

# DISTRICT DEPARTMENT OF TRANSPORTATION

## Visualize 2050 Plan Update Process

Samuel Brooks, Manager  
State & Regional Planning Division  
June 2023

# Agenda

- National Capital Region Transportation Planning Board
- Regional Planning and Statewide Planning
- DDOT's Project Selection Process
- Visualize 2050 Plan Update
- DDOT's Input Framework

# Transportation Planning Board

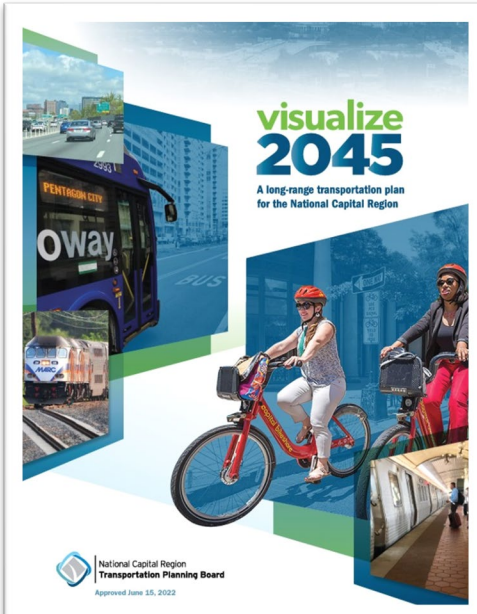
The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington.

Working with local, state, regional, and federal partners, the TPB coordinates future plans, provides data and analysis to decision makers, and coordinates regional programs to advance safety, land-use coordination, and more.

DDOT and the TPB work together for a continuing, cooperative, and comprehensive planning process.

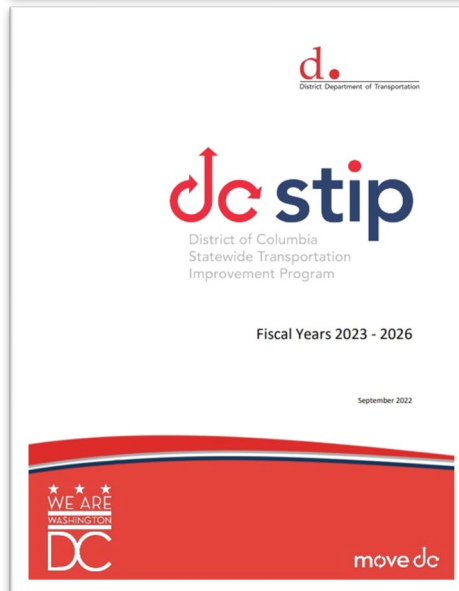
	Who Develops?	Who Approves?	Time Horizon	Content	Update Requirements
Statewide LRTP	State DOT	State DOT	20 years	Future Goals, Performance Measures, and Strategies	Not specified
MTP	MPO	MPO	20 years	Future Goals, Strategies, and Projects	Every 5 years (4 years for nonattainment and maintenance areas)
STIP	State DOT	Federal Highway Administration (FHWA)/Federal Transit Administration (FTA)	4 years	Transportation Investments	Every 4 years
TIP	MPO	MPO/Governor	4 years	Transportation Investments	Every 4 years

# Metropolitan Planning Process: TPB



- [23 CFR § 450.324](#): The metropolitan long-range transportation plan shall include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system. The plan must include, but is not limited to:
  - Transportation demand assessments
  - Performance measures and targets
  - Congestion management and operational strategies
  - Transportation and transit enhancement activities
  - A financial plan that demonstrates how the adopted transportation plan can be implemented
- Update currently in progress
  - Design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, in nonattainment and maintenance areas for conformity determinations under the EPA's transportation conformity regulations ([40 CFR part 93, subpart A](#)).
- [23 USC § 134](#) and [23 CFR § 450.326](#): The [Transportation Improvement Program \(TIP\)](#) is a federal obligation document which describes the planned schedule for distributing federal, state and local funds for state and local transportation projects.
  - Full update every two years
  - Approved by FHWA and FTA
  - DC is unique in that the TIP and STIP have identical project lists
  - The plan must demonstrate that these projects and programs comply with regional air quality improvement goals.

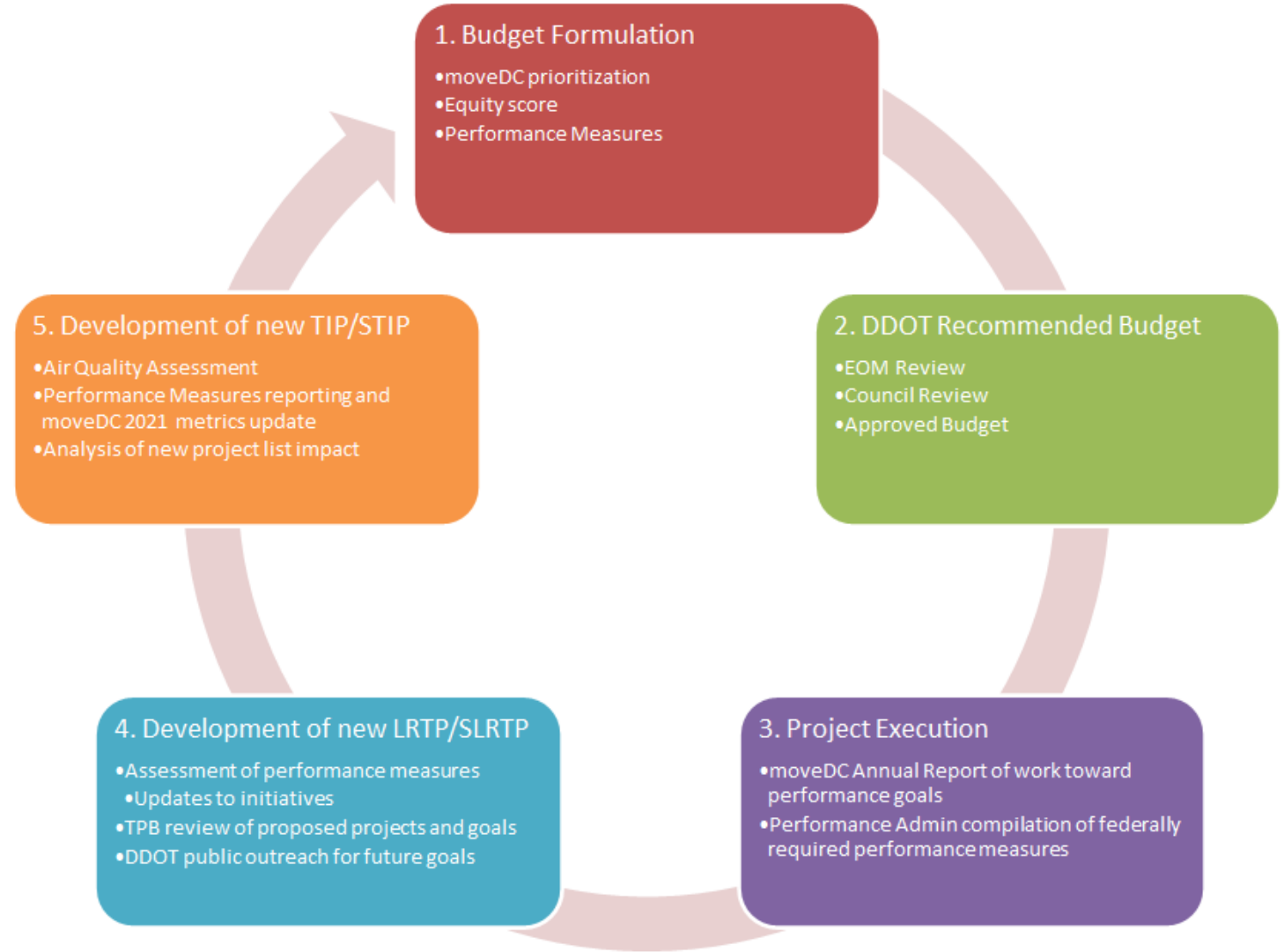
# Statewide Planning Process: DDOT



- [23 CFR § 450.216](#): Development and content of the long-range statewide transportation plan
  - Minimum 20-year forecast period at the time of adoption
  - Provides for the development and implementation of the multimodal transportation system for the State
  - Should include capital, operations and management strategies, investments, procedures, and other measures to ensure the preservation and most efficient use of the existing transportation system
  - Developed in coordination with the MPO
  - Next update planned for 2025
- [23 USC § 135](#) and [23 CFR § 450.200](#) Statewide Transportation Planning
  - Four-year statewide prioritized list of federal obligations
  - Full update every two years
  - Approved by FHWA and FTA
  - Requires demonstration of fiscal constraint
  - If a project has federal funding, it must be in the [Statewide Transportation Improvement Program \(STIP\)](#)
  - Developed in coordination with the MPO

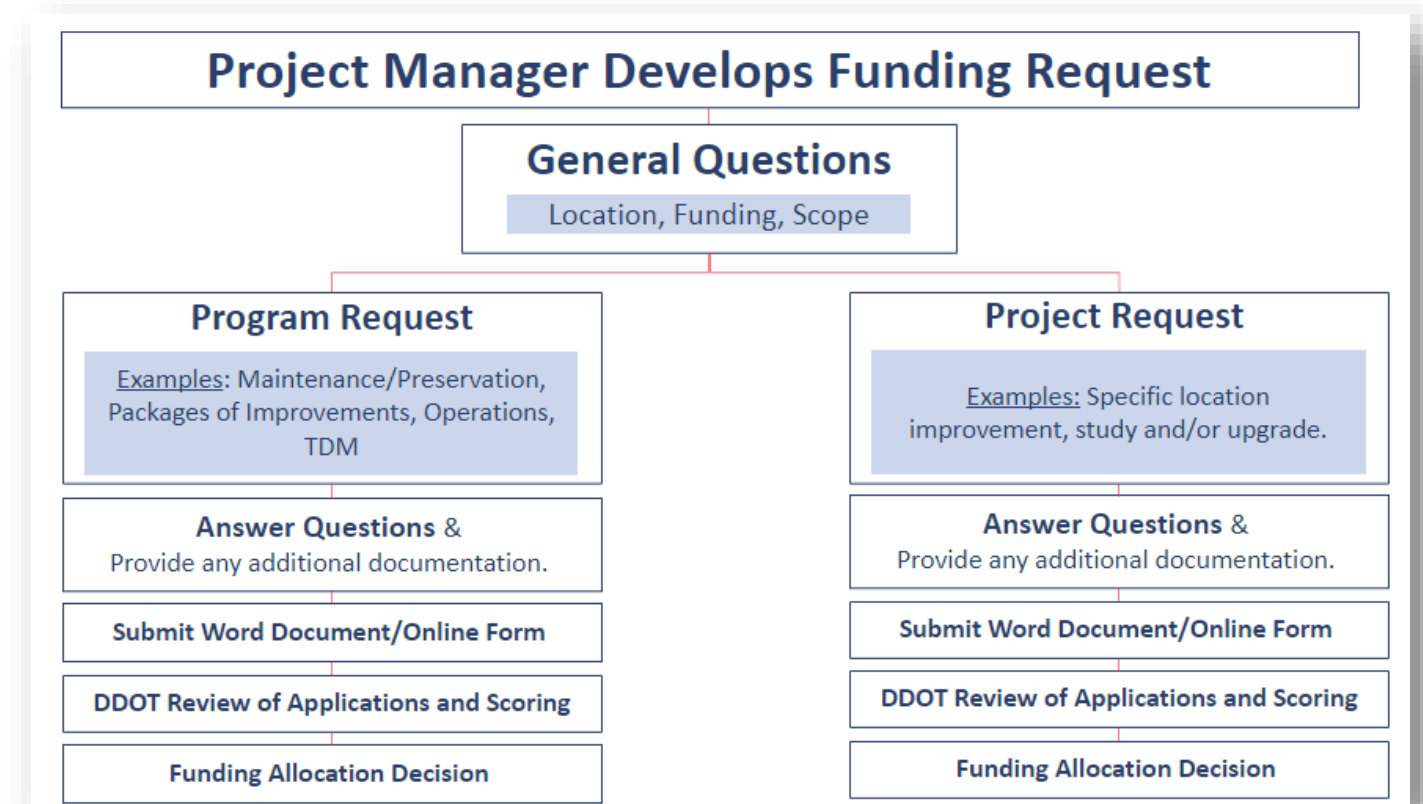
# Generalized example: Project and Plan Cycle

1. Plans impact project selection.
2. Projects that work toward goals are recommended for District Review.
3. Annual reports discuss work toward goals through project execution.
4. Overall work toward goals is assessed in developing new long-range plans.
5. Four-year plans report on execution of previous performance and propose the specific improvements to work toward current goals.



# Budget Formulation

- Each Fall DDOT conducts budget formulation
- Every project must be submitted as a funding request
- Fund type agnostic
  - Federal/Local
- Resource Allocation Division and State & Regional Planning Division
  - Compile requests and generate scores with prioritization tool



# FY 2024 Budget Formulation Calendar

Action	Date
Kick-off	July 25, 2022
FY 2024 Budget Formulation Training 1 of 3	July 25, 2022
FY 2024 Budget Formulation Training 2 of 3	July 26, 2022
<i>Equity Assessment Tool Training 1 of 3</i>	<i>July 27, 2022</i>
FY 2024 Budget Formulation Training 3 of 3	July 28, 2022
<i>Equity Assessment Tool Training 2 of 3</i>	<i>July 29, 2022</i>
<i>Equity Assessment Tool Training 3 of 3</i>	<i>August 2, 2022</i>
<b>FY 2024 Budget Submission DUE</b>	<b>August 24, 2022</b>
FY 2024 Budget Submission – Chief Approval	September 7, 2022
RAD/SRP Review with Chiefs	October 12 – 14, 2022
RAD/SRP Review with Director	October 20, 2022
FY 2024 Budget Review with DMOI	November 7, 2022
FY 2024 Due to EOM	November 10, 2022

A project or program must have an **approved** equity score before the budget submission can move forward. Please plan to complete your equity assessment **prior to submitting your budget request!**



# moveDC – Long-Range Transportation Plan

Project development at DDOT is tied to the long-range transportation plan.

New ideas and submissions require project managers to assess how the project relates to each goal of moveDC. These scores are used during DDOT leadership’s review of proposed projects and eventually becomes Department’s budget request.



## Safety

DDOT will design and manage a transportation network that offers safe and secure travel choices for all users, in accordance with Mayor Bowser’s Vision Zero initiatives.



## Sustainability

DDOT will manage and promote a transportation network that supports economic vitality and opportunity, reduces emissions, and strengthens resilience in the face of climate change, especially in historically under-resourced neighborhoods that may experience greater impacts.



## Project Delivery

DDOT will complete projects on-time and on-budget while engaging and communicating with the community.



## Mobility

DDOT will increase system reliability, improve accessibility and manage congestion through coordination, communications, and mobility options, providing safe and affordable travel choices for all users and trips.



## Enjoyable Spaces

Public spaces and transportation systems managed by DDOT will be accessible, safe, and welcoming to residents, visitors, and commuters.



## Management and Operations (State of Good Repair)

DDOT will ensure the state of good repair for existing assets by investing in maintenance and operations to address the greatest mobility needs.



## Equity

DDOT will advance transportation equity by evaluating its policies, planning, community engagement, and project delivery to ensure public investments in transportation justly benefit all residents, visitors, and commuters.

# Equity Assessment Tool (EAT)

## Project managers select of the following surveys:

- Major Construction Projects
- Programs and Services

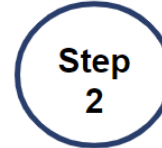
## For the FY 2024 Budget Process:

- Submit an Equity Assessment Survey for each budget request
- **Each survey requires approval from the Equity & Inclusion Division (EID) before it is available in Budget Intake Form**
- Project/Program staff receives an email when an EAT submission is approved and ready to be attached to the budget intake form

## Steps to complete the Equity Assessment Tool



Describe the Intended Outcomes



Identify the need and who will most likely be impacted



Expand Meaningful Internal/External Engagement



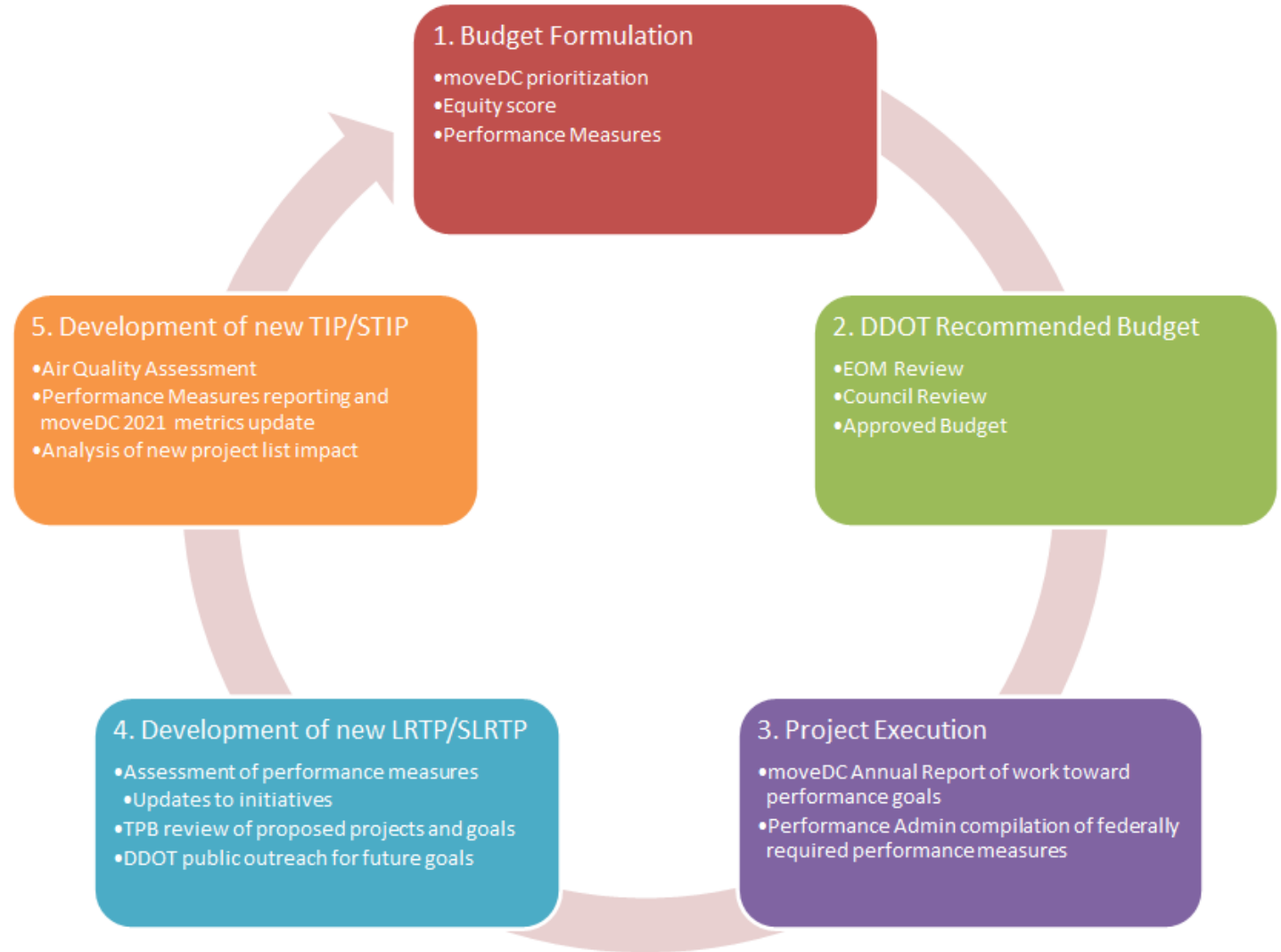
Measure Benefits and Burdens



Evaluate and Remain Accountable

# Generalized example: Project and Plan Cycle

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## The Visualize 2050 Plan Update

- Updates will utilize a “zero-based budgeting” approach to update all projects in the currently approved Visualize 2045 Plan:

### Agencies must:

1. Re-examine each project for consistency with the regional planning priorities of the TPB (using TPB policy documents, scenarios studies, etc.)
2. Re-submit each project with updated scope and financials as needed
3. Submit new projects with detailed scope and financials

# Visualize 2050 Input Process

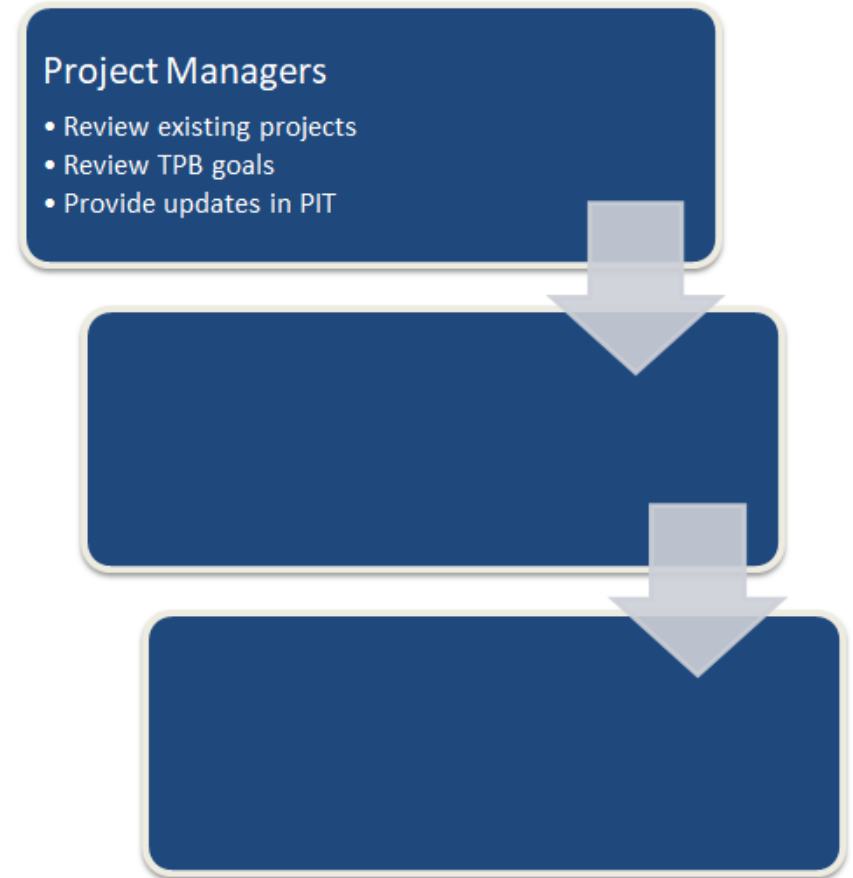
Visualize 2050 Input SharePoint site that holds the guidance and documentation we have received from TPB for this update process:

1. Existing Project Pages (useful for review)
2. Guidance (TPB Goals and Aspirational Initiatives)
3. Project InfoTrak (PIT) Database Instructions



# Visualize 2050 Input Process

- Phase 1: Project Managers:
  - Review existing projects within purview and assess continued accuracy of the included information.
  - Review the TPB Policy Framework and stated goals.
  - Assess current projects for alignment with the TPB's Policy Framework and Stated Goals of the region.
  - Submit project updates and detailed responses to aspirational initiatives in the Project InfoTrak (PIT) System by December 2023.



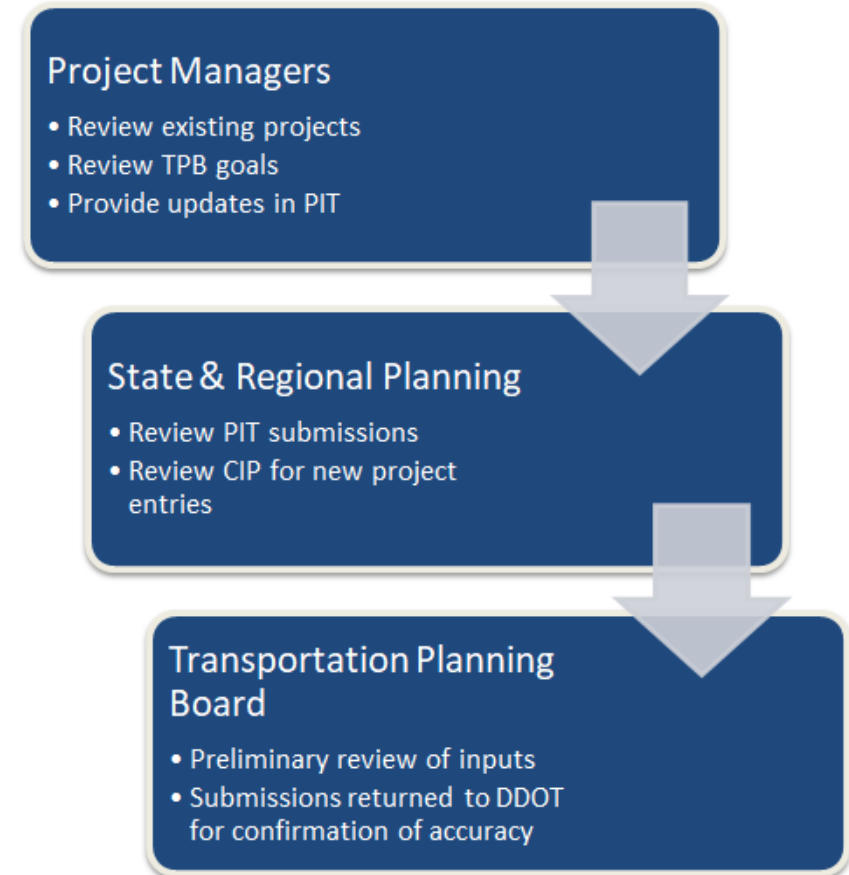
# Visualize 2050 Input Process

- Phase 2: State & Regional Planning:
  - Conduct a review of Project Manager Submissions in the PIT to ensure the accuracy and quality of responses, including aspirational initiatives.
  - Conduct a review of the Capital Improvement Program for new Regionally Significant projects that may require inclusion in Visualize 2050.
  - Request input from DDOT Divisions on potential Regionally Significant projects under consideration for funding requests.
  - Approve and submit project entries to the TPB for review.



# Visualize 2050 Input Process

- Phase 3: Transportation Planning Board
  - Conduct preliminary review of inputs from State DOTs
  - Comments on submissions returned for brief revision and response period
  - Final submissions are provided by DDOT to TPB





# Visualize 2050 Plan Update: Project List

Row	Project Title	Local Street Name	From/Near/Interchange	To/Interchange	Primary Project Type	Project ID
<b>Part A: Zero-Based Budgeting "Funded/Committed/Exempt" Project List - District of Columbia</b>						
This is a list of Visualize 2045 projects that are intended to be included into the fiscally-constrained Visualize 2050 project list. These projects are active, are funded, and/or are under construction.						
*Note: Complete project and project segment information can be found at the links in the Project ID Column at the far right of the table. "Multiple segments" refers to projects with multiple records that may be located along different segments of roadway. There is a link for each segment in the Project ID column.						
**Note: These projects will still need to be re-entered into Project InfoTrak to reflect the most current updated project information and cost. Agencies may opt to remove or change these projects at their discretion.						
<b>District Department of Transportation</b>						
1	Benning Rd Bridges and Transportation Improvements	Benning Rd NE	Oklahoma Ave NE	East Capitol St NE	Transit - Streetcar/ Light Rail	<a href="#">I5754</a>
2	C Street NE Implementation	C St NE/North Carolina Ave NE	Oklahoma Avenue	14th Street NE	Road - Other Improvement	<a href="#">CE3077</a>
3	District-wide Bicycle and Pedestrian Management Program		Bicycle racks, lanes and bicycle signs		Bike/Ped	<a href="#">CE1171</a>
4	East Capitol Street Corridor Mobility & Safety Plan	East Capitol Street	40th Street NE	Southern Ave NE	Bike/Ped	<a href="#">I6315</a>
5	Florida Ave NE Streetscape	Florida Ave NE	2nd Street	West Virginia Ave	Road -Recons/ Rehab/Maintenance	<a href="#">I6195</a>
6	Garvee Bond Debt Service - South Capitol St	Suitland Parkway	at Martin Luther King Jr. Ave		Debt Service	<a href="#">I6038</a>
7	Pennsylvania Avenue NW Protected Bicycle Lanes	Pennsylvania Avenue NW	17th Street	29th Street	Road - Other Improvement	<a href="#">CE3447</a>
8	Pennsylvania Avenue SE	Pennsylvania Avenue SE	2nd Street, Independence Avenue	Barney Circle	Bike/Ped	<a href="#">CE3654</a>
9	South Capitol Street Corridor	South Capitol Street	N St, MLK Ave, Suitland Pkwy, Memorial Bridge	Independence Ave.	Road - Add Capacity/Widening	<a href="#">I3423</a>
10	South Capitol Street Trail	South Capitol Street	Firth Sterling Ave.	Southern Ave. Maryland	Bike/Ped	<a href="#">I6114</a>
11	Union Station to Georgetown Streetcar Line		H Street NE at 3rd St. NE	Wisconsin Avenue under Whitehurst Fwy	Transit - Metrorail/Heavy Rail	<a href="#">CE3081</a>

# Regional Transportation Priorities Alignment

- The projects, programs, and policies submitted by sponsoring agencies for the constrained element technical inputs solicitation should uphold the planning principles, advance one or more regional goals, and implement the TPB priority strategies to support desired performance outcomes
- Detailed responses are required for each question
  - Data for GHG reductions
  - Citations to academic research to support claims
- moveDC and Visualize 2045 have well aligned goals and initiatives, which has allowed for broad agreement in funding priorities in past updates

## 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 Policy Guide.

- |   |   |
|---|---|
| 32a. <u>NON-AUTO TRAVEL</u>             | Does the project promote non-auto travel or can it be expected to reduce VMT?   |
| 32b. <u>TRANSPORTATION OPTIONS</u>      | Identify all travel mode options that this project provides, enhances, supports, or promotes.   |
| 33. <u>ACCESSIBILITY IMPROVEMENT</u>    | Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)                   |
| 34a. <u>EQUITY EMPHASIS AREAS</u>       | Is this project physically in an Equity Emphasis Area (EEA)?  |
| 34b. <u>ADDITIONAL EQUITY RESPONSE</u>  | Please provide additional written information that describes how this project further supports or advances equity as described by the TPB <a href="#">July 2020 resolution</a> .                        |
| 35. <u>ACTIVITY CENTERS</u>             | 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. <u>BEGINS OR ENDS IN</u>             | Does this project begin or ends in an Activity Center?  |
| b. <u>ACTIVITY CENTER WITHOUT</u>       | Does this project connect two or more Activity Centers?   |
| c. <u>NON-AUTO TRAVEL WITHIN</u>        | Does this project promote non-auto travel within one or more Activity Centers?  |
| d. <u>EEA-ACTIVITY CENTER CONNECT</u>   | Does this project connect an Equity Emphasis Area to an Activity Center?  |
| 36. <u>MAINTENANCE</u>                  | Does this project contribute to enhanced system maintenance or preservation?  |
| 37. <u>OPERATIONS AND TRAVEL DEMAND</u> | Does this project reduce travel time on highways and/or transit without building new capacity, (e.g., ITS, bus priority treatments, etc.)?  |
| 38. <u>SAFETY</u>                       | Is this project expected to significantly reduce fatalities or injuries among motorists, transit users, pedestrians, and/or bicyclists?   |
| 39. <u>REDUCE EMISSIONS POLLUTANTS</u>  | 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)? |
| 40a. <u>REDUCE GREENHOUSE GASES</u>     | Is this project expected to contribute to reductions in emissions of greenhouse gases by 50% below 2005 levels by 2030?   |

# Q&A

Future Questions:

Samuel Brooks, Transportation Planner – [samuelm.brooks@dc.gov](mailto:samuelm.brooks@dc.gov)



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# District Department of Transportation

**250 M St SE | Washington, DC 20003 | 202.673.6813**