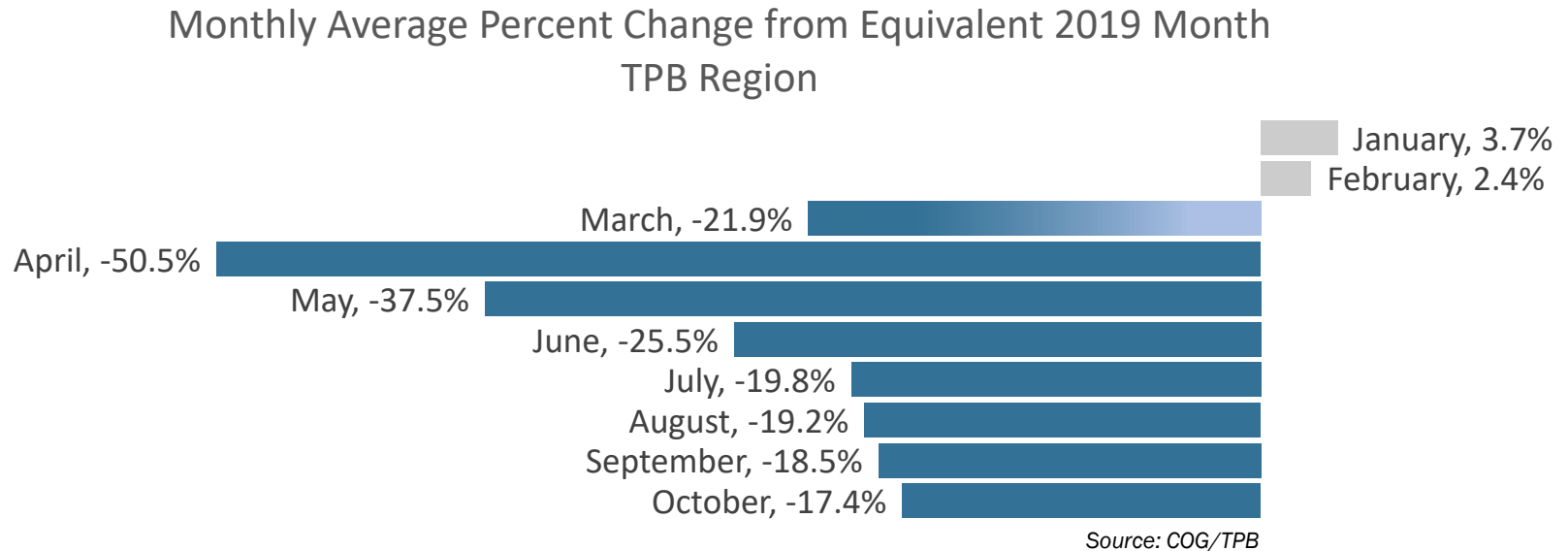


Anticipated Post-Pandemic Teleworking



Source: Commuter Connections 2020 Employer Telework Survey

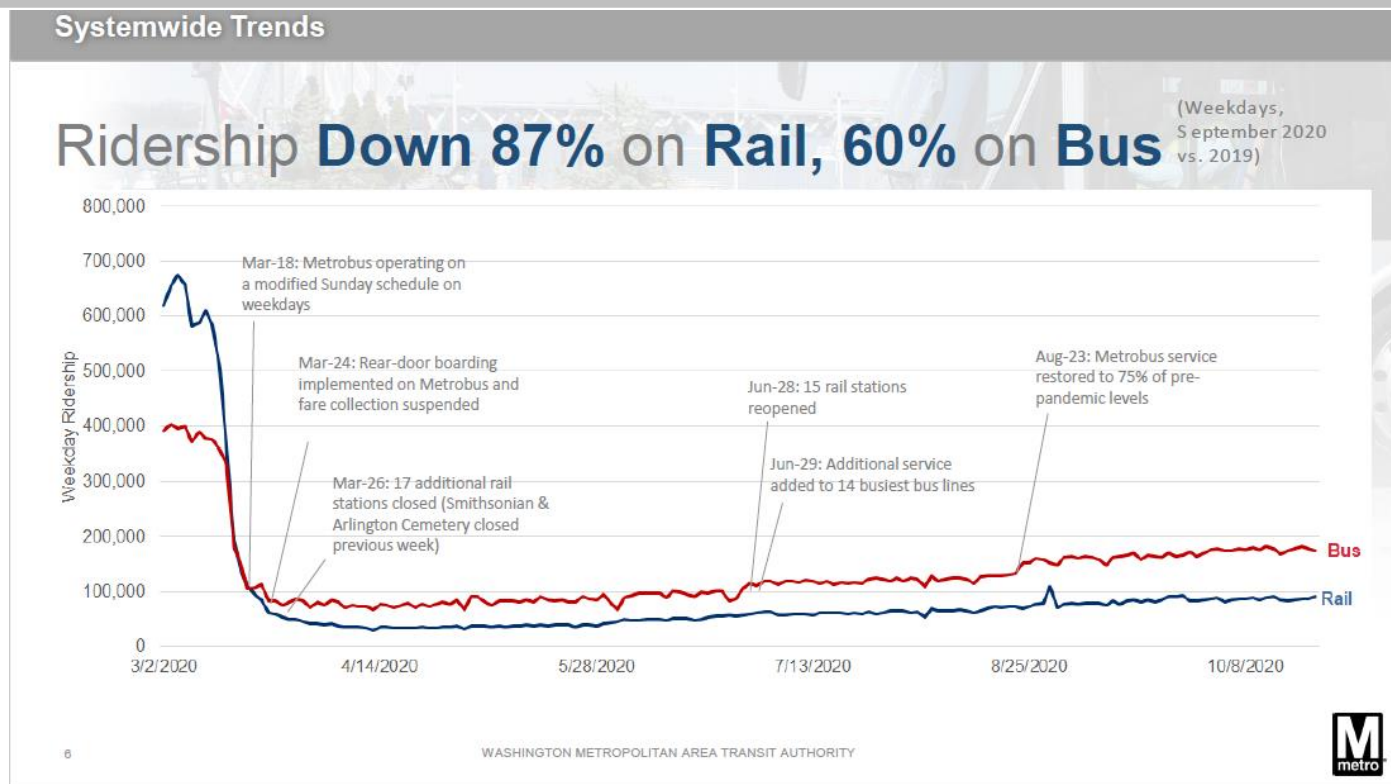
Roadway Traffic Volumes: TPB Region



- Regional traffic volumes, which in April 2020 had dipped below 50% of 2019 volumes, had recovered to over 80% of 2019 volumes by July, and continued a slow recovery through October.



Metrorail and Metrobus Ridership

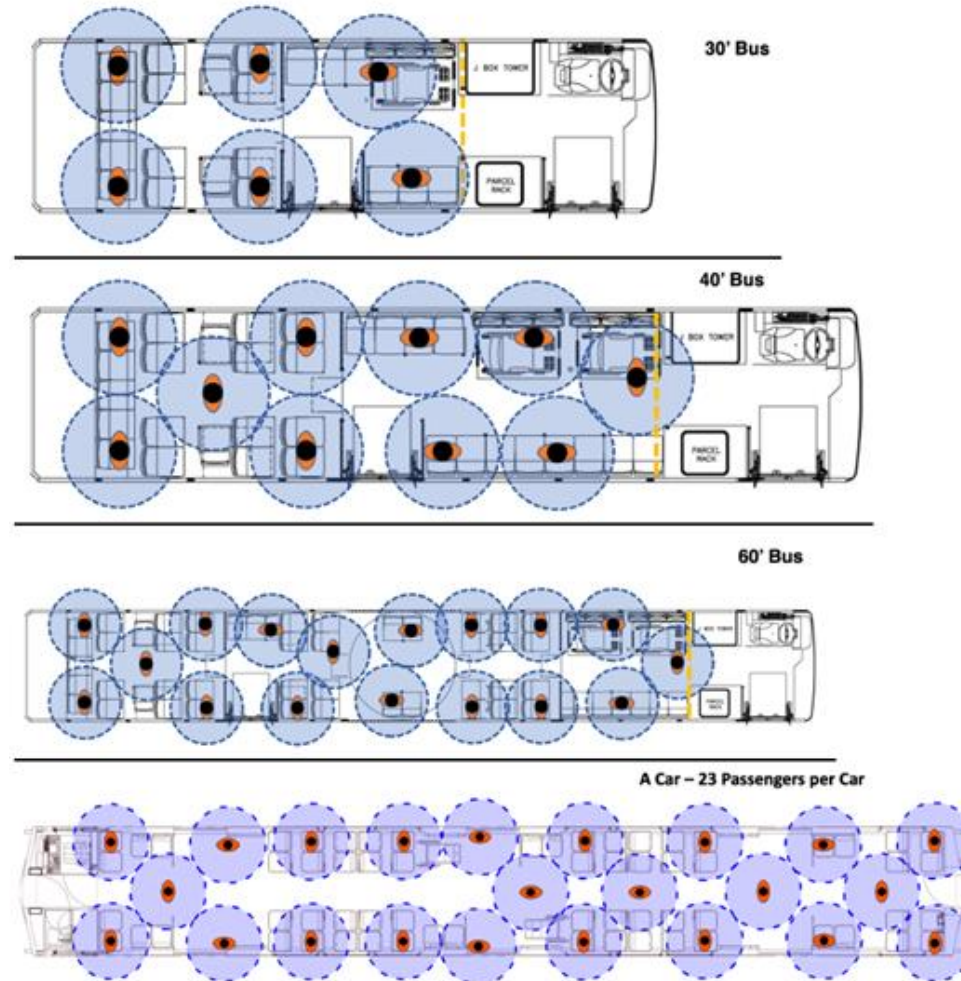


WMATA Regional Bus Ridership Workshop, November 17, 2020. COVID Ridership Trends, Diane Patterson.

- Ridership decreased as a result of both reduced demand and reduced transit capacity, underscoring the complex interrelationship of supply and demand on transit. This contrasts to roadway volume decreases, which resulted from demand reductions.



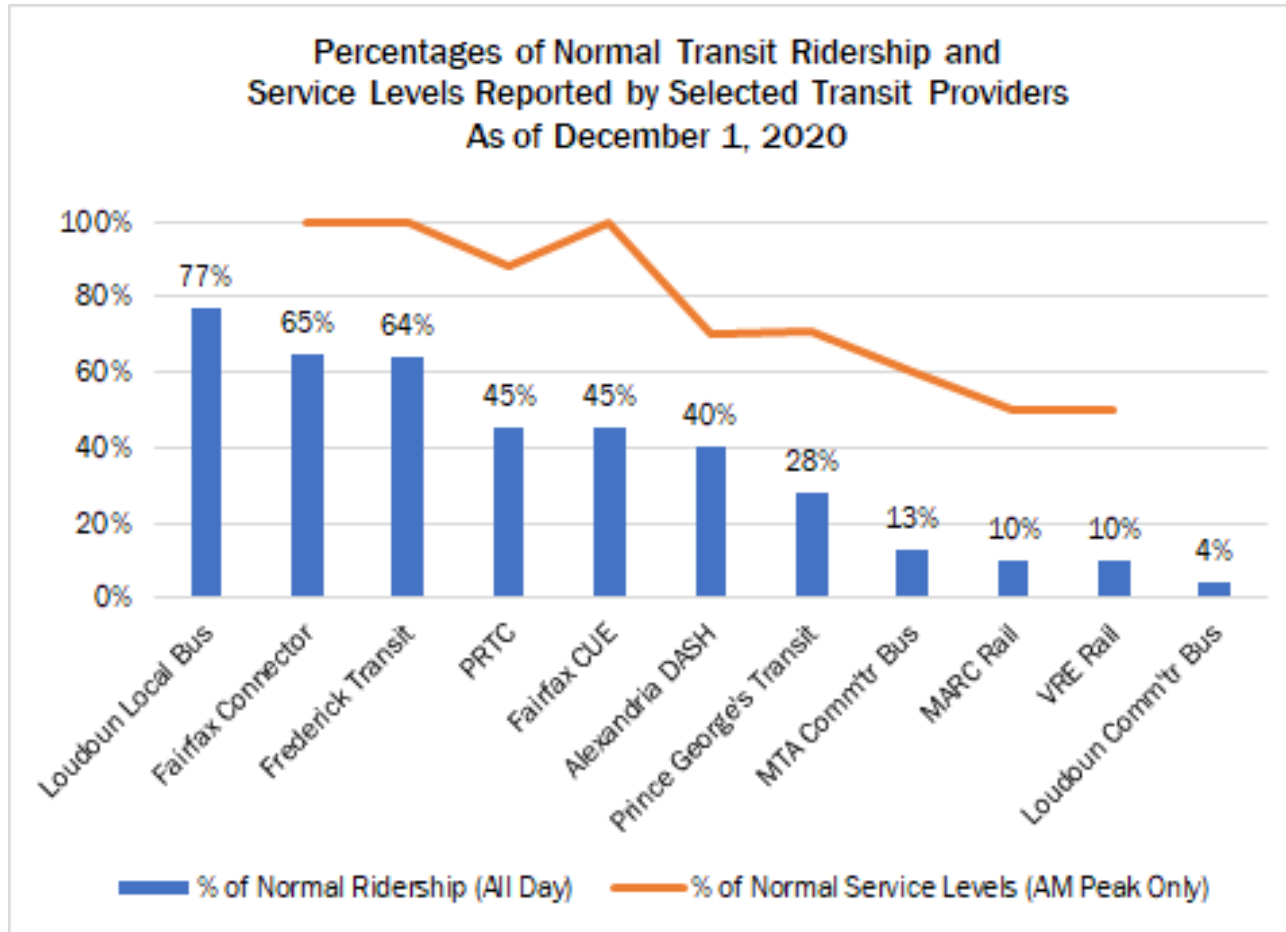
Effect of Capacity Limits on Ridership



- Implementing increased social distancing on transit vehicles reduced the maximum ridership, or capacity, that can be achieved.



Local and Commuter Transit

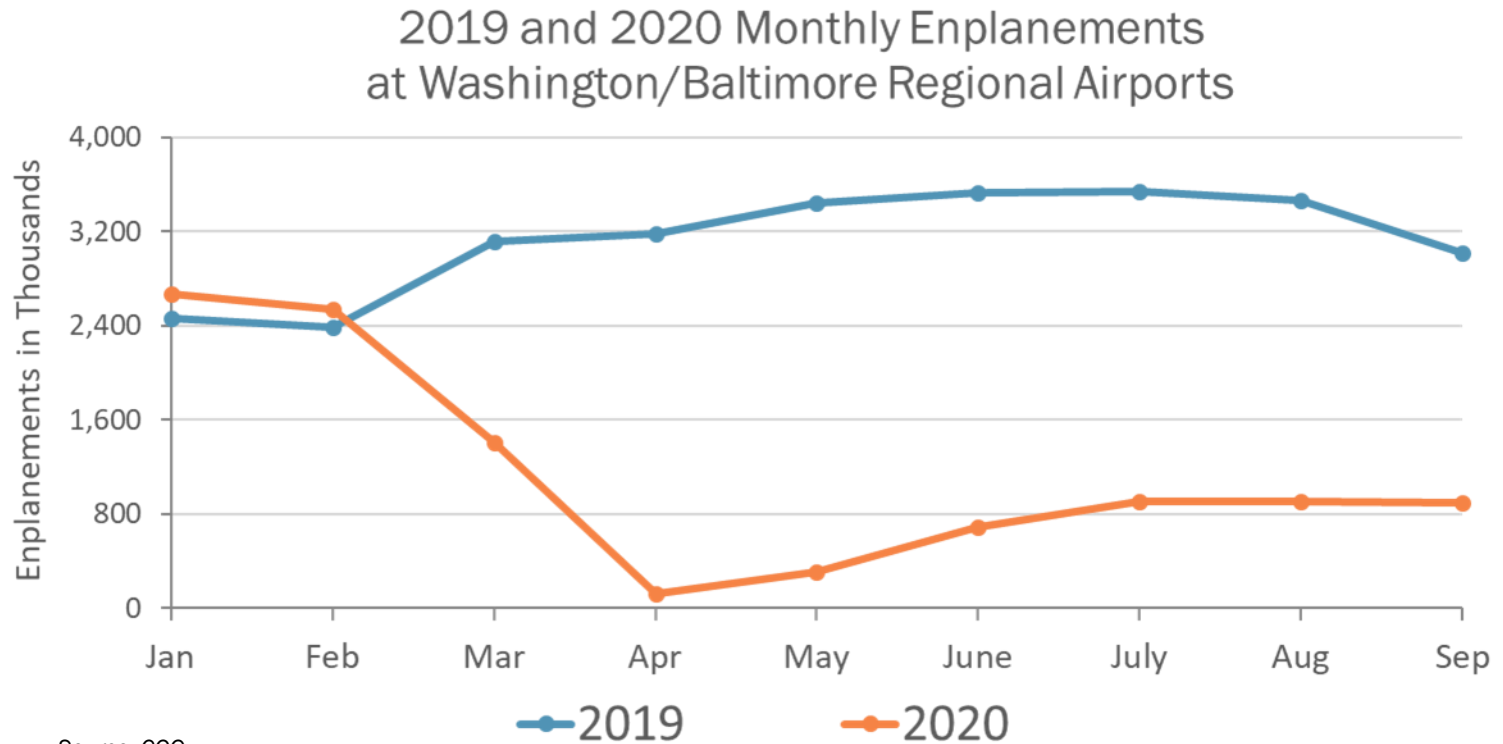


- Impacts varied among long-distance, local, and tourist routes

Reported approximate percentages of ridership and service levels vs. typical levels. Source: COG/TPB questionnaire of local transit agencies, December 1, 2020. Disaggregated service levels for Loudoun County services were not available. Providers not shown did not participate in the questionnaire.



Air Travel



- Air travel has recovered somewhat at the region's three major airports since April, but remains much lower than 2019



Air Quality

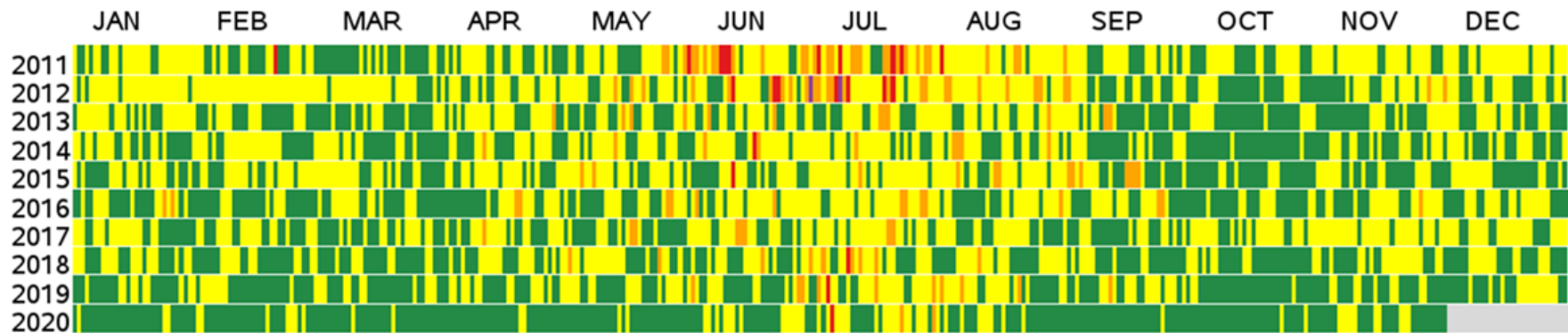
- **Ozone and fine particulate matter (PM2.5) were lower in 2020 compared to 2019**
(March 1 – Sept 30)
- COVID-19 related restrictions and closures reduced activities and related emissions
- Weather was unfavorable to the formation and build up of pollutants

Ozone Air Quality Index Days (March - September)			
Year	Code Green	Code Yellow	Code Orange
2020	180	32	2
2019	123	81	10



Air Quality

Daily AQI Values, 2011 to 2020 Washington-Arlington-Alexandria, DC-VA-MD-WV



Source: U.S. EPA AirData (<https://epa.gov/air-data>), generated December 2, 2020

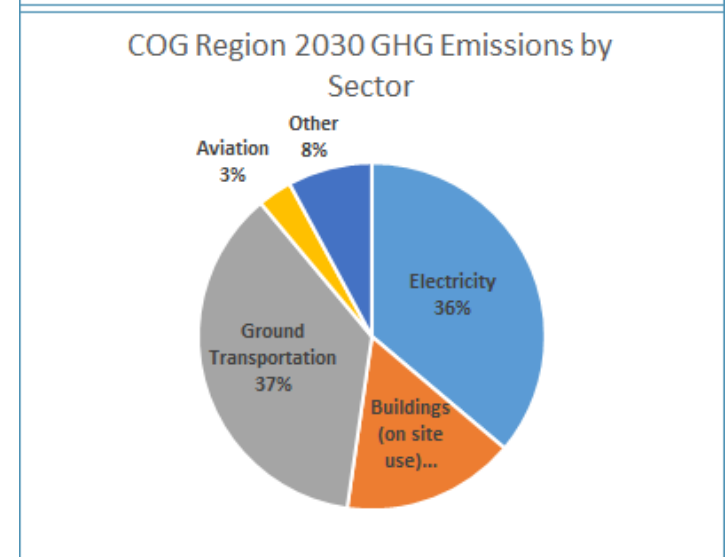
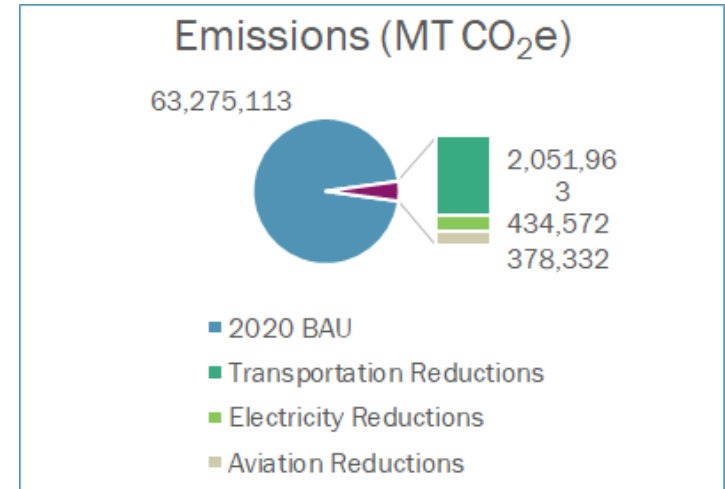
Note: Data shown above is for combined AQI values for ozone, PM2.5, PM10, CO, NO2, and SO2 for the Washington-Arlington-Alexandria CBSA.



Impact on Greenhouse Gas Emission

- GHG Emission Reduction Estimates
 - Transportation: 40% average reduction of on-road sector (Mar 20 – June 26)
 - Electricity: 7.9% average reduction of electricity sector (Mar 20 – July 14)
 - Aviation: 65% average reduction of aviation sector (Mar 20 – July 20)

Note: COG BAU projections revised May 2020.



Next Steps

Staff from COG departments continue collaborating on the multisectoral assessment of COVID-19 impacts on the region.

- Deeper dive into more data
- Future presentations to be made (near-term and longer-term)
 - COG Board of Directors
 - Transportation Planning Board
 - Climate Energy and Environment Policy Committee
 - Metropolitan Washington Air Quality Committee
 - Chesapeake Bay and Water Resources Policy Committee
 - Human Services Policy Committee
 - Region Forward Coalition
 - Supporting Committees and Subcommittees



Timothy Canan, AICP

TPB Planning Data and Research Program Director

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mwkog.org/tpb

Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002



National Capital Region
Transportation Planning Board

TRANSPORTATION IMPACTS OF THE COVID-19 PANDEMIC IN THE NATIONAL CAPITAL REGION

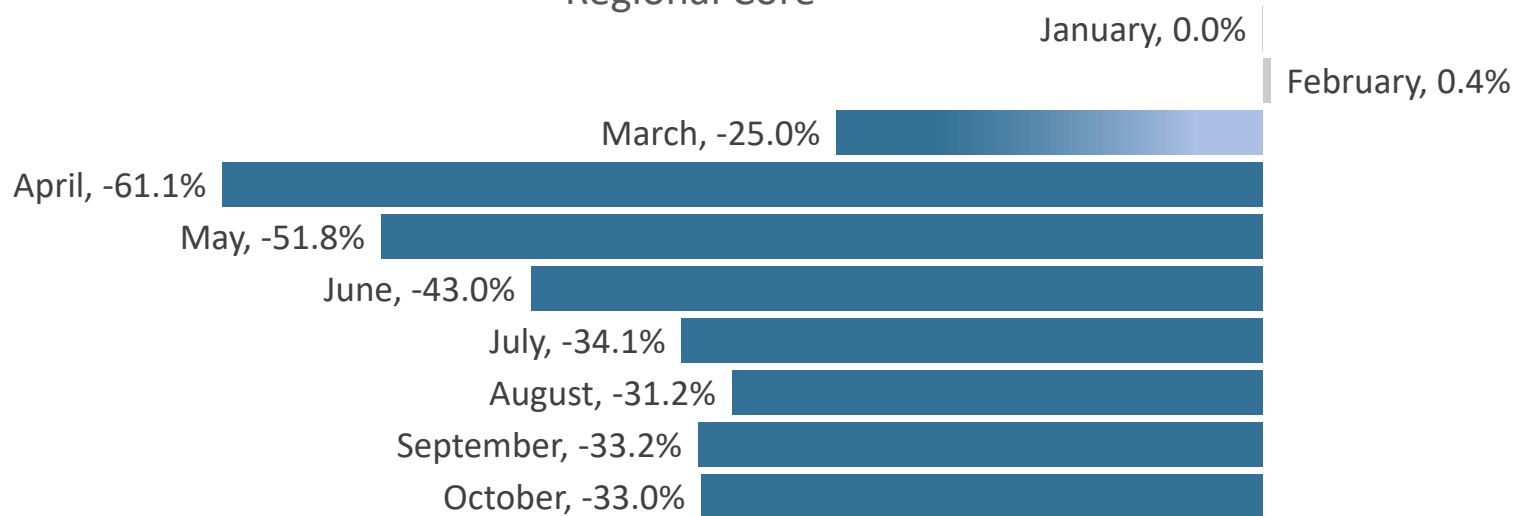
Additional Slides



National Capital Region
Transportation Planning Board

Roadway Traffic Volumes: Regional Core

Monthly Average Percent Change from Equivalent 2019 Month
Regional Core

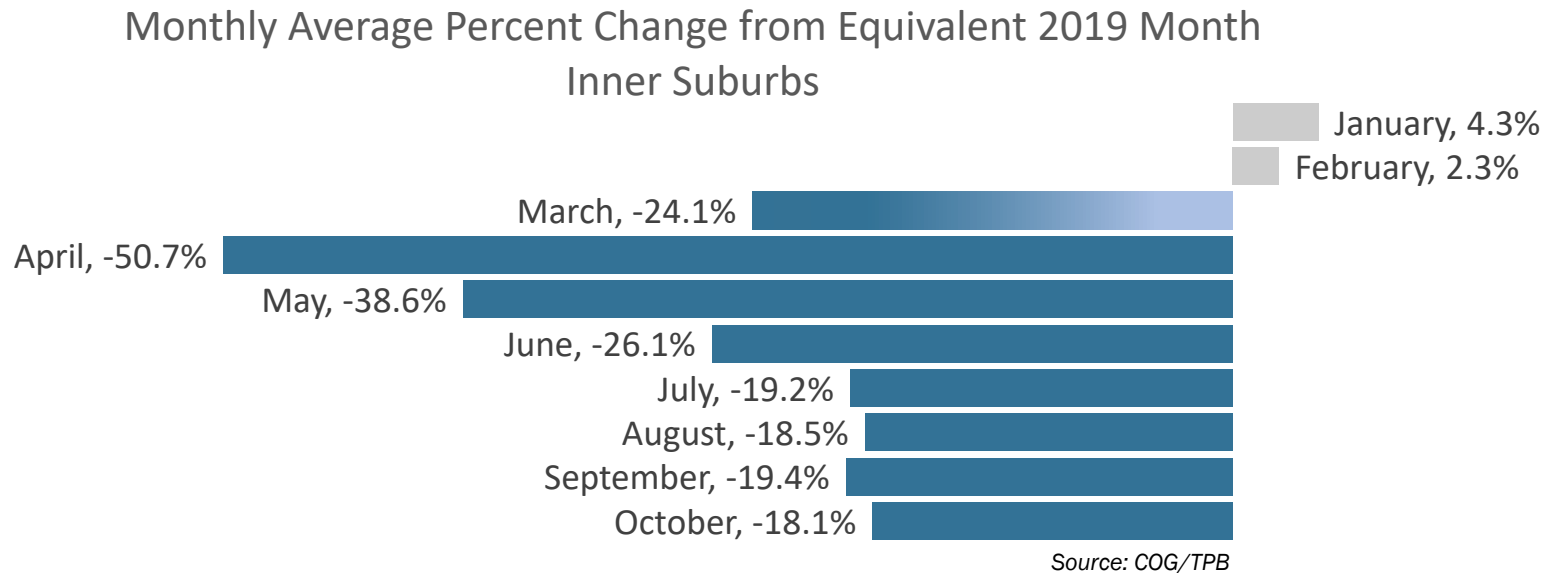


Source: COG/TPB

- Traffic Volumes in the Regional Core decreased by more than 60% over the year in April and have recovered more slowly compared to the region overall



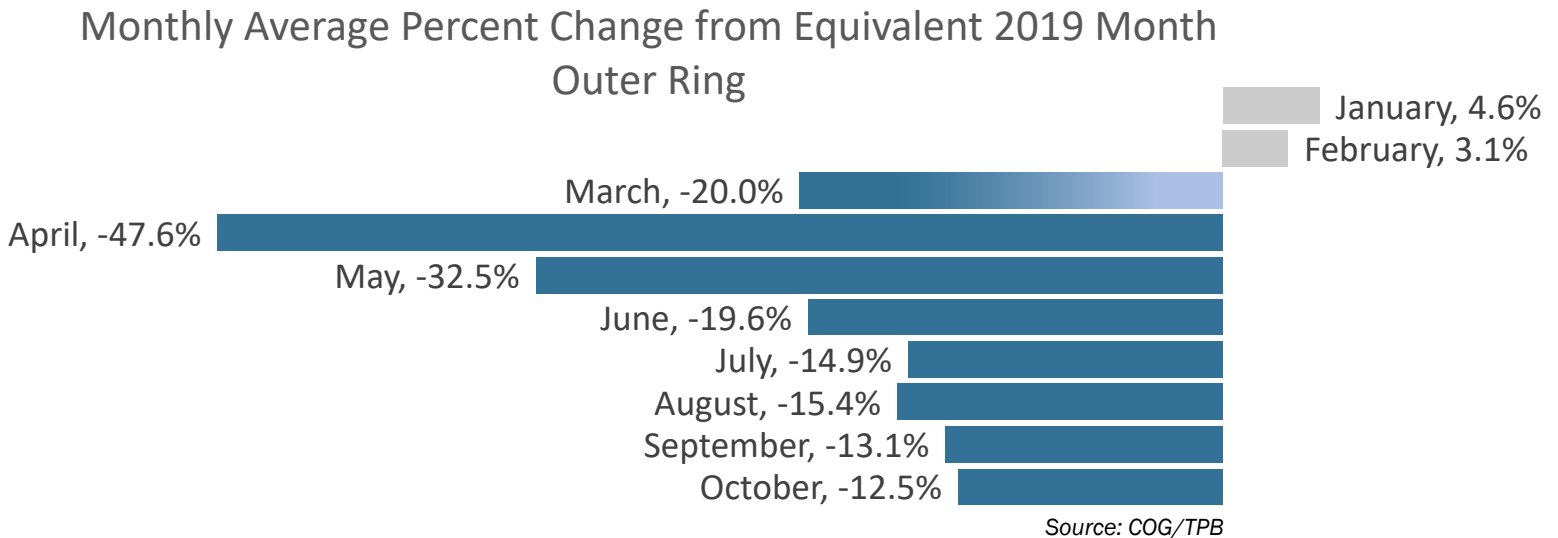
Roadway Traffic Volumes: Inner Suburbs



- After decreasing by more than 50% in April, traffic volumes in the inner suburbs have recovered to nearly 80% of 2019 levels, although fluctuations in recovery are still being observed.



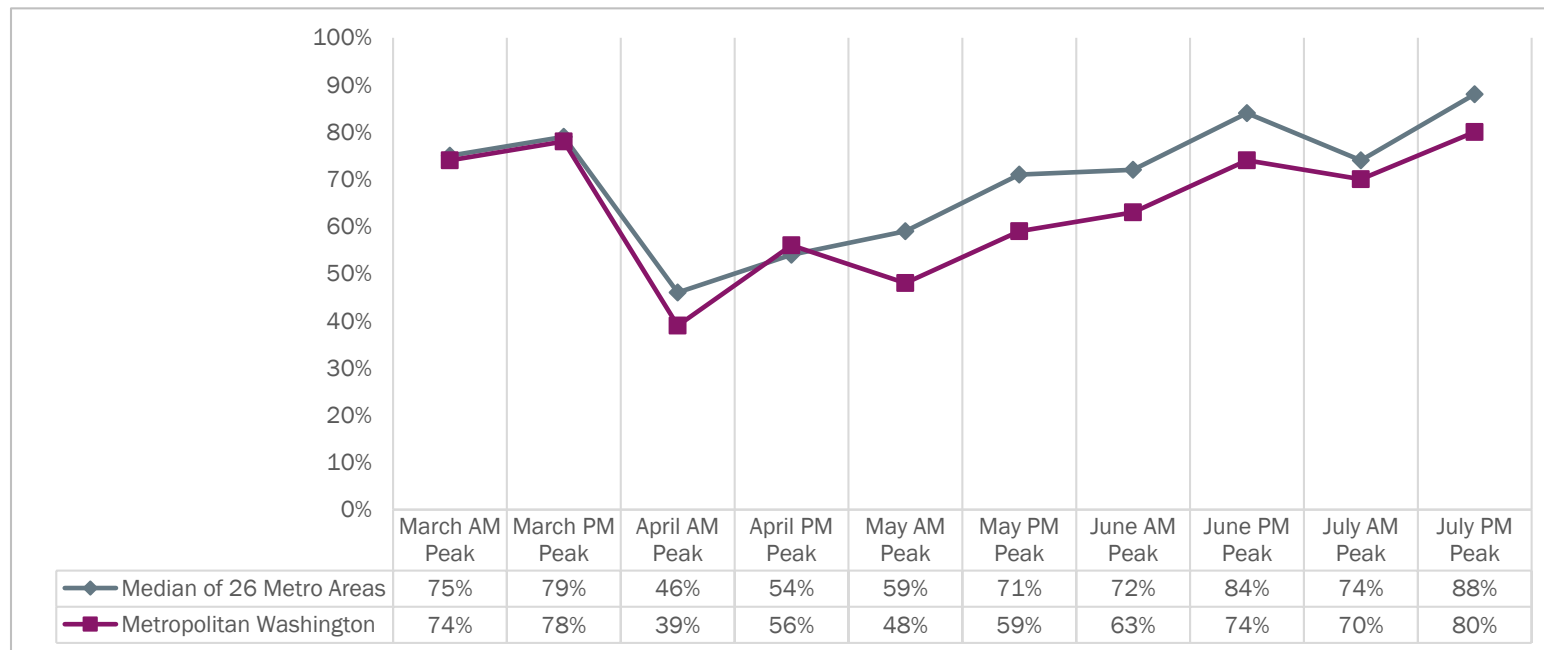
Roadway Traffic Volumes: Outer Ring



- In the outer ring within the TPB Modeled Area, traffic volumes sustained the smallest peak decrease in April of 47.6% and have since registered notable recovery. By October, volumes in the outer ring were down only 12.5% compared to the same time in 2019.



Vehicle Miles of Travel

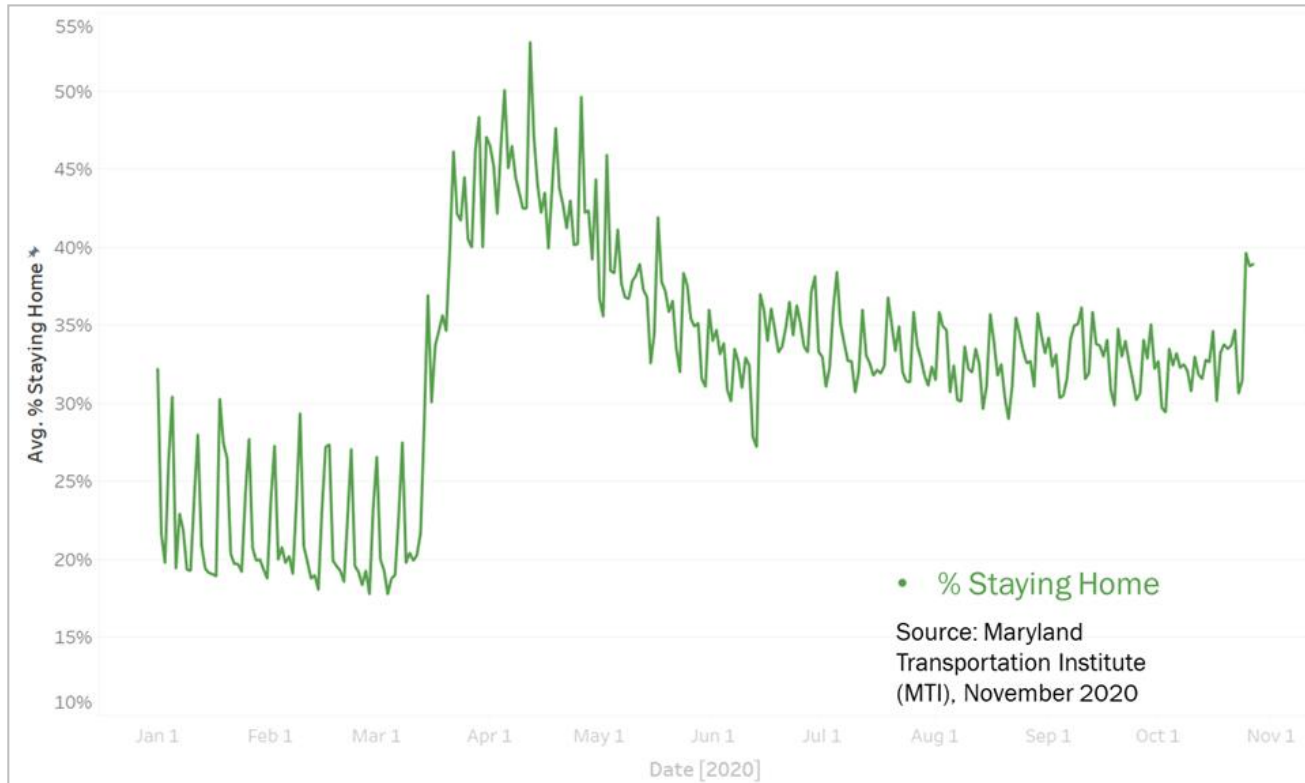


Comparison to pre-pandemic levels. Source: INRIX

- Regional vehicle miles of travel (VMT) dipped most dramatically in April, but by July had recovered significantly
- Lower but similar to the median of 26 major metro areas



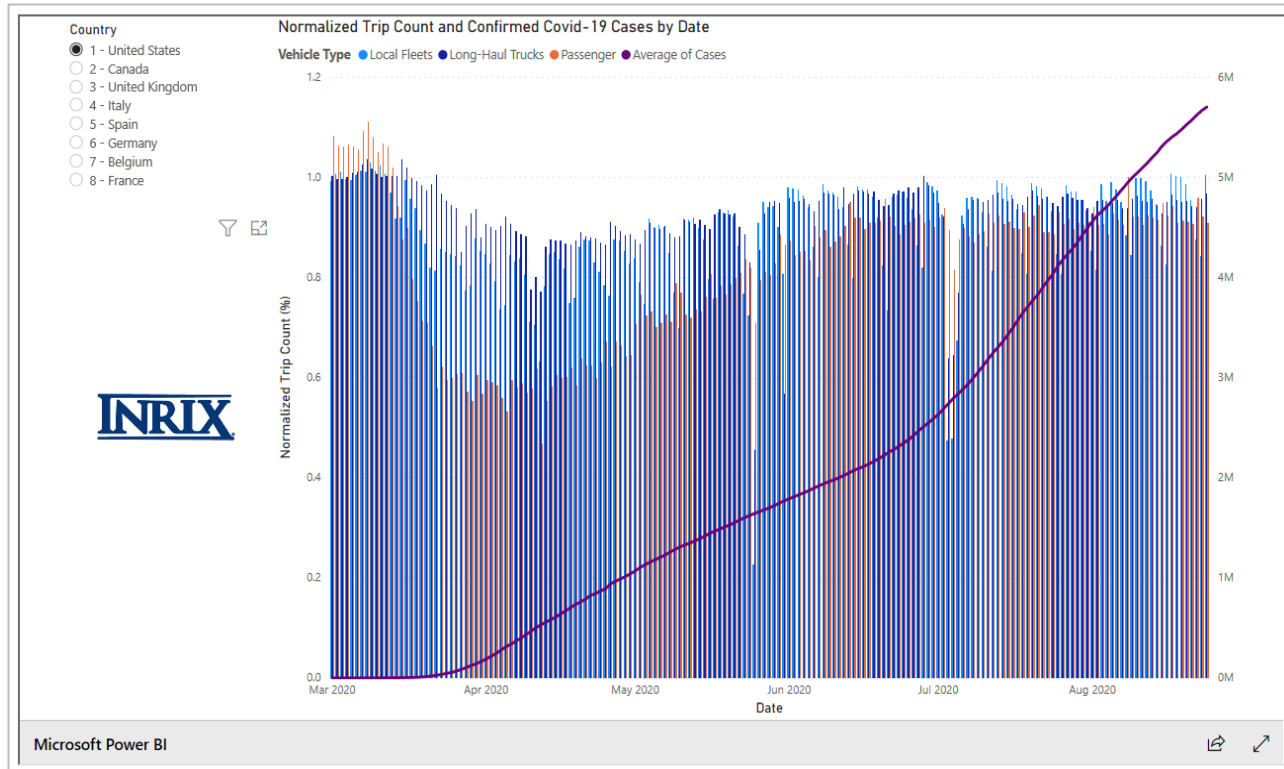
Person Travel



- Persons staying home on a given day regionally went from about 25% pre-pandemic, up to about 45%, and recently back to around 35%



Truck Travel



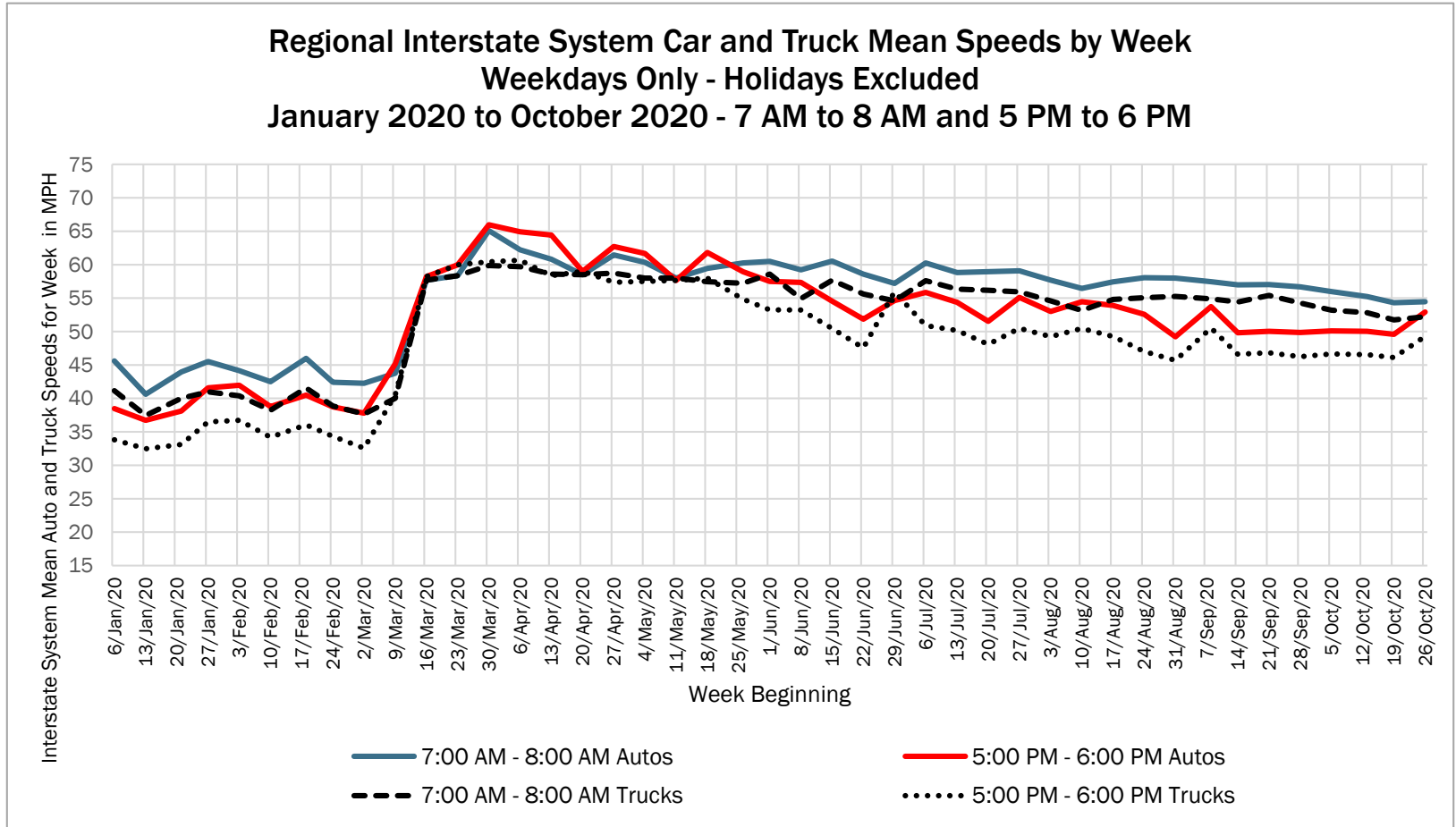
Nationwide data. Source: INRIX.

- Nationally and regionally, truck travel (blue) never declined as much as passenger travel (red/orange) did



Roadway Speeds

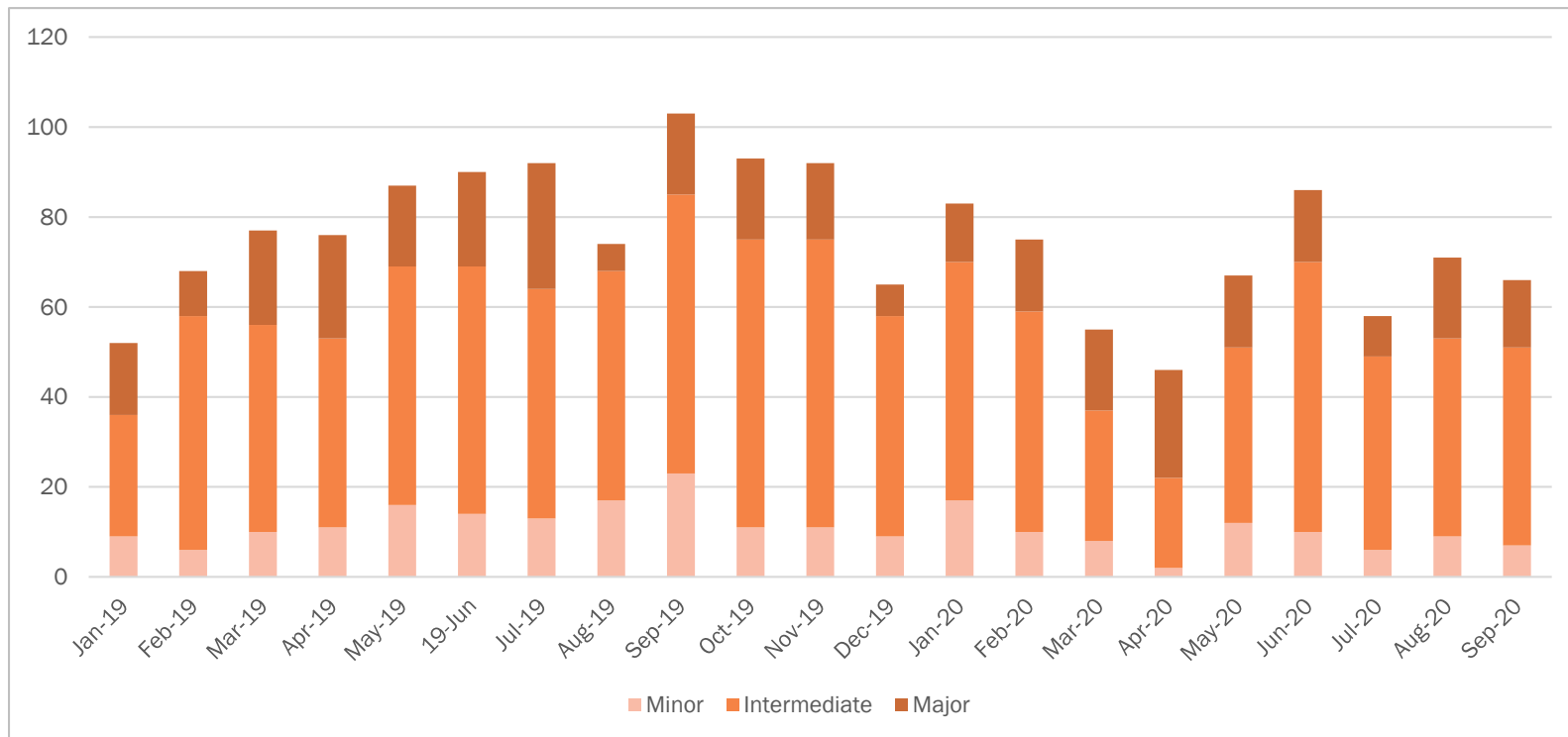
**Regional Interstate System Car and Truck Mean Speeds by Week
Weekdays Only - Holidays Excluded
January 2020 to October 2020 - 7 AM to 8 AM and 5 PM to 6 PM**



Source: COG/TPB Analysis of the National Performance Management Research Data Set (NPMRDS).
Certain regional Interstate highway segments excluded due to data availability.



Safety: MATOC Incidents

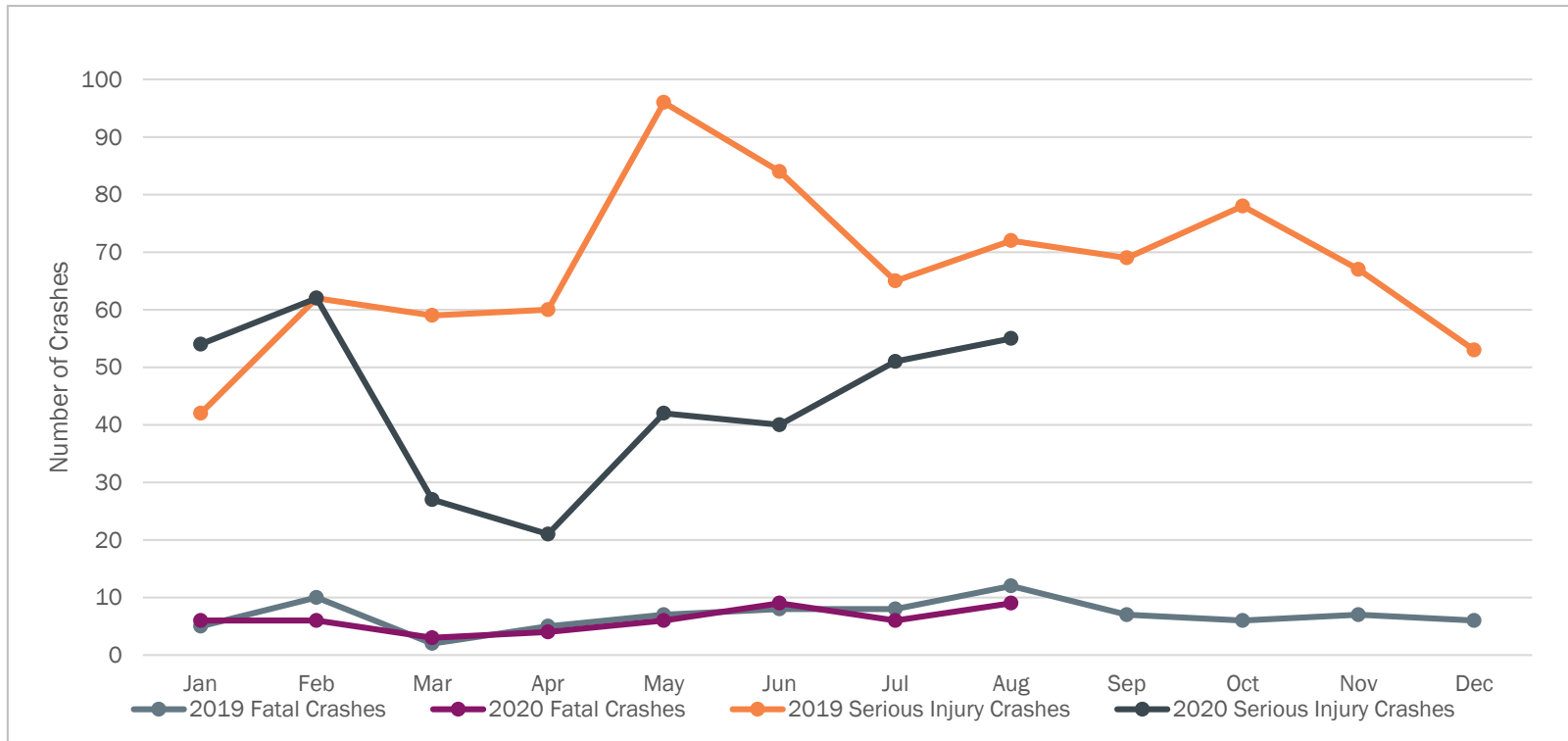


Numbers of documented roadway incidents during Metropolitan Area Transportation Operations Coordination (MATOC) Program operating hours (4:30 A.M. to 8:00 P.M. weekdays only). Source: MATOC.

- MATOC-tracked major incidents were disproportionately high in April



Safety: Crashes (Northern Virginia)



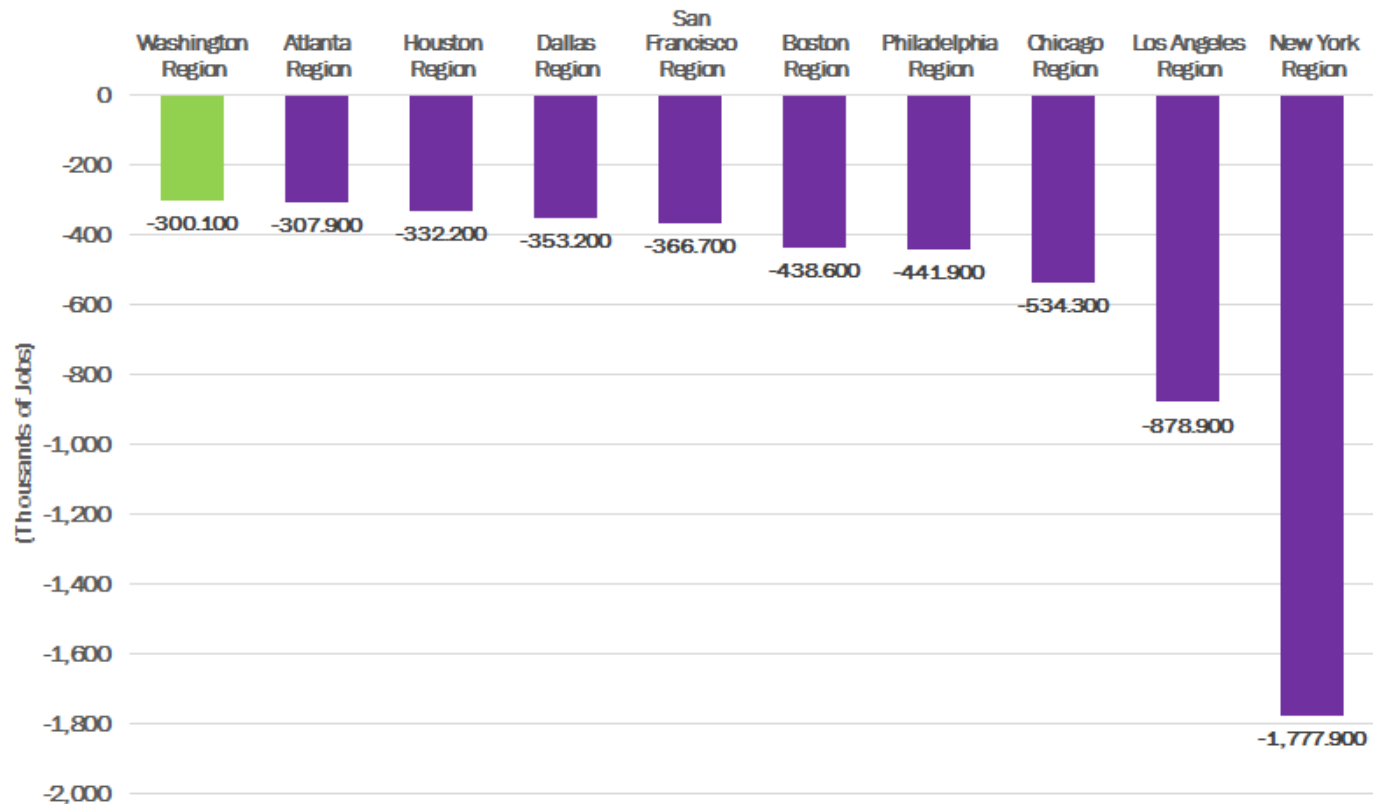
Data for 2020 are preliminary and subject to change. Source: VDOT.

- Though serious crash numbers have been lower than 2019, fatal crashes have remained at about the same level as 2019, even with reduced traffic volumes since March



Non-Farm Job Loss March to April 2020 In 10 Largest MSAs

(Source: Bureau of Labor Statistics)



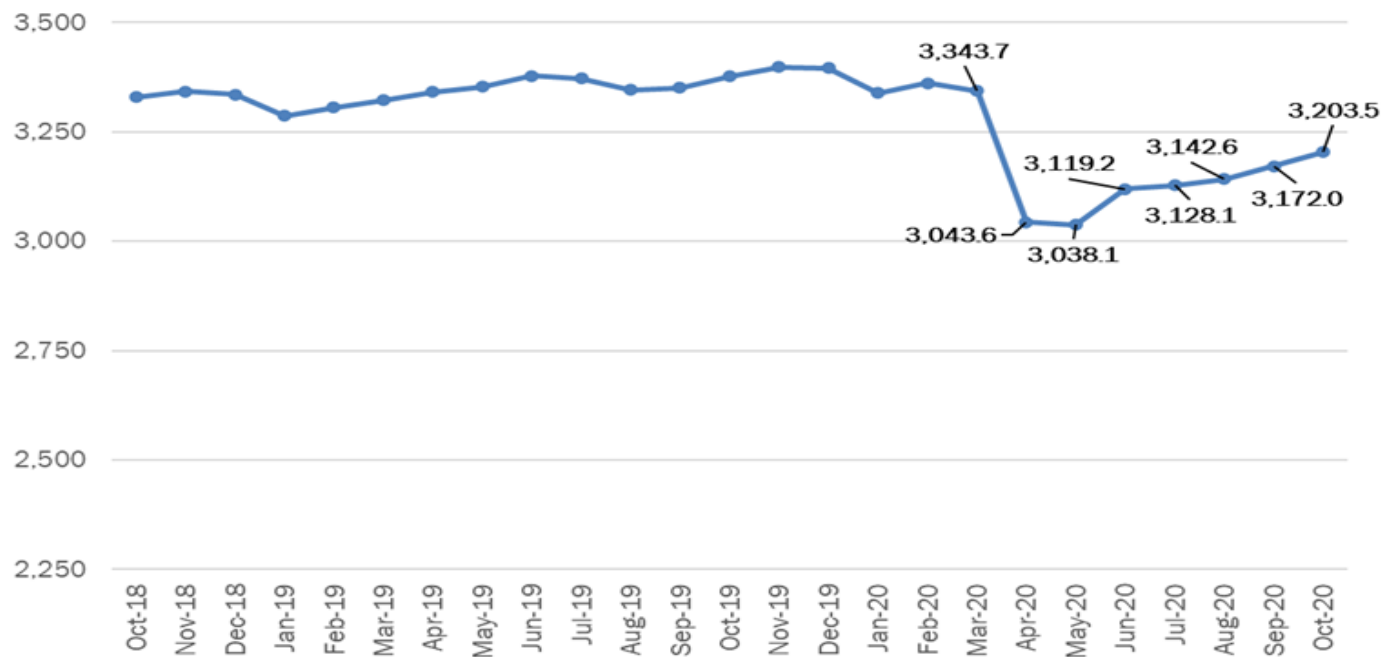
- Our initial job losses were the lowest when compared to many of our peer regions. New York and Los Angeles experienced the most severe losses.



Non-Farm Jobs (000s) - Washington MSA

October 2018 to October 2020

(Bureau of Labor Statistics, Not Seasonally-adjusted)

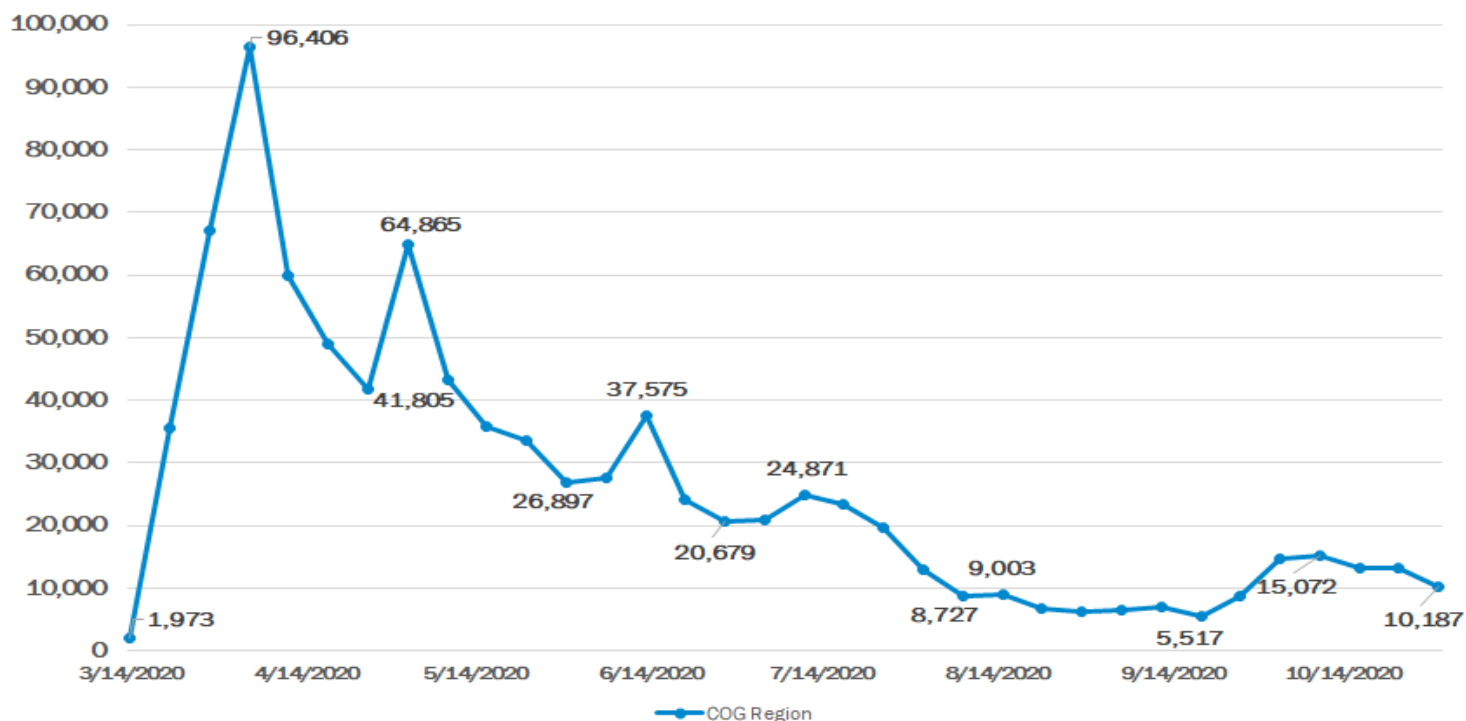


- The region lost 300,000 jobs between March and April of this year. As of October, 160,000 jobs have been added during our partial reopening.



Unemployment Insurance Claims

(DC Department of Employment Services, Maryland Department of Labor, Licensing, and Regulation and the Virginia Employment Commission)



- Weekly unemployment insurance claims peaked during April and have declined steadily as reflected in our improving unemployment rate.

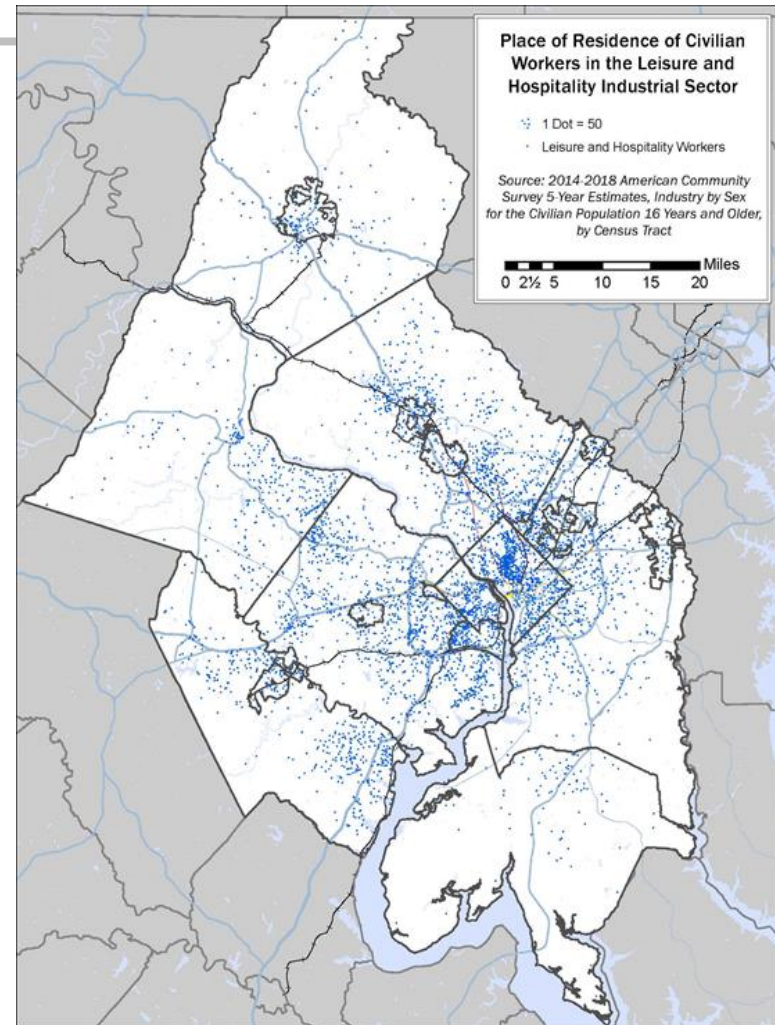


Place of Residence for Leisure and Hospitality Workers

(Source: Census ACS)

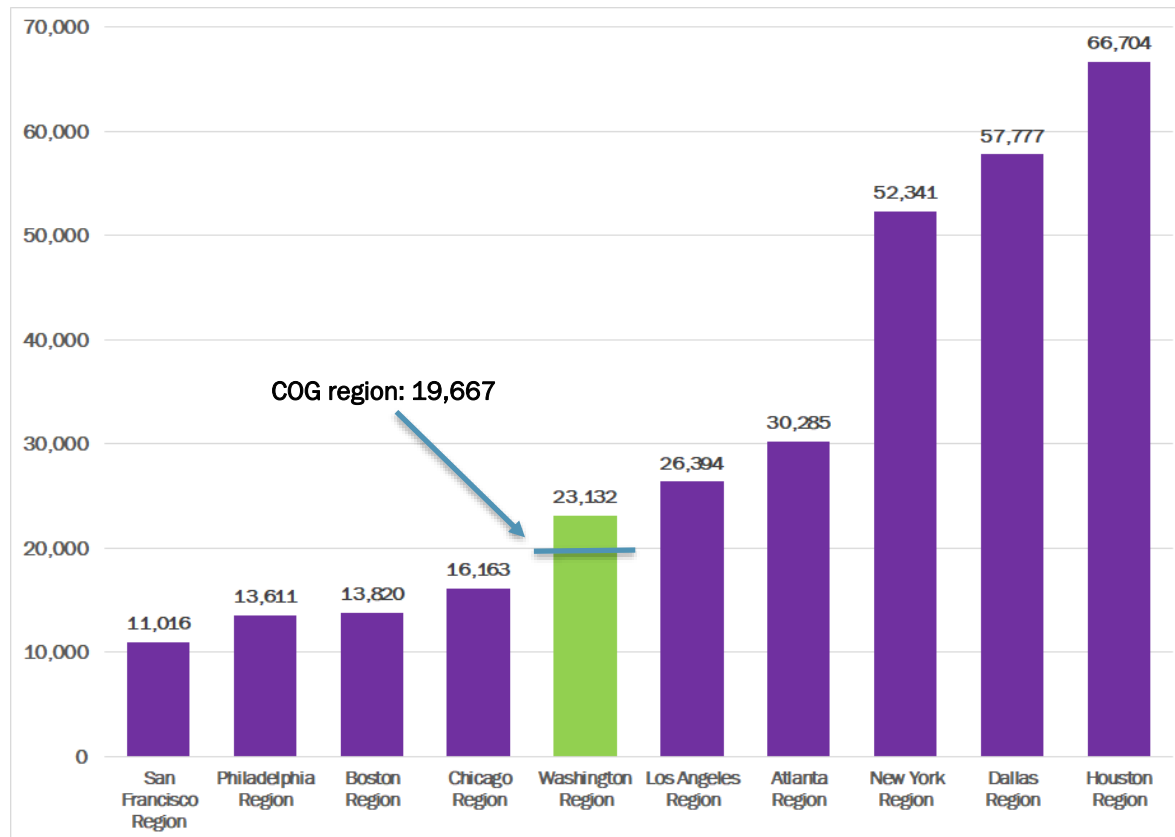
Leisure and Hospitality workers – the sector most vulnerable to layoffs – live throughout the region

Neighborhoods with the highest concentrations of leisure and hospitality workers include east of Rock Creek Park in the District of Columbia, western Alexandria, South Arlington, Herndon and Annandale in Fairfax County, along US 1 in Fairfax and Prince William Counties, and Wheaton and Twinbrook in Montgomery County



New Housing Permits Issued in 10 Largest MSAs November 2019 to October 2020

(Source: Census Bureau)

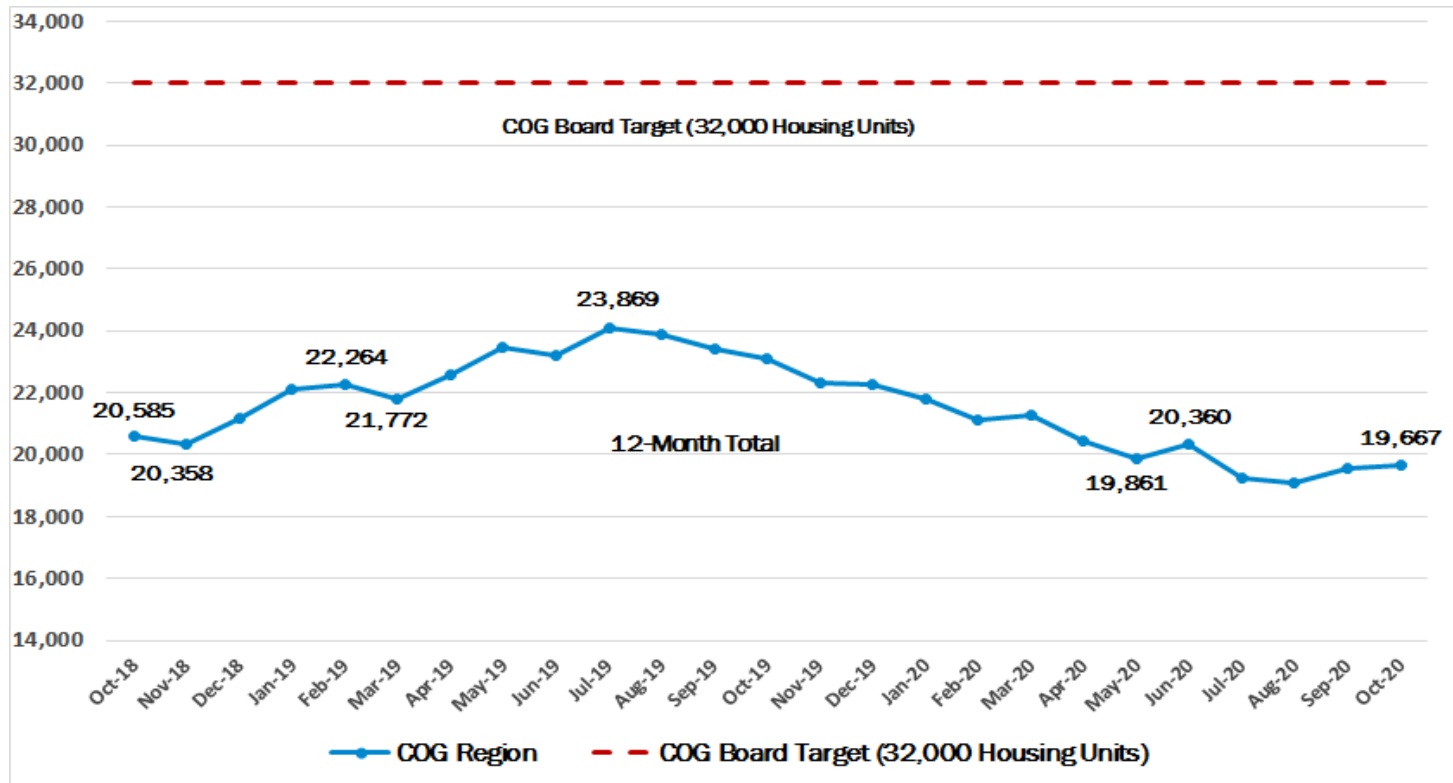


- Our region lags behind several large peer MSAs in current permitting activity, most notably Houston, Dallas and New York.



New Housing Units Authorized 12-month total for COG Region

(Source: US Census C-40 data)

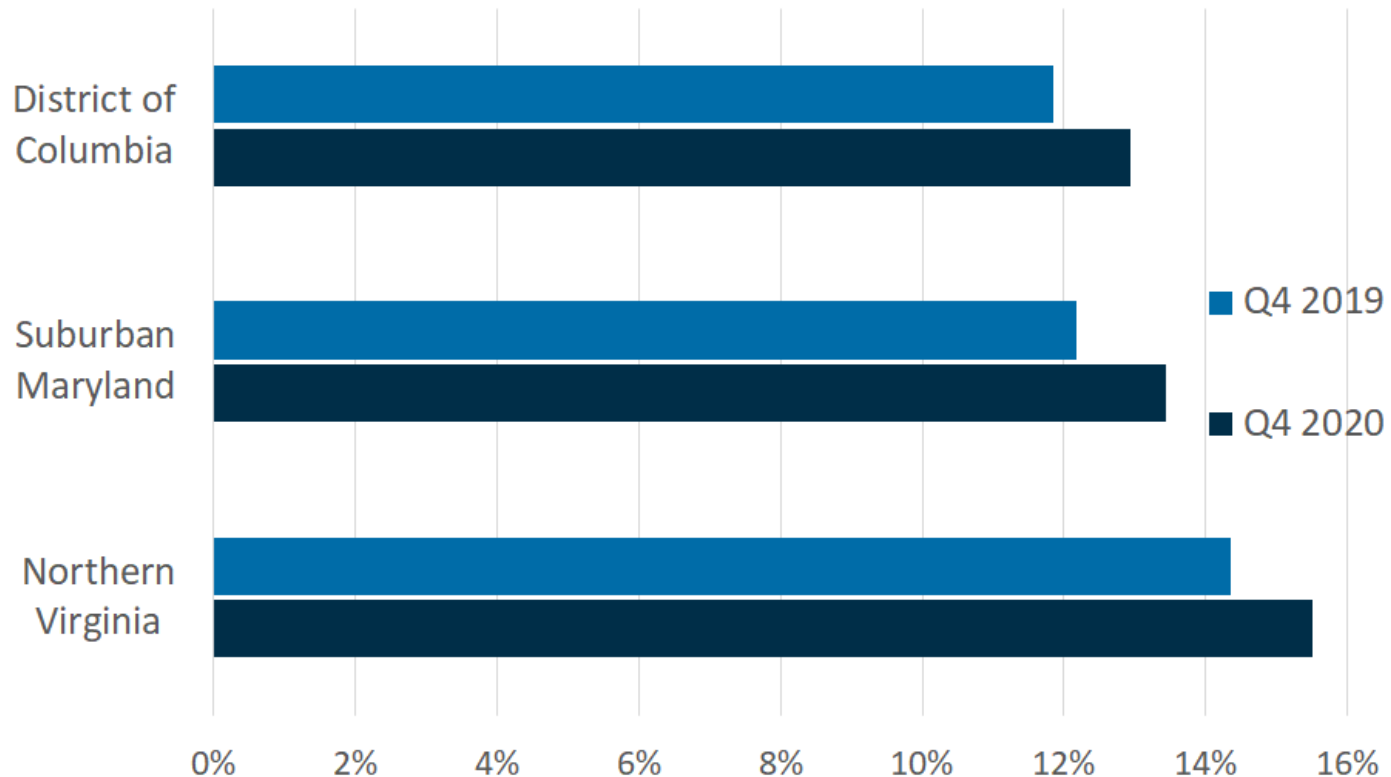


- The number of new housing permits has declined monthly since July 2019 and is far below the adopted COG target.



Change in Office Vacancy Rates Q4 2019 vs Q4 2020

(Source: CoStar)

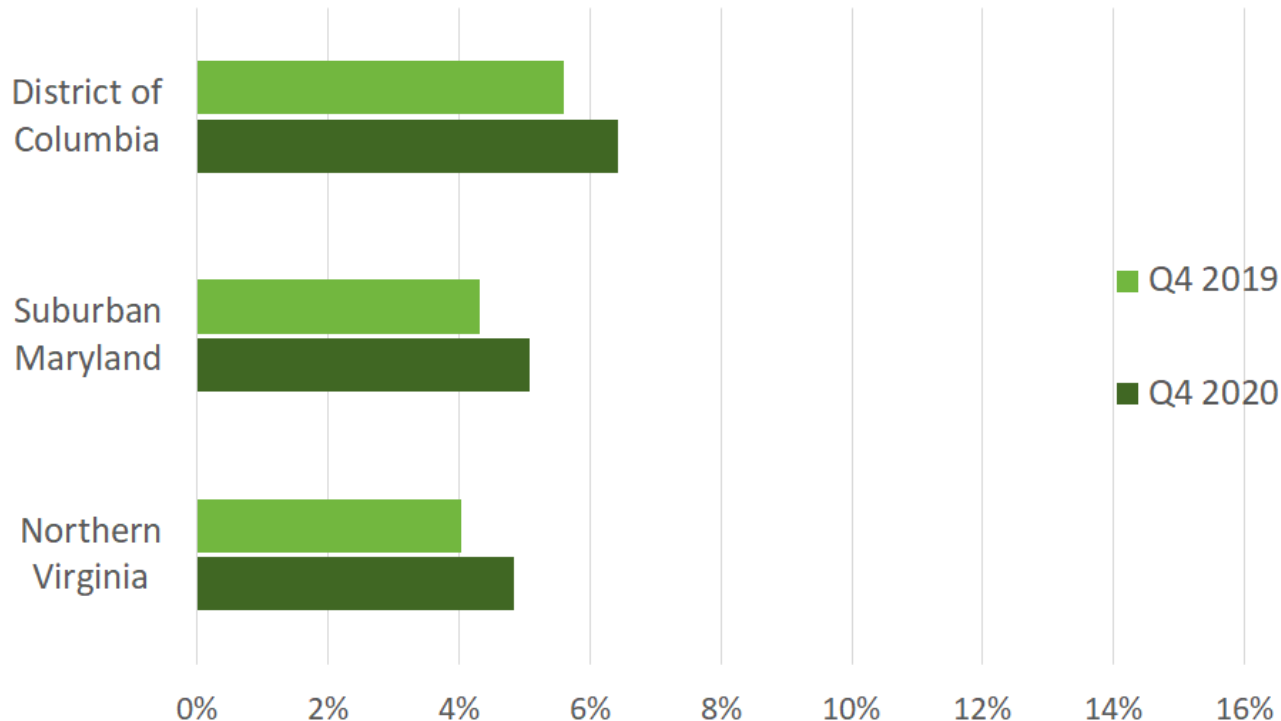


- Office vacancy rates have increased slightly throughout the region. Office leases are for longer-term periods and will be monitored for changes.



Change in Retail Vacancy Rates Q4 2019 vs Q4 2020

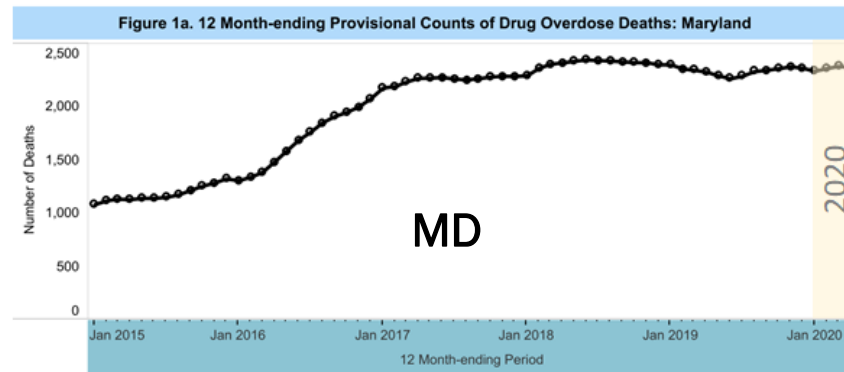
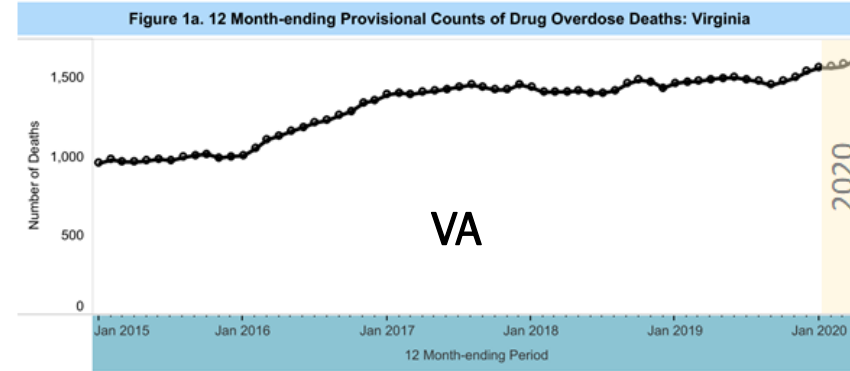
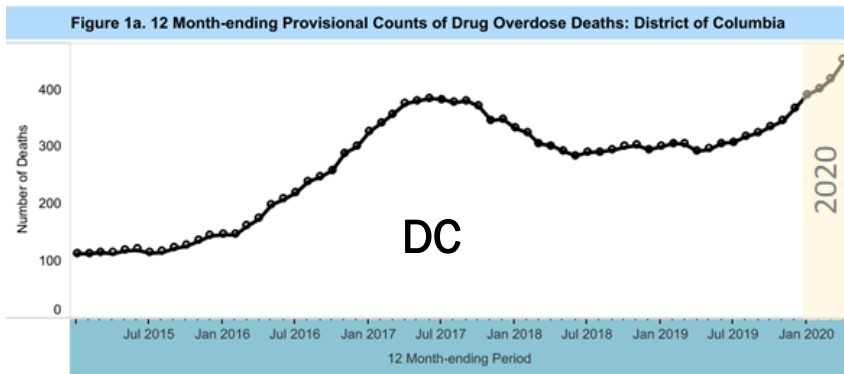
(Source: CoStar)



- Retail vacancy rates have also increased slightly throughout the region. Retail space is very susceptible to COVID-related closures and will be monitored.



Drug Overdose Deaths



CDC National Center for Health Statistics
<https://www.cdc.gov/nchs/nvss/vsrr/drug-overdose-data.htm>

- Current overdose death counts are available from January 2015 - April 2020.
- Early in the pandemic, overdose deaths were trending upward across the DMV.





MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, TPB Plan Development and Coordination Program Director
SUBJECT: TPB, Technical Committee, and Steering Committee 2021 Meeting Dates
DATE: November 18, 2020

The Transportation Planning Board (TPB), Technical Committee and Steering Committee meeting dates for 2021 have been set. Please use the table below to mark your calendars accordingly.

2021 TPB, Technical Committee, and Steering Committee Dates			
	Technical Committee	Steering Committee	Transportation Planning Board
	1st Friday @ 9 AM	1st Friday @ 12:15 PM	3rd Wednesday @ 12 noon
January	8	8	*21 (Thursday)
February	5	5	17
March	5	5	17
April	2	2	21
May	7	7	19
June	4	4	16
July	9	9	21
August	-	-	-
September	3	3	15
October	1	1	20
November	5	5	17
December	3	3	15



MEMORANDUM

TO: Transportation Planning Board
FROM: Stacy Cook, TPB Transportation Planner
SUBJECT: Visualize 2045 Update: Board Kickoff
DATE: December 10, 2020

TPB staff invite the members of the Transportation Planning Board to a virtual Kickoff for the update to Visualize 2045, TPB's Long-Range Transportation Plan. Members of the public are encouraged to listen and watch. Participation will occur through the same technology used for Board meetings.

PURPOSE

- Officially mark the start of the Visualize 2045 update process
- Communicate key facts and how TPB Board members can be involved
- Celebrate successes and Visualize our Future, Together

DATE AND TIME

- December 2020 Board meeting: 12/16/2020
- Time 11:30 A.M. - Noon

AGENDA

- Welcome from Board Chair Kelly Russell
- Visualize 2045 motion graphic
- Presentation:
 - About the Plan
 - A rededication to equity, resiliency, and safety
 - Thinking Regionally, Acting Locally: Realizing our Initiatives
 - This is your plan.
- Visualize 2045 video: 'A look back to look forward'
- Q/A

Visualize 2045 Kickoff

Long-Range Transportation Plan, 2022 Update

Stacy Cook

TPB Transportation Planner

Transportation Planning Board

December 16, 2020

11:30 A.M.

visualize
2045 A long-range
transportation plan
for the National
Capital Region



(Flickr/Belvoir Hospital)

TPB's Visualize 2045 Long-Range
Transportation Plan Update (2022)



Top 5 things to know about Visualize 2045

- Federally required to avail all federal funding and approvals
- Multimodal in nature with 20-year horizon (minimum)
- Conform to plans meeting federal air quality standards
- Projects developed/approved by local/state agencies and help advance regional priorities
- Demonstrate Financial–viability



The world is uncertain – why not wait?

- Federal deadline hasn't changed
- We are always planning for an uncertain future
- Opportunities for scenario planning,
 - upcoming climate mitigation strategy analysis
- Staff will review planning assumptions



Plan purpose

- Meet federal requirements
 - 3 Cs – Comprehensive, Continuous, Coordination
 - Financial Constraint
 - Air Quality Conformity
 - Federal Planning Factors
 - Performance Based Planning and Programming
 - Opportunity for public comment...and more



Plan purpose

- *Bring Region together to plan for a better shared future*



Together we can..

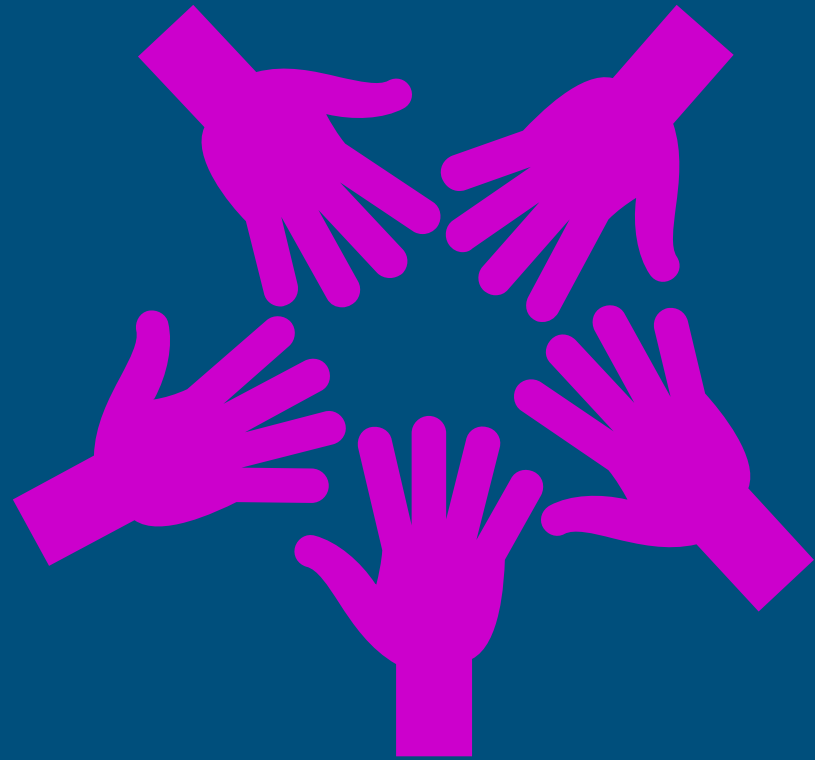
Work toward a future

that is...

climate
resilient



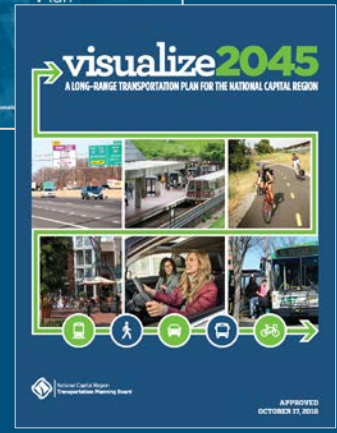
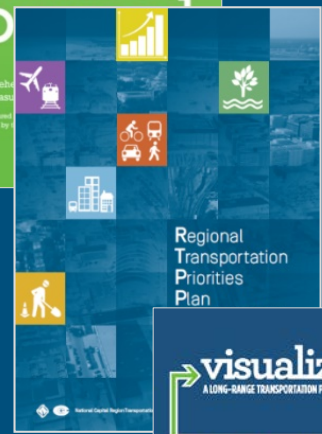
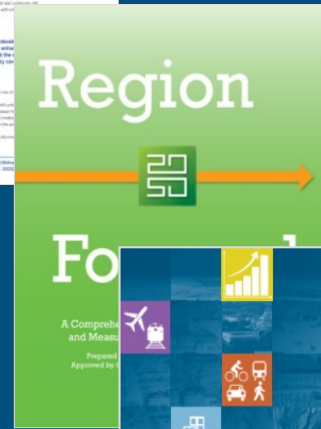
equitable



safe



and
that realizes
all our
common goals



There's more work to be done



Realizing our aspirations



Working together for our shared goals

- Board:
 - Consensus building
 - Priority setting through Board action
 - Local decision-making
- Member agencies:
 - Planning and implementing:
 - Policies
 - Projects
 - Programs
- TPB staff:
 - Coordination/outreach
 - Research/planning analysis
 - Workshops/webinars

Transportation Planning Board Members: What can you do?

- Be a champion!
 - Help spread the word about the plan using your ambassador kits (coming soon!)
 - Support and take actions to implement plans, programs and policies to realize and implement TPB's priorities and the Aspirational Initiatives



**TPB Video:
A Look Back to Look Forward**

December 16, 2020

**visualize
2045**

Stacy M. Cook

Principal Planner

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