



Kelly Bell photography / [Flickr](#)

TRANSPORTATION PLANNING BOARD MEETING PACKET

January 17, 2024

In-person



TRANSPORTATION PLANNING BOARD

Wednesday, January 17, 2024
12:00 P.M. - 2:00 P.M.

In Person-Hybrid Meeting

AGENDA

- 12:00 P.M. 1. PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND PUBLIC COMMENT OPPORTUNITY**
Christina Henderson, TPB Chair
- Interested members of the public will be given the opportunity to make brief comments on transportation issues under consideration by the TPB. For any member of the public who wishes to address the board on the day of the meeting, they may do so by registering to attend and speak in person, by emailing written comments to TPBcomment@mwkog.org with the subject line "Item 1 Virtual Comment Opportunity", or by calling and leaving a phone message at (202) 962-3315. Comments will be summarized and shared with TPB members as part of their published meeting materials. These statements and registration must be received by staff no later than 12:00 P.M. (Noon) on Tuesday, January 16, to be relayed to the board at the meeting.
- 12:15 P.M. 2. APPROVAL OF THE DECEMBER 20, 2023 MEETING MINUTES**
Christina Henderson, TPB Chair
- 12:20 P.M. 3. TECHNICAL COMMITTEE REPORT**
Amy Garbarini, TPB Technical Committee Chair
- 12:25 P.M. 4. COMMUNITY ADVISORY COMMITTEE REPORT**
Richard Wallace, CAC Chair
- 12:35 P.M. 5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**
Kanti Srikanth, TPB Staff Director
- This agenda item includes Steering Committee actions, letters sent/received, and announcements and updates.
- 12:45 P.M. 6. CHAIRMAN'S REMARKS**
Christina Henderson, TPB Chair

Reasonable accommodations are provided upon request, including alternative formats of meeting materials.
Visit www.mwkog.org/accommodations or call (202) 962-3300 or (202) 962-3213 (TDD).

INFORMATIONAL ITEMS

12:50 P.M. 7. REVIEW OF OUTLINE AND PRELIMINARY BUDGET FOR THE FY 2025 UPWP

Lyn Erickson, TPB Plan Development and Coordination Program Director

The committee will be briefed on an outline and preliminary budget for the Unified Planning Work Program (UPWP) for FY 2025 (July 1, 2024 through June 30, 2025). The UPWP is an annual statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area and serves as the TPB staff's work scope for the upcoming fiscal year. A complete draft of the FY 2025 UPWP will be presented to the board for review at its February meeting.

1:05 P.M. 8. NATIONAL CAPITAL TRAIL NETWORK UPDATE

Andrew Meese, TPB Systems Performance Planning Program Director

Charlene Howard, TPB Transportation Engineer

Michael Farrell, TPB Transportation Planner

Staff will review the update of the National Capital Trail Network, one of the TPB initiatives of Visualize 2045. The board will be asked to approve the update at its February meeting.

1:20 P.M. 9. TPB'S TRANSPORTATION RESILIENCY PLANNING PROGRAM

Katherine Rainone, TPB Transportation Planner

Staff will provide an update on regional transportation resilience planning program activities, specifically progress to date on the Transportation Resilience Improvement Plan (TRIP).

1:40 P.M. 10. PERFORMANCE-BASED PLANNING AND PROGRAMMING: RULEMAKING REGARDING GREENHOUSE GAS EMISSIONS ON THE NATIONAL HIGHWAY SYSTEM

Eric Randall, TPB Transportation Engineer

Erin Morrow, TPB Transportation Engineer

Staff will provide a briefing on the recent federal rulemaking that implements a performance measure for state DOTs and MPOs to track greenhouse gas (GHG) emissions as part of the federally required Performance Based Planning and Programming (PBPP) framework.

NOTICE ITEM

1:50 P.M. 11. PLANNING AREA BOUNDARY ADJUSTMENT AND RESULTING TPB MEMBERSHIP CHANGE

Lyn Erickson, TPB Plan Development and Coordination Program Director

Following the 2020 Census, Fauquier County's urban areas were redefined and are no longer contiguous to those in Prince William County. Fauquier County is now entirely outside of the Washington DC-VA-MD urban area for which the TPB is the designated MPO. Fauquier County has opted to no longer be a TPB member, therefore the TPB must take action to adjust the membership and corresponding documents. In February, the TPB will be asked to update the maps and TPB Bylaws to reflect this change.

2:00 P.M. 12. ADJOURN

The next meeting is scheduled for February 21, 2024.

MEETING VIDEO

Watch and listen to live video of TPB meetings and listen to the recorded video from past meetings at:

www.mwcog.org/TPBmtg

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
MEMBERSHIP LIST**

January 17, 2024

2024 Officers: Chair Christina Henderson; First Vice Chair James Walkinshaw;
Second Vice Chair Neil Harris

	Members	Alternates
<u>DISTRICT OF COLUMBIA</u>		
DC Council	Charles Allen	
DC Council	Christina Henderson	Heather Edelman
DC Council	Matt Frumin	
DC-DOT	Sharon Kershbaum	Mark Rawlings Sandra Marks Anna Chamberlin
D.C. Office of Planning	Anita Cozart	Sakina Kahn Ryan Hand Rebecca Schwartzman
<u>MARYLAND</u>		
Bowie	Dennis Brady	Mati Bazurto
Charles Co.	Reuben Collins	Jason Groth
College Park	Denise Mitchell	Stuart Adams
Frederick Co.	Jessica Fitzwater	Mark Mishler
City of Frederick	Kelly Russell	David Edmondson
Gaithersburg	Neil Harris	Dennis Enslinger
Greenbelt	Emmett V. Jordan	Kristen Weaver
Laurel	Tim Miller	Christian Pulley
Montgomery Co.	Marilyn Balcombe	
Montgomery Co. Exec.	Marc Elrich	Christopher Conklin Gary Erenrich Wala Blegay Victor Weissberg Emad Elshafei Shana Fulcher Joseph McAndrew Heather Murphy Kris Fair
Prince George's Co.	Eric C. Olson	
Prince George's Co. Exec.	Oluseyi Olugbenle	
Rockville	Monique Ashton	
Takoma Park	Cindy Dyballa	
Maryland DOT	Samantha Biddle	
Maryland House	Marc Korman	
Maryland Senate	Nancy King	
<u>VIRGINIA</u>		
Alexandria	Canek Aguirre	Alyia Gaskins
Arlington Co.	Takis Karantonis	Dan Malouff
City of Fairfax	Tom Ross	Catherine Read
Fairfax Co.	Walter Alcorn	Jeffrey C. McKay
Fairfax Co.	James Walkinshaw	Rodney Lusk
Falls Church	David Snyder	
Fauquier Co.	Richard Gerhardt	Adam Shellenberger
Loudoun Co.	Matthew Letourneau	Mike Turner
Loudoun Co.	Laura TeKrony	Rob Donaldson Lou Mosurak Ralph Smith
City of Manassas	Pamela J. Sebesky	
City of Manassas Park	Jeanette Rishell	
Prince William Co.	Deshundra Jefferson	Meagan Landis
Prince William Co.	Victor Angry	Ricardo Canizales
Virginia DOT	Bill Cuttler	Maria Sinner Amir Shahpar
Virginia House	David A. Reid	
Virginia Senate	David Marsden	
<u>WMATA</u>	Allison Davis	Mark Phillips
<u>EX OFFICIO/NON-VOTING</u>		
FHWA – D.C.	Christopher Lawson	Sandra Jackson
FTA	Terry Garcia Crews	Daniel Koenig David Schilling Marcel Acosta
NCPD	Julia Koster	
MWAA	Vacant	
NPS	Tammy Stidham	Laurel Hammig

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS

777 North Capitol Street, NE Suite 300
Washington, DC 20002

**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

HYBRID

December 20, 2023

MEMBERS AND ALTERNATES PRESENT *IN-PERSON*

Reuben Collins, TPB Chair – Charles County
Christina Henderson – DC Council
Charles Allen – DC Council
Heather Edelman – DC Council
Mark Rawlings – DDOT
Denise Mitchell – College Park
Neil Harris – Gaithersburg
Marc Korman – MD House of Delegates
Bridget Newton – Rockville
Takis Karantonis – Arlington County
Pamela Sebesky – City of Manassas
Ann Wheeler – Prince William County
Victor Angry – Prince William County

MEMBERS AND ALTERNATES PRESENT *VIRTUALLY*

Anna Chamberlin - DDOT
Rebecca Schwartzman – DC Office of Planning
Mati Bzurto – Bowie
Mark Mishler – Frederick County
Jessica Fitzwater – Frederick County
Kelly Russell - City of Frederick
Marilyn Balcombe – Montgomery County
Oluseyi Olugbenie – Prince George’s County
Victor Weissburg – Prince George’s County
Eric Olson – Prince George’s County
Heather Murphy – MDOT
Kris Fair – Maryland House
Marc Korman – Maryland House
Canek Aguirre – Alexandria
Dan Malouff – Arlington County
Tom Ross - City of Fairfax
James Walkinshaw – Fairfax County
Walter Alcorn – Fairfax County
Dave Snyder – Falls Church
Rob Donaldson- Loudoun County
Kristen Umstattd – Loudoun County
Jeanette Rishell – City of Manassas Park
Maria Sinner – VDOT
Allison Davis – WMATA
Mark Phillips - WMATA
Julia Koster – NCPD
Laurel Hammig – NPS

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth
Lyn Erickson
Andrew Meese
Nick Ramfos
Mark Moran
Tim Canan
Leo Pineda
John Swanson
Sergio Ritacco
Rachel Beyerle
Deborah Etheridge
Kim Sutton
Jamie Bufkin
Janie Nham
Eric Randall
Lindsey Martin
Gary Erenrich – Montgomery County
Andrew Bossi – Montgomery County
Richard Wallace – CAC Chair
Will Pines – MDOT
Kari Snyder – MDOT
Drew Morrison – MDOT
Bill Orleans - public

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

Chair Reuben Collins called the meeting to order. He said the meeting was being conducted in a hybrid format. He described the procedures for conducting the meeting.

Lyn Erickson conducted a roll call. Attendance for the meeting can be found on the first pages of the minutes. She confirmed there was a quorum.

Chair Collins said that there would be no in-person public comments. He asked Lyn Erickson to summarize the comments received online.

Lyn Erickson said that three comments had been received online. She said that Bill Pugh, with the Coalition for Smarter Growth, provided comments about the pollution health impacts of motor vehicles and expressed concern that these impacts would continue with increased regional VMT and greater vehicle weight electric vehicles. She said that Stewart Schwartz, with the Coalition for Smarter Growth, provided a comment on the importance for COG and its members to prioritize funding for Metro. Finally, she said that George Aburn, a volunteer with a D.C. environmental justice coalition, submitted environmental justice comments on his assessment that the TPB is failing to address localized high-risk air pollution hot spots caused by transportation-related emissions.

2. APPROVAL OF THE NOVEMBER 15, 2023 MEETING MINUTES

Pamela Sebesky made a motion to approve the November 15, 2023 minutes. The motion was seconded by Mati Bazaruto. The motion was approved unanimously.

3. TECHNICAL COMMITTEE REPORT

Referring to the posted meeting summary, Mark Rawlings said the technical committee met on December 1. He said that three items were reviewed for inclusion on the TPB agenda. These included a staff report on the performance-based planning and programming targets for transit safety and highway safety, a staff report on the 2023 Enhanced Mobility Grant Program, and a staff briefing on the Visualize 2050 update. Additionally, two information items were presented: An update on the EPA Climate Pollution Reduction Grant and a staff briefing on the High Capacity Transit Local Transit Access Study.

Chair Collins presented Mark Rawlings with a certificate recognizing his service to the region as Technical Committee chair.

4. COMMUNITY ADVISORY COMMITTEE REPORT & ACCESS FOR ALL ADVISORY COMMITTEE REPORT

Richard Wallace said the Community Advisory Committee met on December 14. He said the meeting was chaired by CAC vice chair Ra Amin. He said the group discussed two important topics: A federal climate change grant and trail planning.

Chair Collins presented Reuben Collins with a certificate recognizing his service to the region as Community Advisory Committee chair.

TPB Vice Chair Christina Henderson, who also serves as chair of the Access for All (AFA) Advisory Committee, gave a report on the AFA meeting on November 27. She said that at the meeting, Melissa Kim, WMATA's program manager, provided an update on their Better Bus Initiative. She said Mohammad Khan from TPB's Enhanced Mobility Program Manager provided an update on the enhanced mobility solicitation process. She said that staff from Virginia's Department of Rail and Public Transportation provided an overview of a new map-based multimodal trip planning tool on its Connecting VA website. She said that Andrew Meese and Michael Farrell from TPB provided an update on the National Capital Trail Network.

Christina Henderson said that at the AFA meeting she also announced that she would be stepping down as AFA chair.

Chair Collins presented Christina Henderson with a certificate recognizing her service to the region as AFA chair.

5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

Referring to the posted material, Kanti Srikanth said the Steering Committee met on December 1 and approved one amendment to the TIP, at the request of DDOT, to add \$4.75 million in federal and District funds for the rehabilitation of the 16th Street Bridge over Piney Branch in Northwest.

Kanti Srikanth said that the TPB issued a letter of support for an application from the Maryland Department of Transportation for a federal national electric vehicle infrastructure grant fund.

Kanti Srikanth said that on December 7, the Federal Highway Administration finalized a new rule that requires all state departments of transportation to set greenhouse gas reduction targets for a two-year period and for a four-year period. He provided some details about this rule and said staff has begun discussions with the state DOTs about how to respond. He said a briefing would be provided to the board in January.

Kanti Srikanth reminded the board that staff is developing a transportation resilience improvement plan, which is a federal requirement. Calling attention to posted material for this item, he spoke about the reduced match requirements for local projects that are included in the regional plan. He asked board members to remind their agency staff to consider including their resiliency projects in the TPB's plan.

Noting some announcements that were not in his report, Kanti Srikanth said that nine TPB member agencies have been awarded federal Safe Streets and Roads for All grants. He said a memo with the individual grant awardees has been posted under the meeting Item 5, and it is on the TPB meeting page.

Finally, Kanti Srikanth gave a brief update on COG efforts to help address WMATA's budget challenges. He said a COG group has been meeting since August and has issued an interim report that identifies a set of factors that offset the operating costs of WMATA, and the report has some recommendations on how these factors should be addressed as part of finalizing the operating budget for the next fiscal year at WMATA. He also said the report notes the need for and commits COG and its staff to assist in a larger undertaking at the regional level to comprehensively examine and address all facets of WMATA's transit service, the service profile offered by WMATA, the cost structure affecting those services, the management and governance of WMATA.

Dave Snyder asked staff to develop a response to the comments from Tad Aburn.

6. CHAIR'S REMARKS

Chair Collins said the meeting would conclude his term as TPB chair. He noted that Ann Wheeler and Bridget Newton would be leaving the board. He presented them with certificates.

Ann Wheeler thanked the board. She said she believes in regionalism.

Bridget Newton also thanked the board and said the work of the TPB is very important.

In his closing remarks, Chair Collins thanked the board and expressed appreciation for the support he received from past chairs. He said the board has accomplished a lot this year, including initiating the long-range plan update, focused on resiliency and freight, and engaging regional leadership on the challenges that WMATA is facing. He thanked the board for the opportunity to serve as chair.

7. REPORT OF THE NOMINATING COMMITTEE FOR 2024

Charles Allen said that this year's nominating committee comprised Bridget Newton, Pam Sebesky, and himself. He said that for second vice chair, the committee was recommending Neil Harris from the City of Gaithersburg Council; for first vice chair, the committee was recommending Mr. James Walkinshaw from the Fairfax County Board of Supervisors, and for the 2024 TPB Chair, the committee was recommending Ms. Christina Henderson from the District of Columbia Council.

Charles Allen made a motion to approve the slate of candidates for 2024. The motion was seconded by Takis Karantonis and was approved unanimously.

Christina Henderson said she was looking forward to working with the board to address regional transportation challenges. She presented Chair Collins with a gift from the board in recognition of his regional leadership.

ACTION ITEMS

8. PBPP: ANNUAL TARGETS FOR TRANSIT SAFETY AND HIGHWAY SAFETY

Andrew Meese reviewed the draft transit safety targets for the region. He stated that the transit safety targets were presented to the board at its November 2023 meeting. He stated that the month-long comment period had concluded, and no comments were received on the proposed targets.

Andrew Meese noted key statements in the proposed Resolution R4-2024 including the statement that any number of fatalities and serious injuries on the region's roadways are unacceptable and contrary to the region's aspirations and that the TPB continues to support efforts to reduce fatalities and serious injuries.

Andrew Meese said that TPB staff recommends that the TPB adopt Resolution R4-2024 to approve regional transit safety targets.

Denise Mitchell made a motion to adopt Resolution R4-2024 to approve regional transit safety targets.

Pamela Sebesky seconded the motion.

The motion to adopt Resolution R4-2024 was unanimously approved.

Janie Nham reviewed the draft highway safety targets recommended by staff for the 2020-2024 period. She stated that the TPB and TPB Technical Committee were briefed in November 2023.

Janie Nham stated that in addition to continuing with the TPB's established safety program activities, TPB staff is considering new activities to undertake in 2024. She said that the potential activities include a safety deep dive study similar to the study completed by the TPB in 2021 that would include analysis of crashes inside and outside Equity Emphasis Areas and a proposed study to survey member jurisdictions to collect qualitative data about current barriers to implementing safety strategies.

Janie Nham said that other potential activities include a safety work session, standalone forum for policy-level discussions about roadway safety, or guest speaker. She commented that the TPB is considering exploring regional coordination around zero deaths because many TPB member jurisdictions have adopted Vision Zero goals, but it has been piecemeal, and an activity would explore opportunities for regionwide coordination.

Janie Nham said that the TPB will continue to engage federal agencies by submitting comments in response to proposed safety actions and legislation. She said that staff have been reviewing an advanced notice of proposed rulemaking from NHTSA on creating a new federal standard that would require impaired driving prevention technology in new light-duty vehicles. She stated the TPB would also enhance the content of the TPB safety website to include resources for member jurisdictions.

Janie Nham highlighted key clauses in Resolution R5-2024 that state that the TPB acknowledges that the number of fatalities and serious injuries in the region are unacceptably high, which is contrary to its own vision and aspirations. She said that the TPB urges its members to reaffirm road user safety as a top priority and prioritize implementation of projects, programs, and policies in an equitable and non-racist manner consistent with TPB Resolution R3-2021.

Janie Nham said that no comments were received on the highway safety targets during the comment period.

Christina Henderson made a motion to adopt Resolution R5-2024 to approve regional highway safety targets.

Pamela Sebesky seconded the motion.

Takis Karantonis asked why the TPB has not moved the goals on fatalities. He said that the TPB tries to project better goals on serious injuries and nonmotorist fatalities, but fatalities are stuck, and why is that the case.

Janie Nham said that is a question that engineers and transportation planners are currently looking into, and the TPB has planned a deep dive study in 2024 better understand the nature of the problem.

Kanti Srikanth said that the fatalities target is a reflection of the average over the past few years which the region was making progress on until COVID when national and regional trends reversed. He said that the federal guidelines for target setting for MPOs such as the TPB are very prescriptive and states the MPO should use actual empirical data to arrive at the number, and the target should not reflect aspirations. He stated that while the aspiration is zero deaths, data in the region shows an unacceptably high number of fatalities and serious injuries. He said this is why the proposed fatalities target is not zero. He commented that the item memo includes a comprehensive list of projects, programs, and policies that can be implemented, and the TPB would like to see projects, programs, and policies advanced in the TIP and in the long-range plan that covers engineering, enforcement, education, and vehicle standards.

Kanti Srikanth said that the TPB made a policy decision when first adopting roadway safety targets that in any year if the data demonstrates an increase in fatalities over the previous year, the TPB would not adopt a higher number of fatalities as its target. He noted this is the case with this set of targets and that is why the TPB has outlined planned activities to support local and state transportation agencies on how to improve efforts to reduce fatalities.

Takis Karantonis stated that he looks forward to the deeper dive study to see what the underlying causes are because this is a death toll that that is beyond unacceptable. He said that he thinks the public needs to understand and to be shown that, and changes in vehicle standards rub against political inertia and commercial interest, and this is an opportunity to express that clearly otherwise the political intention to do Vision Zero seriously begins to fade.

David Snyder said that he thinks the TPB is in an awkward situation based on the methodology of FHWA that that the MPO has to set a target looking back. He said that Mr. Karantonis' comment means that we need a second set of targets that look forward based upon best projection of the actions the TPB members are taking that will hopefully show a future reduction in both fatalities and serious injuries.

David Snyder said that he is going to abstain from the vote on Resolution R5-2024 but wishes to express support for the work of COG, the list of action items, and the discussion that none of us is satisfied and that we are serious.

The motion to adopt Resolution R5-2024 to approve regional highway safety targets was approved. David Snyder, City of Falls Church, abstained from the vote.

9. 2022 ENHANCED MOBILITY GRANT PROGRAM APPROVAL

Nicholas Ramfos provided background on the Enhanced Mobility selection committee's recommendations for funding projects to serve the needs of older adults and people with disabilities in the region. He said that the TPB staff and selection committee request action on Resolution R6-2024 to approve the projects and amend the 2023-2025 Transportation Improvement Program to include the projects. He stated that the selection committee recommended 23 of the 27 applications received, and the total project budget is \$14 million.

Nicholas Ramfos announced the following organizations as recommended recipients of funding:

The Arc of Greater Prince William; The Arc of Northern Virginia; The Arc of Prince George's County; Wheels to Wellness in partnership with Prince George's County Health; Boat People SOS; Capitol Hill Village Chinese Culture and Community Service Center, Gaithersburg; City of Hyattsville; Community Support Services, Gaithersburg; Dulles Area Transportation Association; Easterseals; ECHO, Leesburg; Fairfax County Jewish Council for the Aging; Leisureworld of Maryland; Loudoun Volunteer Caregivers; New Horizons Support Services, Prince George's County; Opportunities, Inc., Prince George's County; Pozez Jewish Community Center of Northern Virginia; Seabury Resources for Aging, Prince William County; University of Maryland; and WMATA.

Nicholas Ramfos stated that COG receives 10 percent of the federal funds, or a little over \$1 million, for administrative costs to administer the program regionwide for a two-year cycle. He listed the projects that are not recommended for funding due to not meeting minimum requirements, budget restrictions, or inability to match federal funds. He said that the applicants who do not receive funding will receive communication from COG along with recommendations for improving their applications for the next grant cycle.

Nicholas Ramfos recommended the board adopt Resolution R6-2024 to fund 23 projects using FTA Section 5310 from fiscal year 2022 and 2023 apportionments for the region and to amend the FY 2023-2026 TIP to include these projects.

Takis Karantonis thanked TPB staff for the work on the project to fill a critical transportation need. He asked if the TPB has a way to report back to see how the programs work, the level of service they provide and deliver, and how many people are served.

Nicholas Ramfos said that the programs are monitored carefully because of the need to follow federal guidelines, and every two years COG hosts a best practices forum for all participants. He said that COG also develops case studies for program participants, provides ongoing feedback, and staff also conducts site visits.

Nicholas Ramfos said that there are a myriad of activities linked to the Enhanced Mobility program to make sure that the region is getting the most effective use of the dollars being invested into the community to address the most vulnerable citizens in the region.

Kristen Umstattd asked whether the entities to which the allocations are being made are part of the broader network of service providers that the counties and cities work with as an extension of what the counties and cities do.

Nicholas Ramfos said that the TPB reached out to over 3,000 individuals across the region for the 2023 solicitation, a record number of applications were received, and there were approximately half a dozen new subrecipients applying this solicitation. He said that if there are organizations not on the contact list, TPB staff encourages board and committee members to share those organization names.

Victor Angry made a motion to adopt Resolution R6-2024 to approve funding recommendations for Enhanced Mobility and to approve an amendment of the FY 2023-2026 Transportation Improvement Program (TIP) to include these projects.

Takis Karantonis seconded the motion.

Victor Angry commended Commissioner Christina Henderson and the Enhanced Mobility team for the regional effort.

The motion to adopt Resolution R6-2024 was unanimously approved.

INFORMATIONAL ITEMS

10. VISUALIZE 2050 STATUS REPORT

A. Public Engagement Summary

Cristina Finch provided a final summary of the public engagement period that took place in 2023 and an overview of next steps in the development of the Visualize 2050 National Capital Region Transportation Plan. She said that this item will also include presentations on the status of two key regional projects which led to the board's six-month extension of the schedule allowing more time to develop project inputs. She stated that Will Pines, Maryland State Highway Administrator, will present on the American Legion Bridge and I-270 corridor program, and Allison Davis, Senior Vice President for Planning and Sustainability, will present on WMATA long-term funding.

Cristina Finch referred to two agenda memos that describe the planning process and key activities for 2024 and a summary of all Visualize 2050 public comments reported in 2023. She stated that the TPB received 997 comments on projects, including both positive and negative comments. She stated that concerns on the projects receiving mostly negative comments primarily centered around skepticism about the ability for roadway widenings to improve congestion over time, concerns about increasing demand for private vehicle travel, and disappointment that transit and active mode infrastructure was not the project's focus.

Cristina Finch said that the Op Lanes Maryland Phase 1 project received the greatest number of negative comments, and the Long Bridge project received the greatest number of positive comments. She stated that the public had the opportunity to offer suggestions for projects not in the Visualize 2045 plan that they would like to see in Visualize 2050. She stated that suggestions included expanding the region's protected bike lane and trail networks, expanding public transportation modes, especially bus rapid transit, light rail, VRE and MARC; improving the frequency and service hours of all transit; improving bicycle and pedestrian access to train and bus stops; and repurposing highway space for public transit.

Cristina Finch stated that TPB staff will review project inputs and coordinate with agencies in January and February 2024, She said that staff will prepare project information to share with the public for the March comment period, a summary of public input will be provided to the board in April, and an air quality analysis scope of work and land use inputs will be shared with the board in May 2024.

B. Maryland Express Lanes Projects

Will Pines stated that Governor Moore submitted the federal grant application for the corridor program, and the Maryland State Highway Administration(MSHA) planned and hosted four American Legion Bridge and I-270 open houses in November and December 2023. He said that the new project website is americanlegionbridge270.com.

Will Pines stated that through public engagement MSHA has heard that there is support for bicycle and pedestrian features crossing the river similar to the Woodrow Wilson Bridge. He said there is recognition that the existing bridge is aging, and there is support for new and better transit which would require at least one lane for buses to move at speeds better than current congested conditions.

Will Pines said that inclusion of corridor work in the Rockville area was seen as problematic because the congestion challenge is not as great in that area compared to I-270 north of I-370. He said that the MSHA had kicked off a 270 North study to address the northern priority area. He said that MSHA is focusing on multimodal needs as part of the project, and transit expansion options include additional MARC service, commuter bus, BRT expansion, and transportation demand management options.

Will Pines said that any bridge replacement scenario needs to manage traffic congestion while implementing a staged replacement. He stated that pushed MSHA to more of a widening scenario to manage traffic during the construction of the replacement of the bridge and for future transit.

Marc Korman commented that the TPB Transportation Improvement Program requires that projects in the long-range plan must be financially constrained or capable of being completed using revenue sources that are already committed or reasonably expected to be available in the future. He asked how the American Legion and I-270 project meets financial constraint, given the budget context in Maryland which includes an eight percent cut in state highway and operating. He said that Maryland has to remove all construction projects from the out years in the Maryland Capital Improvement Program and for flat funding of the local share of state gas tax.

Will Pines said that Maryland does have funding in the capital program as a whole. He said that Maryland has retained considerable funds to advance projects, including the I-270 and American Legion Bridge program, and preliminary engineering is moving forward.

Drew Morrison said that throughout the system and the plan there are projects that are large scale and will need a clear definition of what dollars look like to be ultimately implemented in phases, and MDSHA will work with the TPB staff on the constrained element of the long-range plan. He said that the project is a priority, and MDSHA will be working to align resources in coordination with Maryland delegates and other stakeholders.

Jessica Fitzwater said that she thinks that solutions to some I-270 challenges include bus rapid transit, expansion of the MARC Brunswick line, and possibly using more commuter buses. She said that the proposed Maryland Consolidated Transportation Plan has a 40 percent reduction in lost operating grants and 50 percent reduction in lost capital grants. She said it is difficult to hear some of the project solutions and see those as relieving I-270 challenges at the same time that local funding and state priorities are in conflict with each other.

Will Pines said that a goal of the engagement process is to look at options available associated with the transit. He stated that Maryland has a commitment to move forward with transit solutions through the corridor and is looking at BRT and commuter choice options to try to come up with a collection of options but recognizing that it has to be an affordable program. He said that all of the options mentioned may not happen at the same time, and there will need to be near-term, mid-term, and long-term solutions.

Drew Morrison said that MDSHA understands concerns regarding the short-term budget picture. He stated that the CTP continues the design and engineering program in as many places as possible.

C. WMATA Projects and Operations

Allison Davis provided a status update on WMATA's submission to the Visualize 2050 plan. She said that Metro's ability to develop a 25-year capital investment that is tied to reasonably expected financial resources is complicated by lack of dedicated, reliable funding. She stated that the proposed 2025 budget includes significant service reduction, fare increases, and other elements.

Allison Davis said that despite limitations, WMATA remains on track to meet the process deadlines for the Visualize 2050 update. She stated that WMATA has a couple projects that are regionally significant that are currently underway and will probably merit inclusion in the future, but because Metro and the region has not agreed to how to fund the projects, WMATA is not submitting projects at this time.

Allison Davis said that in early 2024 will be an additional opportunity for engagement on what is being proposed. She stated the once the WMATA board adopts the FY 2025 budget which will reflect service and fare changes, WMATA will be able to submit the service inputs for the technical evaluation.

11. ADJOURN

There being no other business, the meeting was adjourned at 1:55 P.M. The next meeting will be on January 17, 2023.

Meeting Highlights TPB Technical Committee – January 5, 2024

The Technical Committee met on Friday, January 5, 2024. Meeting materials can be found here: <https://www.mwcog.org/events/2024/1/5/tpb-technical-committee/>

The following items were reviewed for inclusion on the TPB's January agenda:

TPB AGENDA ITEM 7 – REVIEW OF OUTLINE AND PRELIMINARY BUDGET FOR THE FY 2025 UPWP

The committee was briefed on an outline for the Unified Planning Work Program (UPWP) for FY 2025 (July 1, 2024 through June 30, 2025). A complete draft of the FY 2025 UPWP will be presented to the board for review at its February meeting.

TPB AGENDA ITEM 8 – NATIONAL CAPITAL TRAIL NETWORK UPDATE

Staff provided a status report on the update of the National Capital Trail Network, one of the TPB initiatives of Visualize 2045. The board is scheduled to approve the update at its February meeting.

TPB AGENDA ITEM 10 – PERFORMANCE-BASED PLANNING AND PROGRAMMING: RULEMAKING REGARDING GREENHOUSE GAS EMISSIONS ON THE NATIONAL HIGHWAY SYSTEM

TPB staff briefed the Committee on the recent federal rulemaking that implements a performance measure for state DOTs and MPOs to track greenhouse gas (GHG) emissions as part of the federally required Performance Based Planning and Programming (PBPP) framework.

TPB AGENDA ITEM 11 – PLANNING AREA BOUNDARY ADJUSTMENT AND RESULTING TPB MEMBERSHIP CHANGE

In the recent 2020 Census, Fauquier County's urban areas were redefined and are no longer contiguous to those in Prince William County. Fauquier County is now entirely outside of the TPB's urbanized area. Fauquier County has opted to no longer be a TPB member, therefore the TPB must take action to adjust the membership and corresponding documents. In February, the TPB will be asked to update the maps, Planning Agreement, and TPB Bylaws to reflect this change.

The following items were presented for information and discussion:

VISUALIZE 2050: UPDATE ON PUBLIC ENGAGEMENT AND PROJECT INPUTS

TPB staff briefed the Committee on the status of the project inputs and the upcoming public participation and comment process.

REGIONAL ELECTRIC VEHICLE INFRASTRUCTURE IMPLEMENTATION (REVII) STRATEGY PROJECT

The Regional Electric Vehicle Infrastructure Implementation (REVII) Strategy project is designed to support state and local governments as they prioritize locations for publicly accessible electric vehicle (EV) infrastructure deployment with a focus on light-duty vehicles. ICF staff will present draft light-duty EV projections and draft GIS mapping of priority parcels for EV infrastructure demand.

Other Business

- RRSP/TLC Application period opened January 5
- Survey Monkey to update Committee Membership
- 2024 TPB/Tech/Steering Calendar
- TPB discussion of Roadway Safety
- Recap of new TPB Chairs – TPB, AFA, CAC
- Staff Update, Retirement and Recruitment

ITEM 7 – Information
January 17, 2024

Review of Outline and Preliminary Budget for the
FY 2025 UPWP

Background: The committee will be briefed on an outline and preliminary budget for the Unified Planning Work Program (UPWP) for FY 2025 (July 1, 2024 through June 30, 2025). The UPWP is an annual statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area and serves as the TPB staff's work scope for the upcoming fiscal year. A complete draft of the FY 2025 UPWP will be presented to the board for review at its February meeting.



MEMORANDUM

TO: Transportation Planning Board

FROM: Lyn Erickson, TPB Program Director, Plan Development and Coordination
Tim Canan, TPB Program Director, Planning Data and Research
Andrew Meese, TPB Program Director, Systems Performance Planning
Mark S. Moran, TPB Program Director, Travel Forecasting and Emissions Analysis

SUBJECT: Outline and Preliminary Budget for the Fiscal Year 2025 Unified Planning Work Program (UPWP)

DATE: January 11, 2023

The Unified Planning Work Program (UPWP) is the annual statement of work, and associated budget, identifying the planning priorities and activities to be carried out within a metropolitan planning area. This memo includes a draft itemized set of activities/tasks for the Fiscal Year (FY) 2025 UPWP (July 1, 2024 through June 30, 2025) for the National Capital Region Transportation Planning Board (TPB). The work activities are organized into 11 work activities/tasks which reflect and support the activities that the TPB is federally required to undertake. This information is preliminary and will be refined over the next two months as funding information is made available from the state departments of transportation (DOTs), which oversee all Metropolitan Planning Organization (MPO) work and work products. The purpose of this memo is to start to identify and refine a list of tasks that will be elaborated on in the actual UPWP document which will be distributed for review in February. The TPB will be asked to approve the FY 2025 UPWP at its March 2024 meeting.

The TPB and its staff commit to being guided by the following statement on equity, and the activities described in the UPWP are intended to reflect this:

Every action that the TPB considers - including every debate we have, and every decision we make as the region's MPO - must be viewed through the lens of justice, equity, and fairness. We must recognize past actions that have been exclusionary or had disparate impacts on people of color and marginalized communities, and we must take actions to correct or mitigate the resulting unfairness. From infrastructure to education and enforcement, we must act fairly to ensure equitable and true access to safety, accessibility, and mobility.¹

UPWP REVENUE ESTIMATES

The budget for the FY 2025 UPWP is based upon MPO planning funding allocations provided by our three state DOTs. Federal Metropolitan Planning Funds are apportioned to the state DOTs, which then allocate and distribute these funds to the MPO to enable the TPB to conduct the metropolitan planning process. As with all federal funds, there is a state and local match that is necessary to

¹ "Resolution to Establish Equity as a Fundamental Value and Integral Part of All Transportation Planning Board's Work Activities (TPB R1-2021)," Resolution (Washington, D.C.: National Capital Region Transportation Planning Board, July 22, 2020), <https://www.mwco.org/documents/2020/07/22/resolution-r1-2021--resolution-to-establish-equity-as-a-fundamental-value-and-integral-part-of-all-transportation-planning-boards-work-activities/>.

access the federal funds. In our case, 80 percent of the revenue comes from a combination of Federal Transit Administration Section 5303 funds and Federal Highway Administration Metropolitan Planning (PL) funds. The state DOTs provide a 10 percent state match and the local jurisdictions, through the COG dues, provide a 10 percent local match. Funding amounts are determined by the FY 2024 USDOT budget from the 2021 Bipartisan Infrastructure Law (enacted as the Infrastructure Investment and Jobs Act). The Continuous Airport System Planning (CASP) Program is funded separately through Airport Improvement Grants from the Federal Aviation Administration as well as support from the Maryland Aviation Administration and the Metropolitan Washington Airports Authority to conduct the biennial regional air passenger survey.

Detailed budget information will be provided when it becomes available. The budget process begins based on previous estimates, previously approved budgets, and with preliminary funding information from the DOTs.

The UPWP documents the planned work activities of the TPB for FY 2025. Consistent with the purpose of the federal funds provided, the planned tasks are designed to comply fully with federal requirements for metropolitan planning (23 CFR Part 450 / 49 CFR Part 613) and recommendations from the most recent federal review of the TPB work activities (June 2, 2023).² The scope of work for planned tasks also reflects enhancements, wherever viable and as appropriate, to reflect regional planning priorities/aspirations adopted by the TPB.

The recently enacted Bipartisan Infrastructure Law (Infrastructure Investment and Jobs Act, November 16, 2021) contains requirements affecting the metropolitan planning process. The UPWP will be reviewed and amended, as needed, to comply with these new requirements once federal regulations are promulgated.

The following table provides an outline of the 11 topic areas of work for FY 2025. Pending finalization of the revenues for FY 2025, these proposed tasks will be further refined.

² “Metropolitan Washington, D.C., Transportation Management Area,” Summary Report, Transportation Management Area Planning Certification Review (Washington, D.C.: U.S. Department of Transportation, Federal Highway Administration & Federal Transit Administration, June 2, 2023).

OUTLINE OF PROPOSED UPWP WORK ACTIVITIES FOR FY 2025

1. LONG-RANGE TRANSPORTATION PLANNING	7. TRANSPORTATION RESEARCH AND DATA PROGRAMS
1.1 Visualize 2045 Implementation 1.2 Environmental Justice and Equity 1.3 Future Plan Development 1.4 Federal Compliance 1.5 Policy Board-Directed Activities 1.6 Resiliency Planning	7.1 Transportation Research and Analysis 7.2 Data Management and Visualization Services
2. TRANSPORTATION IMPROVEMENT PROGRAM	8. REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION
2.1 Transportation Improvement Program 2.2 TIP Database Support	
3. PLANNING ELEMENTS	9. MOBILITY AND ENHANCEMENT PROGRAMS
3.1 Performance-Based Planning and Programming 3.2 Congestion Management Process 3.3 Systems Performance, Operations, and Technology Planning 3.4 Transportation Emergency Preparedness Planning 3.5 Transportation Safety Planning 3.6 Bicycle and Pedestrian Planning 3.7 Regional Public Transportation Planning 3.8 Freight Planning 3.9 Metropolitan Area Transportation Operations Coordination Program Planning	9.1 Enhanced Mobility Grant Program 9.2 Regional Roadway Safety Program 9.3 Transportation Alternatives Program 9.4 Transportation and Land Use Connection Program
4. PUBLIC PARTICIPATION	10. TPB MANAGEMENT AND SUPPORT
4.1 Public Participation and Outreach 4.2 Communications	10.1 TPB Committees Support and Management and UPWP
5. TRAVEL FORECASTING	11. TECHNICAL ASSISTANCE PROGRAM
5.1 Network Development 5.2 Model Development and Support	11.1 DDOT 11.2 MDOT 11.3 VDOT 11.4 Regional Transit Technical Assistance
6. MOBILE EMISSIONS AND CLIMATE CHANGE PLANNING	CONTINUOUS AIRPORT SYSTEM PLANNING PROGRAM (CASP)
6.1 Air Quality Conformity & Other Activities Associated with the LRTP 6.2 Mobile Emissions Analysis & Climate Change Planning	

1. LONG-RANGE TRANSPORTATION PLANNING

Visualize 2045 Update, Implementation

- Conduct general coordination and outreach to members to help members understand and implement the plan and the priority strategies supported by the TPB.
- Conduct analysis as necessary to support the TPB priorities and identify progress made towards accomplishing them.

Environmental Justice and Equity

- Coordinate with TPB public participation staff to support outreach and engagement with traditionally disadvantaged population groups.
- **[[New Activity]]** Conduct and communicate additional analysis that may arise from TPB's FY 2024 equity activities.
- Prepare and begin the environmental justice analysis of Visualize 2050 by advancing the update to TPB's Equity Emphasis Areas
- Track and respond to equity initiatives applicable to the TPB

Future Plan Development Visualize 2050

- Provide opportunities for consideration, coordination, and collaborative enhancement of the TPB's metropolitan transportation plan.
- Communicate to Board and other stakeholders the key planning activities for the next plan update, Visualize 2050. This update is expected to be completed by the end of the fiscal year with adoption in June 2025.
- Conduct coordination across all tasks to support plan development among internal staff, external stakeholders, and consultants.
- Conduct planning and coordination activities related to PBPP and the federal planning factors (See Task 3 for more detail).
- **[[New Activity]]** Publish the draft plan for public review and comment anticipated in the spring 2025.
- Revise the draft plan as needed for final presentation to the Board for approval.

Federal Compliance

- Track, research, and respond to all federal activities and regulations that impact the metropolitan transportation planning process.
- Document key regional transportation planning activities conducted as part of the process to develop the Visualize 2050 plan.

Policy Board-Directed Activities

- Update plan with targeted completion date of 2025
- Support implementation of TPB Resolution R4-2022 that focuses on building transit-oriented communities throughout the region around High-Capacity Transit (HCT) station areas using Equity Emphasis Areas as a key planning concept and tool to inform decision making and action.
- Produce all products through an 'equity lens' as directed by TPB Resolution R1-2021, which requires all TPB activities to be conducted with an equity lens.
- Carry out additional activities as directed by the TPB.

Resiliency Planning

- General
 - Conduct regional planning regarding transportation resilience activities and infrastructure, incorporating consideration of equity, including information gathering and sharing, subcommittee briefings, and discussions among stakeholders; produce one or more summary memorandums/presentations for the TPB Technical Committee regarding this year's findings and recommendations.
 - Coordinate with relevant jurisdictions and committees on regional transportation resilience issues.
 - Compile and analyze data to support regional transportation resilience planning.
- Phase II Transportation Resiliency Planning Study: Follow-Up Post Completion
 - Conduct outreach and follow-up activities regarding the Transportation Resilience Improvement Plan (TRIP) to socialize the plan.
 - Incorporate findings and recommendations from Phase II Study into TPB Regional Transportation Resiliency Planning Program.
 - Conduct one or more regional resiliency planning training, outreach or professional development forums to strengthen regional awareness about resiliency planning issues specifically in the transportation sector.
 - Plan for annual/bi-annual update of transportation resilience project list.
 - Expand the TRIP project request guidance document into an educational document/resource guide for regional planners.
- [[New Activity]] Form a regional transportation resilience planning subcommittee to meet regularly on related issues, continuing the collaboration of member agencies in the working group during the TRIP process and to help guide regional work post-TRIP.
- [[New Activity]] Interior flood (hydraulic and hydrologic) analysis
 - Complete a feasibility study to receive proposed approaches, scopes, and cost estimates for a regional flood analysis. This project is important to better understand the impact of rainfall events in both current and future climate scenarios.
 - Depending on the proposed approach and cost estimate, initiate this flood analysis, potentially in a phased approach. Compare results to existing FEMA regulatory 100-year and 500-year floodplains to determine most at-risk areas for future flood events.
 - **Data:** This analysis would include acquiring and analyzing data for historic, current, and predictive precipitation levels for more accurate interior and urban flooding information. This would be used for and integrated into interior flood/H&H analysis study noted above but can be used for other analysis and projects as well.
- [[New Activity]] Economic analysis of adaptation scenarios for up to five case studies to quantify the benefits of resilience investments in regional transportation assets.
- [[New Activity]] Analyze RITIS data for all TPB localities for road closures due to natural hazards for each year data is available. Create GIS layer to add to interactive mapping tool to better understand reported historical flooding on roadways in our region.

2. TRANSPORTATION IMPROVEMENT PROGRAM

Transportation Improvement Program (TIP) Programming

- Prepare, review, and process administrative modifications and amendments to the currently approved TIP.
- Review administrative modifications and amendments for fiscal constraint.
- Enhance documentation of the TIP with additional analysis as a part of the long-range plan/TIP publications and the Visualize 2050 website.
- Provide public access to long-range plan and TIP project data through an improved online searchable database with integrated GIS project mapping.
- Prepare an annual listing of projects for which federal funds have been obligated in the preceding fiscal year compared against the federal funding programmed for that year in the TIP of record.
- [[New Activity]] Prepare for FY 2026-2029 TIP inputs.

TIP Database Support

- Provide additional customizations to the system's forms, reports, and functionality.
- Provide assistance and guidance in using the Project InfoTrak system for the amendments and the new iteration of the plan.
- Provide ongoing help desk service for TPB staff and agency users to troubleshoot any technical issues that arise.
- Assist State DOT and other agency users with large-scale data transfer requests for major TIP amendments.

3. PLANNING ELEMENTS

This task considers the following aspects of metropolitan transportation planning, in conjunction with federal surface transportation planning requirements. Also included for all elements will be coordination with related state, regional, and local efforts, as well as outreach to members, stakeholders, and subject matter experts, to gather information and collaborate to advise future planning and committee activities. Conduct all Planning Elements activities and related products through an 'equity lens' as directed by TPB Resolution R1-2021.

Performance-Based Planning and Programming (PBPP)

- Develop data and reports for the TPB's setting and tracking of federally specified PBPP targets, in accordance with Letters of Agreement that have been signed between TPB and partner agencies.
- Coordinate with the states and public transportation providers on data collection and sharing, targets, and federally required reporting.
- Set annual highway safety targets.
- Set regional annual transit safety targets.
- [[New Activity]] Ensure that regional Greenhouse Gas targets have been set by early FY 2025, in accordance with federal requirements issued during FY 2024.
- Report on performance in relation to previously set targets, as required.
- Support TPB as it reviews data and sets required targets.

- **[[New Activity]]** Enhance availability, visualization, and mapping (GIS) of performance-based information on the TPB website, in conjunction with Task 7.

Congestion Management Process (CMP)

- Compile information and undertake analysis for the development of major CMP components, including application of “big data” sources, in conjunction with big data acquisition and analysis activities in Tasks 5 and 7.
- Produce the National Capital Region Congestion Report, released as a quarterly website “dashboard”, in conjunction with travel monitoring and data publishing activities undertaken in Task 7.
- Provide CMP technical input to the Performance-Based Planning task.
- Produce special CMP analyses, such as following a major event or roadway improvement, or examining short- to mid-range trends, such as for impacts of the COVID-19 pandemic, on an as-needed basis.
- Support the Vehicle Probe Data Users Group (VPDUG) in its role to foster technical and methodological coordination in the application of vehicle probe data by member agencies and jurisdictions.

Systems Performance, Operations, and Technology (SPOT) Planning

- Conduct regional planning activities regarding regional transportation systems management and operations (RTSMO) and emerging technologies, including information gathering and sharing, subcommittee briefings, and discussions among stakeholders; produce one or more summary memorandums/presentations for the TPB Technical Committee regarding this year’s findings and recommendations.
- Conduct Traffic Incident Management (TIM) planning as a component of RTSMO.
- Conduct regional planning activities regarding connected/autonomous vehicles (CAVs).
- Compile information on ITS and CAV deployments in the region.
- Maintain the Regional Intelligent Transportation Systems (ITS) Architecture.
- Conduct supporting activities as necessary on the above topics, potentially including in-depth studies, development of reports or white papers, or stakeholder workshops.
- Support the regional Systems Performance, Operations, and Technology Subcommittee (SPOTS).

Transportation Emergency Preparedness Planning

- Undertake transportation emergency coordination and response planning through the emergency management and Homeland Security Urban Area Security Initiative (UASI) processes, in conjunction with COG’s Department of Homeland Security and Public Safety.
- Conduct Traffic Incident Management (TIM) planning as it relates to transportation emergency preparedness planning.
- Support the regional Transportation Emergency Preparedness Committee (R-ESF 1).

Transportation Safety Planning

- Conduct regional roadway safety planning in a manner that emphasizes equity, including information gathering and sharing as well as subcommittee briefings and discussions among stakeholders; produce one or more summary memorandums/presentations for

- the TPB Technical Committee regarding this year’s findings and recommendations.
- Support engineering, education, and enforcement strategies to reduce fatalities, serious injuries, and crashes in the National Capital Region, including consideration of equity.
 - Compile and analyze regional crash data to produce updated roadway safety performance measures and coordinate with member states to develop federally required regional roadway safety targets.
 - **[[New Activity]]** Undertake Phase II of crash data analysis from previous regional safety studies to develop new charts, graphs, and tables that include the latest available data; produce one or more memorandums/presentations for the TPB and the TPB Technical Committee regarding the findings. This effort will help inform local planning and programming efforts to improve transportation safety and achieve/exceed the region’s PBPP targets.
 - Participate in and coordinate with the Strategic Highway Safety Plan development and implementation efforts of the District of Columbia, Maryland, and Virginia, as well as other state, regional, and local safety efforts.
 - Coordinate regional transportation safety planning with the Regional Roadway Safety Program undertaken in Task 9.
 - Provide technical advice to the “Street Smart” regional pedestrian and bicycle safety public outreach campaign (Street Smart is supported by funding outside the UPWP).
 - Conduct one or more workshops, targeting member agency staff, regarding transportation/roadway safety.
 - **[[New Activity]]** Conduct one or more board-level safety events, targeting policy-level officials, regarding transportation/roadway safety.
 - **[[New Activity]]** Explore regional coordination on “zero deaths” goals and approaches. Most TPB members have adopted a “zero deaths” approach; there are opportunities to strengthen these activities through regional coordination.
 - Maintain and enhance the Transportation Safety portions of the TPB website to ensure its value as a regional resource.
 - Support the Transportation Safety Subcommittee in its coordination and advisory roles.

Bicycle and Pedestrian Planning

- Conduct regional planning regarding bicycle and pedestrian activities and infrastructure, incorporating consideration of equity, including information gathering and sharing, subcommittee briefings, and discussions among stakeholders; produce one or more summary memorandums/presentations for the TPB Technical Committee regarding this year’s findings and recommendations.
- Conduct outreach and follow-up activities regarding the Regional Bicycle and Pedestrian Plan update published in FY 2022.
- Update the National Capital Trail Network map; monitor implementation of National Capital Trail Network projects.
- Monitor and update nonmotorized recommendations for project information in the Transportation Improvement Program (TIP) and Project Info Tracker (PIT), in conjunction with Task 2.
- Monitor Regional Complete Streets and Green Streets activities.
- Conduct regional planning regarding emerging mobility technologies, such as dockless bikesharing and electric scooters.

- Provide technical advice to the “Street Smart” regional pedestrian and bicycle safety public outreach campaign (Street Smart is supported by funding outside the UPWP).
- Conduct two or more regional bicycle and pedestrian planning or design training, outreach, or professional development opportunities for member agency staff.
- Support the Bicycle and Pedestrian Subcommittee in its coordination and advisory roles.

Regional Public Transportation Planning

- Conduct regional planning regarding public transportation activities and infrastructure, incorporating consideration of equity, including information gathering and sharing, subcommittee briefings, and discussions among stakeholders; produce one or more summary memorandums/presentations for the TPB Technical Committee regarding this year’s findings and recommendations.
- **[[New Activity]]** Update the inventory of regional transit-related electrification/zero emissions assets, including an inventory of transit operator plans as well as operator needs.
- Continue implementation of federal requirements for performance-based planning, specifically transit safety and transit asset management, including data collection, analysis of the performance measures, forecasting, and setting of targets.
- Continue gathering usage information on inter-city buses, commuter buses, rail transit, and commuter rail, to advise regional planning and coordination.
- Address Bus Rapid Transit (BRT) planning and coordination as part of regional public transportation planning activities.
- Address TPB-related recommendations from the regional Bus Transformation Project and the WMATA Better Bus/Network Redesign effort, as part of regional public transportation planning activities.
- Produce an annual report on the “State of Public Transportation.”
- Conduct supporting activities as necessary on the above topics, potentially including in-depth studies, development of reports or white papers, or stakeholder workshops.
- Support the Regional Public Transportation Subcommittee in its coordination and advisory roles.

Freight Planning

- Conduct regional planning regarding freight and goods movement activities and infrastructure, incorporating consideration of equity, including information gathering and sharing, subcommittee briefings, and discussions among stakeholders; produce one or more summary memorandums/presentations for the TPB Technical Committee regarding this year’s findings and recommendations.
- Conduct outreach and follow-up activities regarding the Freight Plan update published in FY 2023.
- Compile and analyze data to support regional freight planning.
- Conduct a symposium/workshop on the topic of curbside management in the National Capital Region, across fields of planning for freight, safety, public transportation, and related areas.
- Coordinate with relevant jurisdictions and committees on regional rail issues.
- Address federal requirements related to regional freight transportation planning, including PBPP measures and targets.
- Conduct supporting activities as necessary on the above topics, potentially including in-depth studies, development of reports or white papers, or stakeholder workshops.
- Support the TPB Freight Subcommittee in its coordination and advisory roles.

Metropolitan Area Transportation Operations Coordination (MATOC) Planning

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

4. PUBLIC PARTICIPATION

Public Participation and Outreach

- Conduct public involvement as described in the TPB Participation Plan, which was approved by the TPB in October of 2020. The plan calls upon staff to integrate public engagement, as appropriate, into planning activities throughout the department. All such public involvement activities will be developed and implemented with consideration given to an equity perspective, as directed by TPB Resolution R1-2021, which called for equity, as a foundational principle, to be woven into all of the TPB's work.
- Provide regular opportunities for comment on TPB activities and products, including public comment sessions at the beginning of TPB meetings and official public comment periods prior to the adoption of key TPB plans and programs.
- **[[New Activity]]** Conduct outreach to support update to the Long-Range Transportation Plan.
- Provide staff support for the TPB Community Advisory Committee (CAC), including organizing monthly meetings and outreach sessions, and drafting written materials for the committee. Staff will ensure that CAC comments are communicated to the TPB regarding transportation plans, projects, programs, and issues that are important to the committee and its members.
- Provide staff support for the TPB Access for All Advisory (AFA) Committee that includes leaders and representatives of traditionally underserved communities, including low-income communities, underrepresented communities, people with limited English proficiency, people with disabilities, and older adults as the TPB's primary strategy for engaging traditionally underserved population groups in the planning process and for providing guidance on Human Service Transportation Program activities. Feedback from the AFA Committee on transportation plans, projects, programs, services, and issues that are important to the communities the AFA represents will be shared with the TPB.
- Conduct training activities, as needed, to help community leaders learn how to get more actively involved in transportation decision making in the Washington region.
- Ensure that all public participation is consistent with and meets the Federal Civil Rights Act (Title VI) and Executive Order 12988 Environmental Justice.

Communications

- Develop written and visual materials to spread information about regional transportation planning issues, explain how transportation decision-making works, and engage the public.

- Support staff as they develop meeting materials and publications to communicate information developed in other tasks in the UPWP.
- Produce content for the TPB News, Visualize 2050 newsletter, and other digital publications.
- Regularly update information on the TPB's webpages, ensuring the site is timely, thorough, and user-friendly.
- Effectively use social media and other digital tools to engage the public in current TPB activities.

5. TRAVEL FORECASTING

Network Development

- Develop a base-year transit network representing recent conditions, which is used as the starting point for developing future-year transit networks used by the regional travel demand forecasting model. This typically represents a recent year, but the choice of year can be influenced by factors such as COVID-19-related disruptions.
- Produce a series of forecast-year transportation networks used as inputs to the regional travel demand forecasting model, in support of transportation planning studies, air quality studies, and mobile emissions planning work. Examples include scenario studies, project-planning studies, and air quality conformity (AQC) analyses of the TPB's Long-Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), State Implementation Plans (SIPs) for attaining or maintaining air pollution standards, and greenhouse gas (GHG) planning studies.
- Maintain, refine, and enhance both 1) the multi-year transportation network geodatabase used in regional travel demand modeling and 2) the software used to edit and update the geodatabase, known as COGTools.
- Develop transportation networks in formats that support both 1) the production-use travel models, such as the Gen2/Ver. 2.4 and Gen2/Ver. 2.4.6 models, which require networks in Cube TRNBUILD format; and 2) developmental travel models, such as the Gen3 Model, which requires networks in Cube Public Transport (PT) format. As we transition from the aggregate, trip-based travel model (Gen2/Ver. 2.4 Model) to the disaggregate, activity-based travel model (Gen3 Model), transit networks will transition from having two time-of-day periods (peak and off-peak) to four time-of-day periods (AM peak, midday, PM peak, and nighttime).
- Maintain and update network development documentation, such as the COGTools User's Guide and the highway and transit network report.
- **[[New Activity]]** Develop a new highway and transit network report for the Gen3 Travel Model.
- Respond to network-related technical data requests.

Model Development and Support

- Staff the TPB Travel Forecasting Subcommittee (TFS). Conduct about six meetings per year.
- **[[New Activity]]** Update COG/TPB's strategic plan for model development that directs the model development activities from a long-term perspective to support regional transportation planning.
- Maintain, update, and enhance the TPB's current production-use, trip-based, Gen2 Travel Demand Model, potentially with the 2017/2018 Regional Travel Survey (RTS) data.
- Support both internal and external users of the TPB's production-use travel demand forecasting models (e.g., the Gen2/Ver. 2.4 Model and the Gen2/Ver. 2.4.6 Model).
- Develop the TPB's next-generation travel demand forecasting model that is expected to provide enhanced modeling capabilities. TPB staff is currently working with a consultant to develop a disaggregate, activity-based travel model (ABM), to be known as the Generation 3, or Gen3, Travel Model. The Gen3 Model is to be implemented in both the open-source ActivitySim software platform and Bentley Cube software. Model development is planned to last about five years (FY 2020-2024). Development will occur via two main phases. Phase 1 development of the Gen3 Model concluded in February 2022. Phase 1 created a developmental model that had gone through an initial round of calibration and had been tested by TPB staff. Phase 2 of the Gen3 Model started in March 2022 (FY 22) and is planned to run through approximately January 2024 (FY 24). The goal of Phase 2 is to obtain a travel model that is calibrated and validated.
- **[[New Activity]]** Following delivery from the consultant team of the final Gen3 Model, COG/TPB staff will conduct usability testing to ensure that the model is ready for production use. Usability testing is predicted to last from January 2024 through July 2024 (FY 25), with a goal of having the Gen3 Model ready for production use by summer 2024 (FY 25). During this testing period, COG/TPB staff will assemble model inputs, execute the model for all analysis years of Visualize 2050, and compare Gen2 and Gen3 modeling results. Staff will also be developing other facets of the travel model that are needed for production use, such as routines for estimating/setting toll values.
- **[[New Activity]]** Promote the regional coordination of transit on-board surveys (RC TOBS) to ensure that the surveys provide information needed by both transit agencies and COG/TPB staff, who use the data to estimate, calibrate, and validate regional travel demand forecasting models. TPB staff plan to finalize the plan for coordination, determine which agencies will participate, and, if possible, implement the first few surveys as part of RC TOBS. See Work Activity 7 ("Transportation Research and Data Programs") for further details.
- Identify, and possibly obtain, data needed to support development of the Gen3 Model and/or its successor model, such as the Gen4 Model. This could include Big Data, such as passively collected origin-destination (O-D) data. See Work Activity 7 ("Transportation Research and Data Programs") for further details.
- Attend the ActivitySim Consortium meetings, participate in the decision making representing MWCOG and coordinate with other member agencies, including MPOs, state DOTs, and other transportation agencies, on the maintenance and development of ActivitySim and PopulationSim, the underlying software of the Gen3 Travel Model.
- Keep abreast of best practices in travel demand modeling.

- Continue developing knowledge of, and provide support for, other DTP staff in the use of strategic planning models, such as sketch and scenario planning models (e.g., VisionEval and RSPM). Coordinate with DTP's Planning Data & Research (PDR) Team.
- Respond to travel-model-related technical data requests from consultants, state/local agencies, and academics.
- Working with COG's Office of Information Technology (IT), acquire and maintain the hardware and software needed to conduct regional travel demand modeling on computers and servers located at COG (on premises) and/or in the cloud (off premises). Assist COG IT to ensure that both on-prem and cloud computers meet the modeling needs of staff.
- Continue to use version control software, such as Git and GitHub, to manage the computer code for COG's production-use travel models, developmental travel models, and network management software (currently COGTools).

6. MOBILE EMISSIONS AND CLIMATE CHANGE PLANNING

Air Quality Conformity and Other Activities Associated with the Long-Range Transportation Plan

- Conduct the air quality conformity (AQC) analysis (i.e., travel demand modeling and mobile emissions modeling) of the constrained element of the TPB's 2025 Long-Range Transportation Plan (LRTP), known as Visualize 2050, and the current Transportation Improvement Program (TIP), which is a subset of the LRTP, and document findings in a report. Provide technical support for any other activities related to the LRTP.
- Conduct the AQC analysis of any off-cycle analysis, if requested by implementing agencies. This task may be funded from Technical Assistance accounts.
- Keep abreast of federal requirements and legislation related to air quality conformity determinations and the EPA's Motor Vehicle Emission Simulator (MOVES) software, especially the latest versions of this tool, MOVES3 and MOVES4.
- **[[New Activity]]** Begin to use MOVES4 for production work for development of state implementation plans for attainment of air quality standards and/or for conducting air quality conformity analyses.
- Continue working to incorporate Performance-Based Planning and Programming (PBPP) requirements pertaining to the Congestion Mitigation and Air Quality (CMAQ) Improvement Program into the planning process as it relates to the adopted LRTP.
- Maintain communication and consultation among transportation agencies, air agencies, and the public regarding air-quality-related matters in the region.

Mobile Emissions Analysis, Including Activities Associated with Climate Change Planning

- Support COG's Department of Environmental Programs (DEP) and state air agencies, in coordination with the Metropolitan Washington Air Quality Committee (MWAQC) and its subcommittees, in the development of state implementation plans (SIPs), such as attainment plans or maintenance plans, designed to allow the metropolitan Washington region to attain or maintain National Ambient Air Quality Standards (NAAQS), such as the 2008 Ozone NAAQS and/or the 2015 Ozone NAAQS. This work may include the development of motor vehicle emissions budgets (MVEBs), which are set in the SIP for use in the AQC analysis. This work would typically involve developing inventories of on-

- road mobile emissions for volatile organic compounds (VOC) and nitrogen oxides (NO_x), two ozone precursors, using the EPA's MOVES model.
- **[[New activity]]** Procurement and/or processing of vehicle registration/vehicle identification number (VIN) data for motor vehicle registrations, including possible consultant assistance (extra \$100k of funding).
 - Revisit opportunities to refresh inputs to the EPA's MOVES software in consultation with regional environmental and transportation agency partners.
 - Keep abreast of MOVES model updates and best practices and conduct sensitivity tests of new versions of the MOVES model that may be released by EPA (e.g., MOVES3 and MOVES4).
 - **[[New Activity]]** Begin to use MOVES4 for production work for development of state implementation plans for attainment of air quality standards and/or for conducting air quality conformity analyses.
 - Working with COG's Office of Information Technology (IT), acquire and maintain the hardware and software needed to conduct regional mobile emissions modeling on computers and servers located at COG (on premises) and/or in the cloud (off premises).
 - Provide technical support to COG/DEP staff regarding regional climate change planning and electric vehicle planning activities.
 - **[[New activity]]** Keep abreast of federal requirements and legislation related to climate change and electric vehicle planning (e.g., new GHG PBPP, see Task 3),³ and work with our members and COG/DEP staff to comply with the new requirements. Even though the GHG PBPP targets will be set in FY 24, we anticipate modeling to support analyses during FY 25.
 - Respond to technical requests from COG/DEP and from TPB member jurisdictions for readily available mobile emissions information.
 - Follow established TPB interagency and public consultation procedures and coordinate with COG/DEP staff to involve the MWAQC in the public and interagency consultation process.

7. TRANSPORTATION RESEARCH AND DATA PROGRAMS

Transportation Research and Analysis

This subtask entails conducting data collection, such as conducting surveys or acquiring external data, and analysis to support research that inform regional transportation planning policy development and decision-making.

- **[[New activity]]** Commence the Regional Travel Survey (RTS). This will entail implementing new procedures for collecting RTS on an a more frequent basis than the conventional once-a-decade tempo that had been used previously. Activities will include procuring consultant support; developing the survey questionnaire, sampling techniques, and survey sample; and conducting pre-test.

³ "National Performance Management Measures; Assessing Performance of the National Highway System, Greenhouse Gas Emissions Measure," Rule, 88 Fed. Reg. 85394 (Washington, D.C.: U.S. Department of Transportation, Federal Highway Administration, December 7, 2023), <https://www.federalregister.gov/documents/2023/12/07/2023-26019/national-performance-management-measures-assessing-performance-of-the-national-highway-system>.

- Continue coordination of future transit on-board surveys (TOBS) to ensure that the surveys: 1) Are largely consistent across agencies; 2) Provide transit agencies the customer satisfaction, subsidy allocation, and Title VI demographic information that transit agencies need to carry out their mission; and 3) Provide COG/TPB staff the data needed to estimate, calibrate, and validate regional travel demand models, which support many transportation planning studies. This effort would be coordinated with other DTP teams, the TPB Travel Forecasting Subcommittee, and the TPB Regional Public Transportation Subcommittee. This item is also noted under Work Activity 5 (“Travel Forecasting”).
- Provide cross-program coordination support for all survey efforts. This may include, for example, collaborating with the Travel Forecasting and Emissions Analysis program staff, to develop and oversee a Transit On-board Survey (TOBS) to support regional travel demand forecasting activities, or with the Plan Development Coordination staff on public opinion survey(s) that may be conducted as part of the LRTP update.
- Perform and provide cross-program support to research and analysis efforts using a variety of analytical tools that support regional transportation planning activities and incorporate resulting data into department transportation data products and visualizations. This may include:
 - Research and update traffic volume data with AADT and AAWDT volume estimates, hourly directional traffic volume counts, and vehicle classification counts received from state DOTs and participating local jurisdiction agencies.
 - Performance Based Planning and Programming, bridge and pavement condition analysis
 - Baseline (existing) conditions for the LRTP performance analysis
- Perform travel monitoring studies based on programmatic needs of the regional travel demand forecasting model, PBPP requirements, and LRTP development activities.
- Develop a program to collect and report active transportation data along the National Capital Trail Network. This may include compiling data collected by other jurisdictions and/or collecting data in the field.
- Support use of planning tools in regional transportation planning practice and build staff technical capabilities to test and apply scenario planning tools in transportation planning studies and analyses. This may include the use of scenario planning tools intended to support complex “what if” analyses that examine the effects and impacts that could occur under varying future conditions.
- Provide briefings to the TPB, TPB Technical Committee, the Travel Forecasting Subcommittee, and other subcommittee and stakeholders, as appropriate, on analysis and findings of travel surveys and travel survey research, including comprehensive analysis of multiple surveys and the overall regional story they tell of travel in the region.
- Respond to inquiries from state and local government staff, survey participants, and the media concerning research, analysis, and findings developed in this task.

Data Management and Visualization Services

This subtask entails hosting and managing data collected and compiled across numerous programs and developing visualizations of these data as part of research and analysis activities.

- Develop and implement new plan to manage collection of important travel trends and travel behavior data and information on a more on-going basis. The plan will include 1) identifying and establishing a base set of data that can be refreshed and updated on a regular basis developing methodologies for more robust travel trends research and analysis, 2) developing plan and identifying resources to support continued update of data 3) leveraging appropriate data sources from partner agencies and other external sources, 4) evaluate new data management techniques and software that may be considered for future applications in transportation research
- Apply the use of Big Data to support travel trends and travel behavior analysis as well as supporting the estimating, calibrating, and validating the regional travel demand model. **[[New activity]]** This will include developing and applying use cases to use Big Data in specific analyses to evaluate the efficacy and applicability of Big Data in regional travel research and analyses. This could include passively collected origin-destination (O-D) data, roadway speed/volume data, roadway congestion data, transit speed/volume data, or other similar data for other travel modes, such as biking (see Task #5, “Travel Forecasting” and Task #3, “Planning Elements”).
- Maintain and improve the Regional Transportation Data Clearinghouse as a GIS web-based application to distribute RTDC Data to TPB member agencies by ongoing system administration and updates. Promote the availability and use of the RTDC to local, state, and transit agency partners. Regularly publish and update the following resources on the Regional Transportation Data Clearinghouse (RTDC), as available:
 - Traffic volume and vehicle classification count data.
 - Regional average weekday transit ridership data
 - Freeway and arterial road speed and level of service data
 - Performance Based Planning and Programming Requirements data including Bridge and pavement condition data
 - Socio-economic forecasting data
- Develop and maintain user-friendly and convenient travel trends information and visualizations, including a web-based dashboard that consolidates various regional transportation-related data and information products.
- Provide cross-program and/or cross-department support and coordination to
 - Identify opportunities to integrate additional datasets into the regional transportation data clearinghouse, travel monitoring dashboard, or other visualization products.
 - Connect internal and external stakeholders to data resources, including to support the development of the Gen3 Regional Travel Demand Model (see Task #5, “Travel Forecasting”).
 - Integrate data and products to be consistent across program areas to ensure consistency when presenting to TPB’s stakeholders/audience.
- Provide data and technical support to staff using GIS for development and distribution of data and information developed for TPB planning activities, including, among others, the development of the LRTP.
- Provide technical guidance and develop GIS-based products (web maps and applications, visualization, etc.) for TPB planning activities.
- Collaborate with other TPB staff on the development of new spatial data products that will enhance the visibility of TPB’s programs and planning activities to TPB’s stakeholders/audience. This may include an active transportation monitoring application

- for the National Capital Trail Network. Also, update existing products (e.g. “major projects map” and dashboard for LRTP).
- Respond to requests for TPB GIS metadata, databases, and applications.
 - Coordinate regional GIS activities with state DOTs, WMATA, and the local governments through COG’s GIS Committee and subcommittees.
 - Maintain and update GIS-related hardware and software used by staff for regional transportation planning activities.

8. REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION

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

- Support initiatives of COG Board of Directors and the TPB on matters related to the coordination and analysis of regional transportation and land use planning to support important regional policy discussions and decisions. This may entail analyzing the relationship between regional land use and transportation using a variety of analytical tools. These may include the use of scenario planning tools intended to support complex “what if” analyses that examine the effects and impacts that could occur under varying future land use and transportation conditions.
- Support the COG Planning Directors Technical Advisory Committee (PDTAC) in the coordination of local, state, and federal planning activities and the integration of land use and transportation planning in the region.
- Work with the CFDS and the region's Planning Directors to develop technical updates to the Round 10 Cooperative Forecasts (population, household, and employment forecasts), if necessary.
- Update and maintain Cooperative Forecasting land activity databases of TAZ-level population, household, and employment forecasts that are used as input into the TPB travel demand-forecasting model.
- Document key land use and transportation assumptions used in making updates to the Cooperative Forecasting land activity forecasts.
- Develop annual Baseline Employment Guidance update to support local governments preparing employment forecast estimates.
- Work with the CFDS to analyze results and implications of newly-released baseline data products such as the American Community Survey and the Bureau of Labor Statistics employment and labor force estimates for use in developing future updates to and assumptions in the Cooperative Forecasts. Continue to provide regular seminars and trainings on accessing and analyzing Census data and other data products to support local demographic analysis and small-area forecasting.
- Map and analyze updated Cooperative Forecasting growth forecasts in relation to COG Activity Centers, high-capacity transit locations, and Equity Emphasis Areas
- Respond to public and stakeholder comments on the Cooperative Forecasts and the Cooperative Forecasting process.

- Develop Travel Model Employment Definition Adjustment Factors, which are applied during post-processing to apply a consistent definition of employment to forecasts for use in the travel demand model.
- Provide continued support for the Transportation Analysis Zone (TAZ) system used in the regional travel demand forecasting model and the Cooperative Forecasting process, including any activities that may be necessary to make TAZ adjustments to support future model development processes.
- Conduct analysis related to regional land use and transportation in support of the development of the LRTP, as well as the consideration of equity in regional land use and transportation planning. This includes supporting LRTP performance analysis, baseline (existing conditions), and developing supporting graphics and visualizations to convey complex land use and transportation planning concepts to myriad stakeholders.
- Develop and publish economic, demographic and housing-related information products including the Regional Economic Monitoring System (REMS) reports, the annual "Commercial Development Indicators," the "Multi-family Rental Housing Construction" report, and economic and demographic data tables to be included in the Region Forward work program.
- Use TPB transportation planning data to update information for the approved COG Region Forward Targets and Indicators.
- Develop and publish analyses and user-friendly visualizations and tools of land use, demographic, socioeconomic, and other applicable data to support the TPB's initiative to optimize high-capacity transit areas (HCTs) and elevating Equity Emphasis Areas (EEAs) in its planning program.

9. COMPLETE STREETS MOBILITY AND ENHANCEMENT PROGRAMS

Enhanced Mobility Grant Program

- Support the implementation of the Coordinated Plan by furthering the goals and strategies in the plan to provide an array of transportation services and options to older adults and people with disabilities.
- **[[New Activity]]** The next solicitation begins in late 2025; there will be some preparations beginning at this time. EM 7 is FY 2026.
- The UPWP does not provide financial support to implement the projects and oversee the grants that have been awarded. These activities are funded by the FTA Section 5310 Program.

Regional Roadway Safety Program

- Conduct a regional program that provides short-term consultant services to member jurisdictions or agencies to assist with planning or preliminary engineering projects that address roadway safety issues, including studies, planning, or design projects that will improve roadway safety and lead to a reduction in fatal and serious injury crashes on the region's roadways.
- Fund approximately three to eight technical assistance planning projects, or project design effort to achieve 30% completion, supported by UPWP core funding plus portions of the DDOT, MDOT, and VDOT Technical Assistance Programs (and potentially more projects if additional funding is provided by state or local agencies).
- Develop tools and activities to facilitate regional learning about roadway safety issues among TPB member jurisdictions through regional peer exchange.
- Provide staff support for project proposal solicitation, review, and conduct.

Transportation Alternatives Program

- Conduct the selection process for small capital improvement projects using funding sub-allocated to the Washington metropolitan region through the state DOTs from the federal Transportation Alternatives Set-Aside Program (TAP).
- Promote TAP funding for projects that seek to complete the National Capital Trail Network (NCTN) or promote pedestrian and bicycle access in Transit Access Focus Areas (TAFAs). The TPB approved the NCTN and TAFAs concepts and maps in July 2020.

Transportation and Land Use Connection Program

- Fund at least six technical assistance planning projects.
- Fund at least one project to perform project design to achieve 30% completion.
- Develop tools and activities to facilitate regional learning about TLC issues among TPB member jurisdictions. Organize at least one regional meeting to facilitate an exchange of information about lessons learned from past TLC projects.
- Provide staff support for TLC Technical Assistance Projects to be conducted as part of the MDOT and VDOT Technical Assistance Programs and for other projects where additional funding is provided by state or local agencies.
- Promote TLC funding for projects that seek to complete the National Capital Trail Network (NCTN) or promote pedestrian and bicycle access in Transit Access Focus Areas (TAFAs). The TPB approved the NCTN and TAFAs concepts and maps in July 2020, and updated the NCTN in February 2023.

10. TPB MANAGEMENT AND SUPPORT

TPB Committee Support and Management and UPWP

- Make all administrative arrangements and provide staff support for TPB, the TPB Steering Committee, the State Technical Working Group, the TPB Technical Committee, and special TPB work groups meetings.
- Maintain TPB Committee membership rosters and distribution lists and prepare meeting materials for TPB Committee meetings.
- Prepare the monthly Director's Report.

- Respond to periodic requests from TPB members, federal agencies, Congressional offices, media, and others for information or data of a general transportation nature.
- Meet with TPB Board members and participating agency staff to discuss current and emerging regional transportation planning issues.
- Respond to TPB correspondence and draft correspondence requested by the Board.
- Participate in meetings of other agencies whose programs and activities relate to and impact the TPB work program.
- Draft Memoranda of Understanding with other agencies for the TPB's review and approval.
- Participate in the Association of Metropolitan Planning Organizations (AMPO) and meetings.
- Coordinate TPB Planning Activities with Program Directors.
- Day-to-day management of and allocation of staff and financial resources.
- Monitor all work program activities and expenditures.
- Develop a Unified Planning Work Program (UPWP) that complies with anticipated metropolitan planning requirements in the Fixing America's Surface Transportation (FAST) Act.
- Supervise the preparation, negotiation, and approval of the annual work program and budget involving the State Transportation Agencies, the TPB Technical Committee, the TPB Technical Committee, the Steering Committee, and the TPB.
- Prepare monthly UPWP progress reports for each of the state agencies administering planning funding and prepare all necessary federal grant applications submissions.
- Review all monthly UPWP invoices going to each of the state agencies administering planning funding.
- Prepare the FY 2026 UPWP.

11. TECHNICAL ASSISTANCE PROGRAM

The UPWP Technical Assistance Program provides assistance to state departments of transportation and regional transit agencies. Examples of past Technical Assistance projects have included the VRE-MARC Run-Through Study, support to the District of Columbia travel monitoring program, state- and mode-specific travel monitoring studies, technical support to state project pre-planning activities, and supplemental support to the Transportation Land-Use Connections (TLC) Program, among others.

- 11.1. DDOT Technical Assistance**
- 11.2. MDOT Technical Assistance**
- 11.3. VDOT Technical Assistance**
- 11.4. Regional Transit Technical Assistance**

ITEM 8 – Information
January 17, 2024

National Capital Trail Network Update

Background: Staff will review the update of the National Capital Trail Network, one of the TPB initiatives of Visualize 2045. The board will be asked to approve the update at its February meeting.



MEMORANDUM

TO: Transportation Planning Board
FROM: Michael Farrell, TPB Senior Transportation Planner
SUBJECT: Updated National Capital Trail Network
DATE: January 11, 2024

This memorandum will discuss the draft 2023 update of the National Capital Trail Network, one of the TPB Aspirational Initiatives of Visualize 2045.

BACKGROUND

In July 2020, TPB adopted [Resolution R5-2021](#), approving the National Capital Trail Network, a regional, continuously connected network of existing and proposed shared-use paths. The network is intended to provide healthy, low-stress, reliable transportation for people of all ages and abilities, with interjurisdictional connectivity. Any project that helps complete the network receives priority consideration for funds that the TPB administers, such as [Transportation-Land Use Connections](#) and [Transportation Alternatives](#) funds.

UPDATE PROCESS

Resolution R5-2021 envisioned periodic updates to the network. Recently, TPB staff worked with the jurisdictions and the Bicycle and Pedestrian Subcommittee to produce a revised National Capital Trail Network, and addressed input and comments received by December 2023, including from briefings to the TPB Technical Committee.

PROGRESS

Approximately 83 miles of the National Capital Trail Network have been completed since July 2020, a rate of approximately 27 miles per year. This estimate is based on projects that transitioned from planned to existing from 2020 to 2023, as identified by jurisdiction staff. The share of existing miles in the network grew from 45% in 2020 to 49% in 2023, while the share of planned miles fell from 55% to 51%. In addition, projects were added to the network, increasing the total network mileage to 1,549 miles, an increase of 127 miles compared to 1,422 miles in the 2020 network. At the current rate of construction, it will take about thirty years to complete the network.

NEXT STEPS

Please review the draft map and web page at the [National Capital Trail Network web page](#).

Staff will present the draft National Capital Trail Network update to the TPB at the January 17, 2024 meeting for review, and will propose the update for approval at the February 21 meeting. If board members have any comments on the network update, please let staff know by February 9.

ITEM 9 – Information
January 17, 2024

TPB's Transportation Resiliency Planning Program

Background: Staff will provide an update on regional transportation resilience planning program activities, specifically progress to date on the Transportation Resilience Improvement Plan (TRIP).



MEMORANDUM

TO: Transportation Planning Board
FROM: Katherine Rainone, Transportation Resilience Planner
SUBJECT: Regional Transportation Resilience Improvement Plan Update, Project Submission Request
DATE: January 11, 2024

In 2015, Congress enacted provisions in the Fixing America's Surface Transportation (FAST) Act requiring transportation agencies to consider resilience in their transportation planning process – specifically to “improve transportation system resiliency and reliability and reduce (or mitigate) the stormwater impacts of surface transportation.” At the end of 2021, FHWA and FTA jointly issued updated Planning Emphasis Areas (PEAs), areas of planning that MPOs should emphasize when identifying and developing tasks for the Unified Planning Work Program. And most recently, the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA), established the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program (PROTECT), which established formula and discretionary grant programs to plan for and strengthen surface transportation to be more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through both non-competitive and competitive grants.

This emphasis, paired with increasing importance of planning for improved resilience of regional transportation systems, has led to the creation of TPB's Transportation Resilience Planning Program.

TRANSPORTATION RESILIENCY IMPROVEMENT PLAN (TRIP)

One major element of the PROTECT program is the Transportation Resilience Improvement Plan (TRIP), a comprehensive plan for state or regional transportation resilience with at least the major components of: a systematic approach to transportation system resilience, a risk-based vulnerability assessment, an investment plan, and a list of transportation resilience projects. Developing a TRIP can lower the non-federal construction match for projects funding by the PROTECT program from 20% to 13% and integrating that TRIP into the LRTP can reduce the match to 10%.

TPB TRANSPORTATION RESILIENCY STUDY - PHASE II

Together with member jurisdictions and agencies, TPB is developing a regional TRIP as part of the second phase of its transportation resiliency study. The study – which includes a two-phased vulnerability assessment of risks posed by natural hazards on generalized transportation assets and regional-specific assets – is being guided by a regional working group who primarily provides input and feedback on key milestones during the development of the TRIP through a series of meetings. The TRIP will also include a list of resilience projects to address the vulnerabilities previously identified, driven by member agencies responsible for the various regional transportation assets. This project has convened a Resiliency Forum – which included a broad swath of regional participants, building knowledge of climate risks among the jurisdictions and collaborating with them to develop resilience solutions. The final component of the study is an interactive map of major regional resilience hazards which includes climate hazard layers, transportation asset layers, and Equity Emphasis Areas.

Preliminary results of the vulnerability assessment have been analyzed but have not yet been reviewed and approved by the working group as of this board meeting. For a top-line summary of the results, rail lines had the greatest percentage of assets with high vulnerability to any hazard (inland flooding, 11%) followed by roads and highways (inland flooding, 5%). Eight public transit assets have high vulnerability to extreme heat and inland flooding. Two of those assets also have high vulnerability to sea level rise. Tables and visuals that depict these results, along with other scenarios and asset lists, will be available in the final report and presented to the board once finalized and approved by the working group.

PROJECT SUBMISSION REQUEST

The National Capital Region Transportation Planning Board (TPB) is soliciting transportation resilience projects to include in the TPB Transportation Resilience Improvement Plan (TRIP). Per the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program Guidance from the Federal Highway Administration, priority resilience projects included in the TRIP will receive extra evaluation points and will be eligible for a 7% reduction in the non-federal share of project costs for the PROTECT Discretionary Grant Program. If projects are incorporated into the TPB National Capital Region Transportation Plan, they will be eligible to for an additional 3% reduction and may receive the maximum 10% reduction in non-Federal share of project costs.

Submitted projects will be evaluated for inclusion in the TRIP according to the resilience criteria established in the TRIP Project Request Guidance. Project evaluation will consider whether the project:

- Is for an eligible transportation asset (Roads and Highways, Bridges, Public Transit Infrastructure, Active Transportation Infrastructure, Airports, Maritime Infrastructure, Stormwater Infrastructure).
- Is a qualifying project type for PROTECT (Resilience Planning, Resilience Improvements, Community Resilience and Evacuation Routes, At-Risk Coastal Infrastructure).
- Targets a high priority risk identified in the TPB Climate Vulnerability Assessment or risk(s) identified through another assessment/data source.
- Reduces climate risks.

This information has been sent out widely to identified regional stakeholders, and we also request TPB Board members to send to any offices or individuals that may have a project to submit. Please follow [this link](#) to submit a resilience project for inclusion in the regional TRIP. Project submissions will be accepted through January 31, 2024. To see the full TRIP Project Request Guidance, see https://www.mwcog.org/assets/1/6/TRIP_Project_Request_Form1.pdf.

The results of the Vulnerability Assessment conducted as part of the TRIP development have been integrated into [this interactive mapping tool](#) to help agencies evaluate transportation assets at risk in their region and identify priority resilience projects. Additional guidance on using the mapping tool can be found here (it is also embedded in the online tool):

https://www.mwcog.org/assets/1/6/Map_Companion_Text1.pdf.

ITEM 10 – Information
January 17, 2024

Performance-Based Planning and Programming:
Rulemaking Regarding Greenhouse Gas Emissions on the
National Highway System

Background: Staff will provide a briefing on the recent federal rulemaking that implements a performance measure for state DOTs and MPOs to track greenhouse gas (GHG) emissions as part of the federally required Performance Based Planning and Programming (PBPP) framework.



MEMORANDUM

TO: Transportation Planning Board
FROM: Eric Randall, TPB Transportation Engineer
Erin Morrow, TPB Transportation Engineer
SUBJECT: FHWA Final Rulemaking for Greenhouse Gas (GHG) Emissions Performance Measure
DATE: January 11, 2024

On November 22, 2023, the Federal Highway Administration (FHWA) announced a final rule to establish a performance measure for greenhouse gas (GHG) emissions as part of the National Highway Performance Program (NHPP). The final rule was published in the Federal Register on December 7, 2023.

The final rule requires state DOTs and MPOs to set declining targets for carbon dioxide (CO₂) emissions on the Interstate and non-Interstate National Highway System (NHS) to support the national goals of reducing economy-wide GHG emissions by 50%-52% below 2005 levels by 2030 and to net zero by 2050.

State DOTs are required to set two- and four-year targets and MPOs are required to set four-year targets, as part of the performance-based planning process (PBPP) that is also required for highway safety, highway assets, and other performance areas. Initial State DOT four-year targets are required to be established by February 1, 2024 for the 2022-2025 quadrennial performance period; for this period only the two-year targets are not required. State DOTs must also submit State Initial GHG Reports by February 1, 2024 to FHWA. MPOs have up to 180 days after the state DOTs establish their targets to establish four-year targets for the same period and do not have an immediate reporting requirement.

Due to our regional geography, the TPB is required to adopt three geographic targets for the GHG performance measure: one target for the TPB's metropolitan planning area, one target for the Washington DC-MD-VA urban area, and one target for the Baltimore MD urban area. These latter two targets must be quantitative and established jointly with our adjacent MPOs, the Fredericksburg Area Metropolitan Planning Organization (FAMPO) for the Washington urban area target and the Baltimore Regional Transportation Board (BRTB) for both the Washington and Baltimore urban area targets. TPB staff are in coordination with the region's DOTs and our adjacent MPOs on this rulemaking as routinely conducted as part of our overall PBPP process.

The GHG performance measure is the percent change in tailpipe CO₂ emissions on the NHS, compared to a reference year of 2022. State DOTs are required to measure emissions reductions for their state using a prescribed formula, which uses fuel consumption, fleet factors, and VMT. MPOs also have the same performance measure – percent change in tailpipe CO₂ emissions on the NHS – but have “flexibility in how they calculate the GHG metric... MPOs may use the MPO share of the State's VMT as a proxy for the MPO share of CO₂ emissions in the State, VMT estimates along with MOVES emissions factors, FHWA's Energy and Emissions Reduction Policy Analysis Tool (EERPAT) model, or other method the MPO can demonstrate has valid and useful results for CO₂ measurement.”

The rule does not dictate the levels for the targets besides that they must be declining, but rather that “State DOTs and MPOs have the flexibility to set targets that work for their respective climate change policies and other policy priorities, so long as they are declining.” The rule does not establish penalties for failing to meet targets or provide any incentives.

Over the next several months TPB staff will test several options for calculating GHG emissions performance and forecasting future performance in order to develop the required targets. TPB staff anticipates bringing a recommended methodology and draft targets to the TPB for a briefing in May 2024 followed by the final targets for adoption in June 2024.

ADDITIONAL INFORMATION

Federal Register publication of the Final Rule for the GHG Emissions Performance Measure:

<https://www.federalregister.gov/documents/2023/12/07/2023-26019/national-performance-management-measures-assessing-performance-of-the-national-highway-system>

**ITEM 11 – Notice
January 17, 2024**

**Planning Area Boundary Adjustment and Resulting
TPB Membership Change**

Background: Following the 2020 Census, Fauquier County's urban areas were redefined and are no longer contiguous to those in Prince William County. Fauquier County is now entirely outside of the Washington DC-VA-MD urban area for which the TPB is the designated MPO. Fauquier County has opted to no longer be a TPB member, therefore the TPB must take action to adjust the membership and corresponding documents. In February, the TPB will be asked to update the maps and TPB Bylaws to reflect this change.



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: Planning Area Boundary Adjustment and TPB Member Update
DATE: January 11, 2024

The 2020 US Census count and the subsequent review and update to urban area boundaries requires a change to the National Capital Region Transportation Planning Board (TPB) planning area. This memo describes the change, the rationale, and next steps to finalize this change to the planning area and TPB membership, including a proposed TPB Bylaws amendment.

BACKGROUND

After the 2010 US Census count and the following updates to the urban area boundaries, parts of Fauquier County and the Town of Warrenton were defined to be contiguous with the Washington DC-VA-MD urban area for which the TPB is the designated MPO. As such, in 2014, parts of Fauquier County, including the Town of Warrenton, became part of the TPB planning area and thus members of the TPB (relevant documents from 2014 attached as Attachment 3). Following the 2020 Census count, the updated urban area boundaries included in the US DOT approval no longer find Fauquier County and the Town of Warrenton contiguous to Prince William County and thus they are no longer part of the Washington DC-VA-MD urban area. Fauquier County is now entirely outside of the TPB's urban area. The Virginia Department of Transportation (VDOT) has completed its work to officially update the urban area boundaries in the Commonwealth and reflects this change to Fauquier County and the TPB's urban area.

As a result of the above updates to the urban area boundary, Fauquier County is no longer statutorily required to be a member of the TPB and part of the TPB's planning process. The County could either voluntarily continue to be part of the TPB and its planning process OR elect to discontinue its membership of the TPB and pursue its own planning process. VDOT held discussions about the matter with the TPB staff as well as the TPB's federal agency representatives. VDOT further discussed the matter with Fauquier County staff during the summer of 2023. In the attached letter (Attachment 1), Fauquier County has communicated its decision to conclude its membership to the TPB.

With the above decision, the TPB is obliged to revise its membership and planning area boundary. The TPB Bylaws state that *"changes in jurisdictional membership (but not individual appointments of the jurisdictions) shall be based on changes to the urbanized area boundaries and the planning area of the TPB, consistent with federal MPO regulations"*.

Consistent with federal metropolitan planning regulations, TPB staff worked with VDOT as VDOT coordinated the change with the other Virginia localities of the TPB, all of whom agree to support the County's request to change its membership status. TPB staff has reviewed the impact of this change

and notes the fiscal and work effort impact of this change will be de minimis. VDOT has requested the TPB to take the official and appropriate steps to remove Fauquier County from its membership. The official letter from the VDOT Secretary is expected soon.

NEXT STEPS

TPB will be briefed on the matter at its January 17, 2024 meeting and this memo and materials serve as notice for the change to the TPB's planning area and its membership roster. The TPB will be asked to approve this change at its February 21, 2024 meeting. The resolution to do so will include an update to the TPB Bylaws to remove all references to Fauquier County, and the new updated map will replace the current map. Figures 1 and 2 in this memo show the current map and the proposed map with the new planning area boundary. All TPB documents that reference this map will be updated moving forward at the time of the document's required update.

The proposed changes to the TPB Bylaws are included as Attachment 2. The 3 changes are:

- Page 1 - New approval date
- Page 2 - New approval date and new planning area boundary map replaces the old map
- Page 4 - Cross out Fauquier County as a member

If you have any questions or concerns, please reach out to Lyn Erickson (lerickson@mwkog.org).



National Capital Region
Transportation Planning Board

Figure 1 - Current TPB Planning Area Boundary

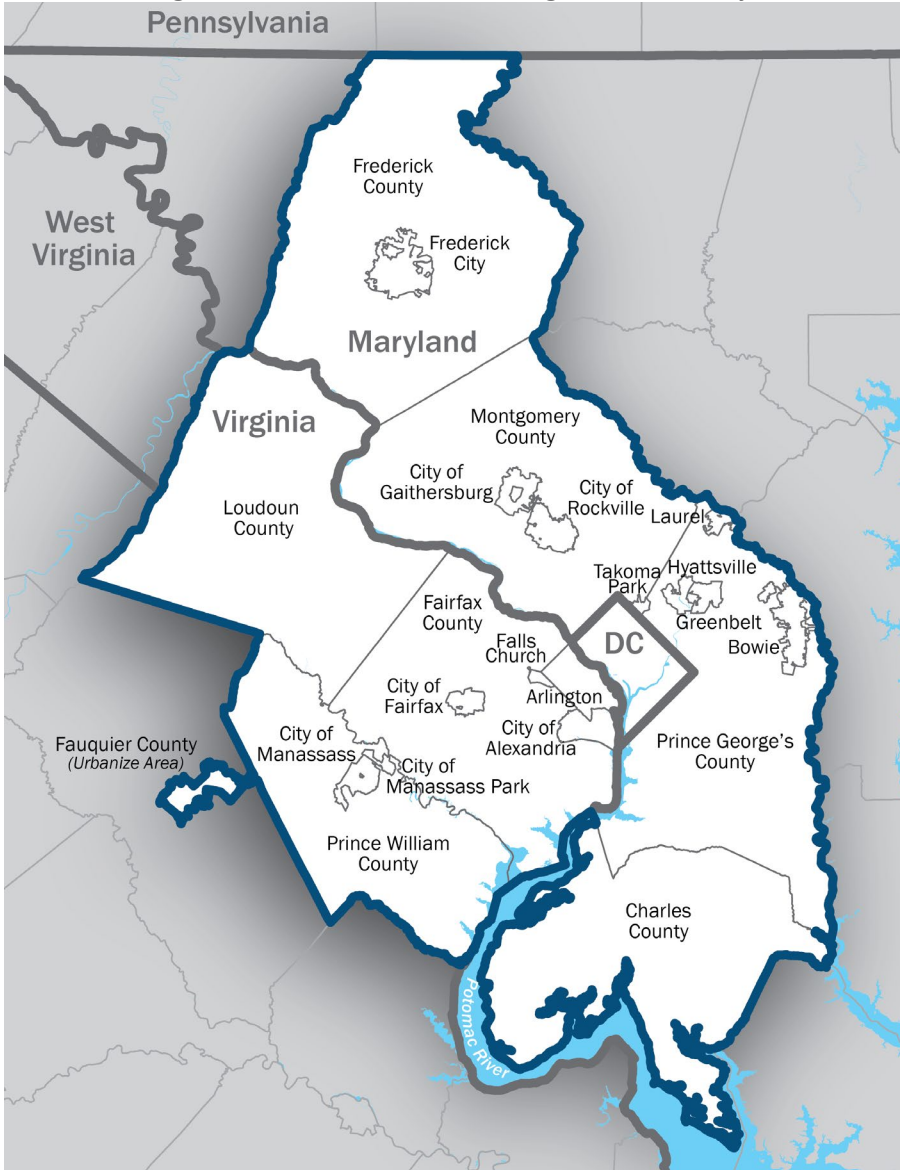
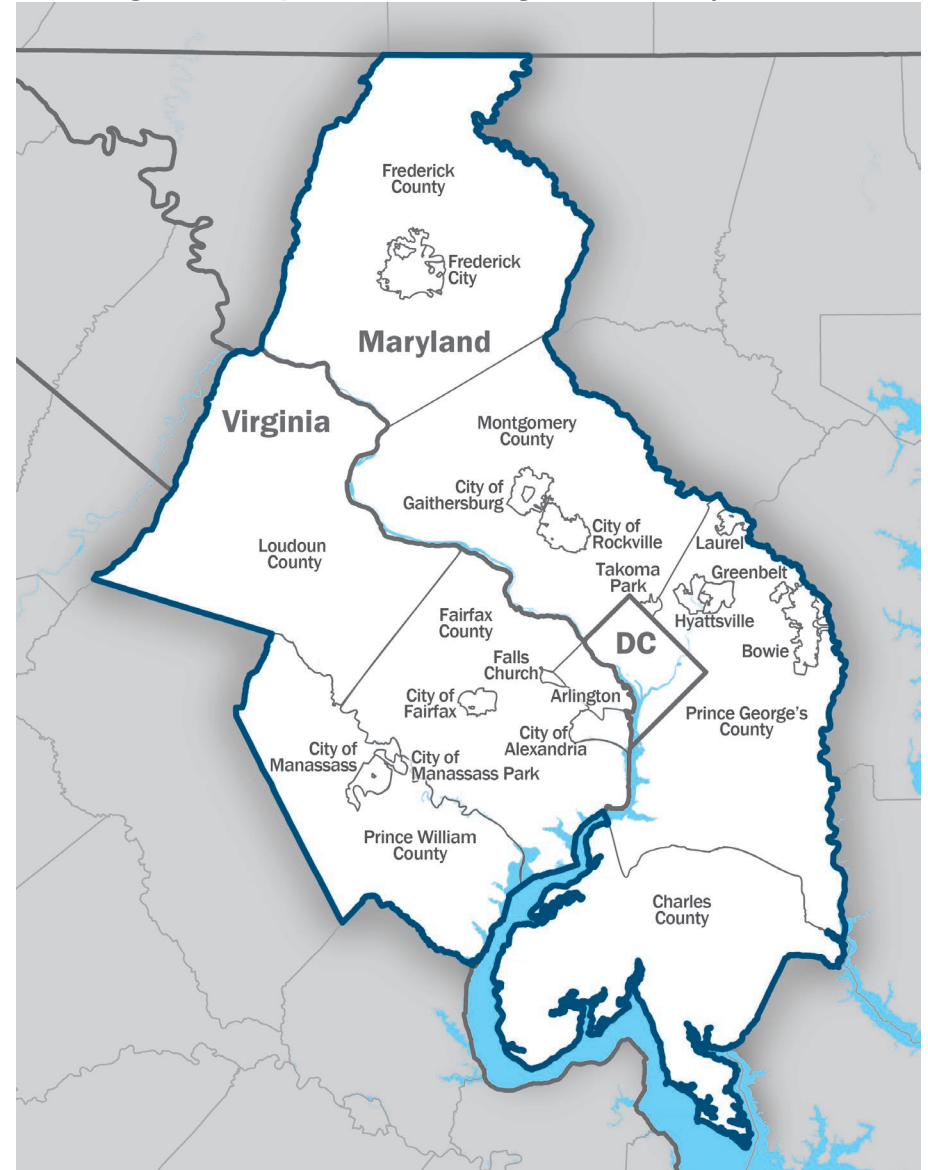


Figure 2 - Proposed TPB Planning Area Boundary





COUNTY OF FAUQUIER
OFFICE OF THE COUNTY ADMINISTRATOR

JANELLE DOWNES
Interim County Administrator

10 Hotel Street, Suite 204
Warrenton, Virginia 20186
PHONE 540-422-8001
FAX 540-422-8022

ERIN M. KOZANECKI
Deputy County Administrator

E-mail: janelle.downes.adm@fauquiercounty.gov

July 27, 2023

Mr. Michael Barnes
Culpeper Assistant District Planner
Virginia Department of Transportation
Culpeper District
1601 Orange Road
Culpeper, Virginia 22701

**RE: Fauquier County's National Capital Region Transportation Planning Board (TPB)
Membership**

Dear Mr. Barnes:

As you are aware, following the 2020 Census, Fauquier County's urbanized areas are no longer contiguous to those in Prince William County. It is our understanding that as a result of the updated urban area boundaries that Fauquier County is no longer required to be a part of the National Capital Region Transportation Planning Board (TPB). It is also our understanding that Fauquier County has the option of continuing our TPB membership or electing to no longer be a member of TPB.

We have evaluated these two options, and Fauquier County has elected to no longer be a member of the TPB. As outlined in our meeting on June 16th, while Fauquier County receives data and analysis from the TPB, the TPB does not provide direct funding or support to the County. Please notify those at the TPB and within VDOT of our decision, and also ask they take all necessary steps to have us formally removed from the TPB's membership.

If you have any questions related to this request, please do not hesitate to contact me.

Sincerely,

Erin M. Kozanecki
Deputy County Administrator

cc. Holly Meade
Adam Shellenberger

BYLAWS OF THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

As Amended ~~September 21, 2022~~ February 21, 2024



I. FUNCTIONS

The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. The TPB is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area.

Consistent with federal law, 23 USC § 134 and 49 USC § 5303 et seq., the TPB was designated as the MPO by the Governors of the State of Maryland, the Commonwealth of Virginia, and the Mayor of the District of Columbia with the agreement of units of general purpose local government that together represented at least 75 percent of the affected population (including the largest incorporated city [based on population] as determined by the Bureau of the Census) in accordance with procedures established by applicable State or local law. Consistent with the requirements of applicable federal statutes and regulations the TPB has been designated as a transportation management area (TMA) since the urbanized area served by the TPB has a population greater than 200,000. The transportation planning area of the TPB, as of ~~July 2022~~ February 2024, is depicted in Figure 1.

Figure 1 – TPB Planning Area



The TPB, serving as the MPO for the metropolitan Washington area, shall be responsible for the development of policies of regional significance (having "significant" interjurisdictional effects in terms of financing, transportation service, location, staging, and/or socio-economic, land use, or environmental impacts), and necessary procedures for the effective implementation of a metropolitan transportation planning process. The TPB's functions include, but are not limited to, organization and management direction of the planning process, actions related to securing of Federal aid funding for the metropolitan planning process and matching funding by the signatories of the Master Funding Agreement of record, and associated administrative and management responsibilities including the publication of progress reports describing the time, cost, and technical detail of the planning program, and distribution of summaries of the TPB's proceedings.

II. RELATIONSHIP WITH THE METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS

The Metropolitan Washington Council of Governments (COG) entered into a contract¹ to have COG serve as the administrative and fiscal agent of the TPB. Thus, the TPB is staffed by COG's Department of Transportation Planning. In July 1966, the TPB and the COG jointly adopted a plan² for associating the two organizations, under which the TPB may also serve as the transportation policy committee of COG. The purpose of the plan is to improve coordination between the TPB's transportation planning process and COG's comprehensive regional planning process, and to achieve economies and efficiencies through joint staffing and administration of these two activities. Under this arrangement, COG serves as the administrative and fiscal agent for the TPB and the TPB uses COG's forecasts of land use, population, and employment as the basis for developing transportation plans and programs consistent with the area's growth policies. This association does not in any way impinge upon the basic responsibilities of the TPB as the designated MPO for transportation planning in the Washington Metropolitan Area.

III. MEMBERSHIP AND TERMS

23 USC § 134 and 49 USC § 5303 et seq. prescribe the structure and membership of MPOs. Consistent with these requirements, TPB membership is made up of local elected officials from each local government within the urbanized area served by the TPB, the appropriate State officials (both branches of the state and federal city legislatures) and officials of public agencies that administer or operate major modes of transportation in the metropolitan area (the state and District of Columbia Departments of Transportation, DOT), including representation by providers of public transportation (the Washington Metropolitan Area Transit Authority (WMATA)). Additionally, the TPB membership includes ex-officio or non-voting members, as noted below.

Further, consistent with regulations to consider the equitable and proportional representation of the population of the metropolitan planning area, the number of members from a jurisdiction is related to the population within the jurisdiction. Table 1 lists the jurisdictions and agencies, or entities represented on the TPB.

¹ February 9, 1966, "Contract By And Between Metropolitan Washington Council Of Governments And Government Of The District Of Columbia Virginia Department Of Highways, And Maryland State Roads Commission.

² July 14, 1966, "Resolution Adopting The Plan For Associating The Metropolitan Washington Council Of Governments With The National Capital Region Transportation Planning Board".

Table 1: Jurisdictions and Organizations Represented on the TPB

DISTRICT OF COLUMBIA	VIRGINIA
District Council	Arlington County
District Department of Transportation	Fairfax County
District Department of Planning	Fauquier County
	Loudoun County
	Prince William County
MARYLAND	City of Alexandria
Charles County	City of Fairfax
Frederick County	City of Falls Church
Montgomery County	City of Manassas
Prince George’s County	City of Manassas Park
City of Bowie	Virginia General Assembly
City of College Park	Virginia Secretary of Transportation
City of Frederick	
City of Gaithersburg	
City of Greenbelt	EX OFFICIO MEMBERS
City of Laurel	Federal Highway Administration
City of Rockville	Federal Transit Administration
City of Takoma Park	National Capital Planning Commission
Maryland General Assembly	National Park Service
Maryland Secretary of Transportation	Metropolitan Washington Airports Authority
Washington Metropolitan Area Transit Authority	

The TPB shall be composed as follows:

1. One (1) elected member from each of the local governing bodies of the cities and counties in Maryland and Virginia contained within the urbanized area served by the TPB and the appropriate state officials³. In addition, membership may include one (1) elected member from the governing body of any other city or county outside of the TPB’s planning area recommended for membership by a majority vote of the TPB based on the substantial interests such jurisdiction has in the metropolitan planning process. Participation of such members shall be conditioned on such jurisdiction contributing to the financial support of the planning process in an amount determined by the TPB.
2. Those cities or counties of Maryland and Virginia that participate in the TPB and which have a population greater than 400,000 shall have one (1) additional member selected as follows:
 - A. The County Executive or his designated representative, if the form of government includes an elected County Executive, or;
 - B. One (1) additional elected member of the local governing body, if the form of government does not include an elected County Executive.
3. Four (4) members from the Government of the District of Columbia, two (2) of whom shall be members of the Council, and two (2) from the executive branch. One (1) of the executive branch members shall be from the District DOT.
4. One (1) member from each of the DOT of Maryland and Virginia, and one (1) member representing the Washington Metropolitan Area Transit Authority (WMATA).
5. One (1) member each from the House and Senate of the Maryland and Virginia General Assemblies, respectively, and one (1) additional member from the Council of the District of Columbia. Such members and their alternates shall be selected from the members of the General Assemblies representing portions of the Washington Metropolitan Area, and the

³ Membership in COG is not a requirement for TPB members.

Council of the District of Columbia, respectively. Alternates for these members shall also be members of the General Assemblies or the Council of the District of Columbia, respectively.

6. One (1) member each from the National Capital Planning Commission, the Metropolitan Washington Airports Authority, the Federal Highway Administration, the Federal Transit Administration, the Federal Aviation Administration, and the National Park Service. Each member in this category shall be non-voting but shall be entitled to offer and second motions and resolutions and otherwise enter deliberations of the TPB.

Designated alternate representatives of the local government representatives must be appointed by their local governing body. Such appointment must be made and communicated to the TPB staff by an authorized representative of the governing body or entity. If the designated alternate representative is not an elected official or an employee of the participating jurisdiction's government, then the participating jurisdiction's governing body must adopt a resolution appointing the "external candidate" based on his/her qualifications and expertise to adequately represent the jurisdiction as an alternate representative. Designated alternate representatives of the DOT must be appointed by their respective Departments. Designated alternate representatives of WMATA must be appointed by the Board of Directors.

Members shall serve until replaced by the organization which they represent. Changes in jurisdictional membership (but not individual appointments of the jurisdictions) shall be based on changes to the urbanized area boundaries and the planning area of the TPB, consistent with federal MPO regulations.

IV. TIME AND PLACE OF MEETING

1. The TPB shall hold regular meetings, preferably monthly, with a minimum of one meeting each quarter. While the month of August would be exempt from this requirement the Chair of the TPB could convene a special meeting in August as outlined below. Special meetings may be called by the Chair at any time on ten (10) days' notice in writing of the time, place, and general business to be transacted. The Chair shall call a special meeting of the TPB on the request of not less than one-third of the voting members of the TPB, or as required under Section VII.a(7). Insofar as possible, all matters requiring a vote shall be proposed in writing and furnished to members at least three (3) days prior to the meeting or at the time of notice of the meeting, whichever is earlier. The vote on any such matter shall be conducted in accordance with the requirements of Section VI.

The TPB shall give preference for in-person meetings over virtual meetings unless there is a local, regional, or federal order or pronouncement of emergency conditions that affect public safety or health and where public in-person gatherings are discouraged or restricted.

Members will be expected to participate in the in-person meetings in person, unless exempted as per the provisions below.

2. Virtual participation in an in-person meeting: When an in-person meeting is scheduled, a member may attend the meeting virtually (through electronic communication means) from a remote location. The member wishing to participate virtually, shall give at least three (3) days' notice to the Director or designated staff by either email or telephone. The Chair shall announce the names of the members participating virtually at the beginning of the meeting.

Electronic participation is contingent upon the ability of COG staff to make the necessary arrangements for the audio and or visual communications between the TPB meeting locations and the remote location of the member participating virtually.

3. Virtual meetings due to an emergency: In the event of a state, local or federal order or pronouncement of emergency conditions that affect public safety or health, meetings may be held by telephone conference call, videoconference, or online video/telephone call combination (“virtual meetings”), at the direction of the Chair or a Vice Chair, if the Chair is not available, after consulting with the other Vice Chairs, if possible, and the COG Director of Transportation Planning. If possible, three (3) days’ notice shall be given to the members by either email or telephone, which notice shall include the specific steps necessary to access the meeting. Such direction shall only be given upon a determination that a face-to-face meeting is precluded by a state, local or federal order or pronouncement of emergency conditions affecting public safety or public health.
4. Virtual meetings not due to an emergency: The Chair may propose and or upon request by and discussion among members schedule a limited number of all virtual meetings in a year, when there is no state, local or federal order or pronouncement of emergency conditions that affect public safety or health. Such virtual meeting(s) would, among others things, advance travel demand management strategy of reducing travel to support regional goals including reducing congestion, and reducing use of fossil fuel and improving air quality. Notice of such an all virtual meeting will be provided no less than ten (10) days in advance of the scheduled meeting. Such virtual meetings will be limited to no more than three (3) meetings in a year.
5. The Chair may determine that no electronic attendance is permitted at certain meetings of the TPB.
6. The following procedures shall apply when a member is attending electronically:
 - a. The member shall verbally identify at the beginning of the meeting that the member is present electronically; and announce, verbally or electronically, if the member is departing from the meeting, unless the meeting has adjourned;
 - b. The member shall, verbally or electronically, ask for recognition from the Chair if the member desires to speak;
 - c. The member attending electronically shall indicate his/her vote verbally when requested by the Chair or staff;
 - d. The member attending electronically shall not have a right to attend any executive session or closed meeting during the meeting but may be included if arrangements can be readily made and the confidentiality of the meeting ensured;
 - e. All other Bylaw provisions apply.

V. OFFICERS

Officers of the TPB shall consist of a Chair and two Vice Chairs who are voting members. Terms of office shall be for one year, from January 1 to December 31. Election of officers shall take place at a regular meeting no later than December of the year. Neither the Vice Chairs nor Chair shall be a

representative of the same State or agency. If a vacancy occurs in the office of any of the officers, their successor shall be elected from the same State to complete the unexpired term, such election to be held at any regular meeting of the TPB.

DUTIES OF OFFICERS

The Chair of the TPB shall preside at all meetings and appoint all committees and shall perform such other duties as the TPB may, from time to time, order.

Vice Chairs shall assist the Chair and either Vice Chair shall preside at meetings in the absence of the Chair, and either Vice Chair shall act in the absence of the Chair.

The TPB staff shall be Secretary of the TPB. The staff shall be the custodian of all records of the TPB and shall keep an action summary of the meetings of the TPB. Minutes of the TPB shall be disseminated to members of the TPB and their alternates as well as to non-member jurisdictions in the region. The staff shall, on behalf of the TPB, certify, when required, copies of records, and shall perform such other duties as may be directed by the TPB. The staff shall also maintain the official copy of the Bylaws of the TPB, and shall enter upon such official copy all duly adopted modifications and amendments.

VI. QUORUM, VOTING PROCEDURES, AND RULES

- a. Ten (10) voting members or their alternates, to include at least one (1) voting member or alternate representing the District of Columbia, Maryland, and Virginia, shall constitute a quorum of the TPB. Member presence at the meeting includes virtual and in person.
- b. Each representative from the State Departments of Transportation (including the District of Columbia), the WMATA, the General Assemblies of Maryland and Virginia and the Council of the District of Columbia appointed under Section III.d., and the participating local governments shall be entitled to cast one (1) vote, except on any matter for which the alternate voting procedure provided for under Section VI.d. is invoked, in which case only the votes of the representatives designated under Section VI.d. shall be counted.
- c. Except for amendments to the Bylaws, which require a majority vote of all the voting members of the TPB, whether taken on a regular or proportional voting basis, all actions, including all actions decided on the basis of the alternate voting procedure provided for in Section VI.d., shall be by a majority vote of those present and voting, provided that the extent of financial participation by any jurisdiction, agency or public body shall be determined only with the concurrence of that jurisdiction, agency, or public body.
- d. Any voting member may require that the vote on any matter brought before the TPB be decided on a proportional voting basis provided for in this Section VI.d. A proportional vote may be called for either instead of voting on a regular basis as provided in Section VI.b. or subsequent to a vote taken in accordance with Section VI.b., provided, however, that such a subsequent vote shall be at the same meeting. For this purpose, five (5) votes each shall be assigned to Maryland, Virginia and the District of Columbia; such votes shall be distributed by first assigning one (1) vote each to the Maryland DOT, the Virginia DOT and the District of Columbia DOT. The remaining four (4) votes each allocated to Maryland, Virginia and the District shall be apportioned as follows:

- i. Three (3) votes shall be allocated to the participating local governments in each of the Maryland and Virginia portions of the Metropolitan Area as follows: each participating local government from Maryland and Virginia shall have one (1) share for each 50,000 population and the next major succeeding portion thereof, except that each jurisdiction having a population of less than 50,000 shall have one (1) share. Populations assigned to the participating local governments shall be the most recent population estimates approved by COG. The total weighed vote cast by the participating local governments in each of the Maryland and Virginia portions of the Metropolitan Area shall be tabulated by determining the percentage of the four (4) total shares of those present and voting cast in each of the Maryland and Virginia portions for and against the question and multiplying the resultant percentage by three. Those jurisdictions, which have a population of over 400,000, shall have their weighted vote based on population divided equally between the legislative and executive branch representatives or designated alternates present and voting. If only one representative is present, that jurisdiction's representative will be given the full weighted vote to which that jurisdiction is otherwise entitled.
 - ii. Each member from the House and Senate of the Maryland and Virginia General Assemblies present and voting shall be allocated one-half (0.5) of a weighted vote.
 - iii. Each member from the District of Columbia present and voting, or his alternate in his absence, shall be allocated one (1) of the four (4) remaining District votes.
- e. If the total weighted vote of those present and voting within any one of the Maryland, Virginia, or District of Columbia portions of the Metropolitan Area is less than five (5), the weighted vote for each of the representatives present and voting for that portion of the Metropolitan Area shall be increased proportionally to insure a total of five (5) votes. The final vote on the question shall then be determined by adding the total votes cast in each of the Maryland, Virginia and District of Columbia portions of the Metropolitan Area together to arrive at the votes for or against the question. The question shall carry if it receives a majority of the proportional votes cast in accordance with the above procedure.
- f. Meetings shall be conducted in accordance with the most recent version of Robert's Rules of Order.

VII. COMMITTEES

a. Steering Committee

There shall be a Steering Committee to facilitate work program planning and management of the transportation planning process. The Committee's responsibilities include:

1. Working with the staff in developing the annual transportation planning work;
2. Programing and budgeting for consideration by the TPB;
3. Reviewing monthly recommendations from the staff and Technical Committee on technical procedures, work program progress and the overall technical conduct of the planning process;
4. Working with the TPB Chair and the staff in developing recommendations for the TPB on revisions to the adopted regional transportation plan and transportation improvement program, and on major transportation planning policies;
5. Review and adopt criteria, developed by the state DOTs in consultation with the representatives of the FHWA and FTA, for grouping by function, geographic area, and work

type those non-regionally significant projects that are not of appropriate scale for individual identification in the Transportation Improvement Program (TIP).

6. Providing a mechanism to assist the TPB Chair in preparing for meetings and working with other COG Policy Committees.
7. Acting on behalf of the TPB on proposed amendments to the Unified Planning Work Program (UPWP) or to the annual element of the TIP and advise the TPB of such action. Notice of proposed amendments to the UPWP or the TIP shall be given to the full TPB at least five (5) days prior to action by the Steering Committee.

If a voting member objects in writing to action by the Steering Committee, the proposed amendment shall be considered by the full TPB. The member objecting to the amendment shall have the option to have the Chair call a special meeting of the TPB to consider the amendment or agree to hold the amendment over to the next regular TPB meeting. Notwithstanding the above, the Committee shall have the full authority to approve non-regionally significant items, and advise the TPB of its action.

The Steering Committee shall be composed of ten (10) members of the TPB as follows: the TPB Chair and immediate past Chair, one (1) local government representative of the District of Columbia, one (1) elected local government representative of Maryland, one (1) elected local government representative of Virginia, one (1) representative each of the State DOT one (1) representative of WMATA, and the Chair of the Technical Committee. The Steering Committee shall be chaired by the current TPB Chair and shall meet, in-person or virtually, on a regular basis or as determined by the Chair.

b. Technical Committee

There shall be a Technical Committee to advise and assist the TPB in the technical actions of the planning process, to review the cost and content of the work program, to review methodology and procedures, and to review plans and programs. Members of the Committee shall be appointed by the TPB from persons nominated by the various jurisdictions, public agencies, and private organizations in the region having cognizance over transportation matters or an interest or special competence in the field of transportation. The Technical Committee shall make recommendations to the TPB concerning data collection procedures to ensure coordination of procedures and standards between city, county, State and local planning agencies and the metropolitan transportation planning process, and shall consider and make recommendations concerning any other matters referred to it by the TPB. The Technical Committee shall elect such officers as may be appropriate. The Committee shall meet once each month or on an as-needed basis as determined by the Technical Committee Chair.

c. Advisory Committees and Task Forces

The development, maintenance and updating of the Metropolitan Area's transportation plans and programs require an assessment of contemporary viewpoints on critical issues, needs, values and priorities. To assist the TPB in ascertaining such views, the TPB may establish special Advisory Committees and Task Forces for such purpose.

Such Advisory Committees and Task Forces shall be established by resolution of the TPB, and such resolution shall include a mission statement. The Chair of the TPB shall appoint the members of the Advisory Committees and Task Forces from a broad cross-section of elected and appointed officials, and civic, business, environmental and other relevant community interests in the region. Appointments shall be subject to the review and approval of the TPB.

VIII. STAFF

The COG Director of Transportation Planning and his designees shall serve as staff to the TPB in the conduct of the transportation planning process.

IX. PUBLIC PARTICIPATION

The TPB will develop a Public Participation Plan outlining the process and adhere to the Plan in engaging the public in its metropolitan planning activities. In order to foster greater participation by community, transportation, environmental, and other advocacy groups in the transportation planning process, the TPB will set aside a period of time at each of its regularly scheduled meetings to receive input from representatives of recognized regional groups. At the discretion of the TPB Chair, individuals may also be recognized and given the opportunity to speak within the allotted public comment period.

Individuals or representatives of such groups desiring to speak before the TPB are requested to notify the Director that they wish to appear before TPB. Such representatives should speak on topics of current interest to the TPB. Presentations to the TPB shall be limited to up to three (3) minutes. A written copy of the remarks and any additional information should be provided when members of the public appear before the TPB.

In the event that a meeting is held virtually, pursuant to Section IV, and or if the number of people present at the meeting location has to be limited due to safety and or public health concerns, the Director shall make reasonable efforts to inform the public that the TPB will receive public input virtually (in writing, by phone, or email), and shall provide notice on the website.

Special meetings of the TPB may be scheduled to hear individual and special interest group input on topics of special interest as decided by the TPB, and community members may be invited to participate in Advisory Groups and Task Forces established under Section VII.c.

X. AMENDMENTS OF BYLAWS

These Bylaws may be amended pursuant to the following procedures:

- a. With the approval of the majority of those voting members of the TPB present (physically or electronically) and voting, a proposal to amend the Bylaws introduced at any regular meeting of the TPB, shall be recorded in the minutes, and
- b. A special written notice setting forth such proposal shall be mailed or emailed to every member of the TPB at least ten (10) days before the next regular meeting.

The amendment shall be acted upon at the regular meeting next following the meeting at which it was proposed. A majority vote of the voting members of the TPB shall be required for adoption.



COMMONWEALTH of VIRGINIA

Office of the Governor

Aubrey L. Layne, Jr.
Secretary of Transportation

November 10, 2014

Mr. Kanti Srikanth
Executive Director NCRTPB
National Capital Region Transportation Planning Board
777 North Capitol Street NE, Suite 300
Washington, DC 20002-4239

Dear Mr. Srikanth,

The expansion proposed for the metropolitan planning area boundary is hereby approved as shown on the accompanying map "Area for Inclusion in the National Capital Region Transportation Planning Board's Urbanized Area". This approval, affecting a portion of Fauquier County, is appropriate and consistent with federal regulations at 23 CFR 450.312; resolutions of the MPO and Fauquier County; and authorizations provided by the Governor's Executive Order 72 of 2008. This signed letter, accompanied by the map, shall serve as the documentation of the approval.

Consistent with federal regulations at 23 CFR 450, the subject area's transportation plans, programs and projects will require cooperative transportation planning approvals of the National Capital Region Transportation Planning Board as well as the Commonwealth.

For information purposes and to satisfy the federal transportation planning requirements, VDOT will be providing copies of this letter and map to appropriate offices including those of the Federal Highway Administration and Federal Transit Administration.

Sincerely,


Aubrey L. Layne, Jr.

Attachment



ATTACHMENT 3

CC:

Mr. Paul McCulla,
Administrator, Fauquier County
10 Hotel Street . Suite 204
Warrenton VA 20186

Mr .Kenneth Mc Lawhon,
Manager, Town of Warrenton
P.O. Drawer 341
Warrenton, VA 20188-0341

Ms. Allison Detuncq
Culpeper CTB member
3300 Berkmar Drive
Charlottesville, VA 22901

Mr. Gary Garczynski
Northern Virginia CTB member
13662 Office Place
Suite 201 B
Woodbridge, VA 22192

Ms. Jennifer Mitchell,
DRPT Director
DRPT Planner
600 East Main Street, Suite 2102
Richmond, VA 23219

VDOT NOVA Dist Admin, Helen L. Cuervo,
VDOT Culpeper Dist Admin, John Lynch
VDOT TMPD, Marsha Fiol
VDOT Programming, Diane Mitchell
VDOT LAD, Jennifer Debruhl

Mr. Ivan Rucker,
Community Planner
400 North 8th Street, Suite 750
Richmond, Virginia 23219-4825

Ms. Sandra Jackson,
Community Planner,
District of Columbia Division
Federal Highway Administration
1990 K Street NW, Suite 510
Washington, DC 20006-1103

Mr. Tony Cho,
FTA Region III
1760 Market Street
Suite 500
Philadelphia, PA 19103-4124

BCC:

Norman Whitaker, VDOT NOVA District planner
Dan Painter, VDOT Culpeper District Planner
Craig Van Dussen, VDOT Fredericksburg District Planner
Amy Inman
 DRPT Planner
 600 East Main Street, Suite 2102
 Richmond, VA 23219



COMMONWEALTH of VIRGINIA

Office of the Governor

Aubrey L. Layne, Jr.
Secretary of Transportation

November 10, 2014

Mr. Quintin D. Elliott
Chief Deputy Commissioner of the Virginia Department of Transportation
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219

Dear Mr. Elliott,

Thank you for coordinating my approval of the inclusion of part of Fauquier County into the metropolitan planning area under the National Capital Region Transportation Planning Board (NC RTPB). Whereas this state approval is federally necessary in conjunction with the findings of the 2010 U.S. Census for urbanized areas, please ensure that records are filed for state documentation, the enclosed signed original approval letter and the accompanying reference map are both mailed to the NC RTPB, and the copies of the letter and map are appropriately distributed.

Sincerely,

A handwritten signature in black ink, appearing to read "Aubrey L. Layne, Jr.", with a long horizontal flourish extending to the right.

Aubrey L. Layne, Jr.

Enclosures (2)

ITEM 10 - Action
July 16, 2014

**Approval of Fauquier County, Virginia
to Become a Member of the TPB**

Staff Recommendation: Adopt Resolution R2-2015 to approve Fauquier County membership in the TPB.

Issues: None

Background The 2010 Census extended the Washington DC-VA-MD Urbanized Area into a portion of Fauquier County, including the Town of Warrenton. Federal planning regulations require that this portion with a population of about 21,000 be included in the metropolitan planning area and that representatives of the area be included in the TPB's transportation planning and programming process. Fauquier County has accepted the TPB's April invitation to become a member and represent the interests of its citizens in the regional transportation planning process.

TPB R2-2015
July 16, 2014

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

**RESOLUTION TO APPROVE FAUQUIER COUNTY, VIRGINIA MEMBERSHIP IN
THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the metropolitan planning organization for the Washington Metropolitan area, has the responsibility under the provisions of Moving Ahead for Progress in the 21st Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan Area; and

WHEREAS, the TPB is responsible for the federally prescribed transportation planning process for the metropolitan planning area (MPA) determined as per 23 CFR 450.312(a) and related sections and comprises of the Washington DC-VA-MD urbanized area; and

WHEREAS, based on the results of the 2010 Census, a portion of Fauquier County, Virginia, including the Town of Warrenton and areas adjacent to Route 29 northeast of Warrenton has been designated as part of the Washington DC-MD-VA urbanized area; and

WHEREAS, the MPA for the TPB had to be expanded, as per 23 CFR 450.312(a) and related sections to include the newly added jurisdictions (portions of Fauquier County and the Town of Warrenton); and

WHEREAS, this would mean that transportation projects in this portion of the County and the Town must be included in the Constrained Long-Range Plan and the six-year Transportation Improvement Program prepared by the TPB to receive federal funding and the interest of residents of this portion of the County and the Town must be represented in the TPB's transportation planning and programming process; and

WHEREAS, on March 5, 2014, TPB staff and Virginia Department of Transportation (VDOT) staff met with officials from Fauquier County and Town of Warrenton to discuss these federally required planning and programming process and answered questions about the considerations and responsibilities that accompany membership in TPB; and

WHEREAS, at the April 16, 2014 meeting, the TPB approved sending a letter inviting Fauquier County to become a voting member of the TPB and represent the citizens' interests and participating in the metropolitan transportation planning process; and

WHEREAS, the MPA boundary was reviewed by Fauquier County, TPB staff and VDOT staff and it is proposed to be expanded (to include selected contiguous areas not

currently urbanized) pending approval of the Commonwealth's Secretary of Transportation, as shown on the attached map entitled "Areas for Inclusion in the National Capital Region Transportation Planning Board's Urbanized Area", including the entire Town of Warrenton and the Route 29/15 corridor south from the Town of Warrenton to the intersection of Routes 29/15/17 and Routes 29/15/17 BUS; and

WHEREAS, on June 12, 2014, TPB staff and VDOT staff briefed the Fauquier County Board of Supervisors on joining the TPB; and

WHEREAS, on June 12, 2014, the Fauquier County Board of Supervisors in the attached resolution authorized the County to join the National Capital Region Transportation Planning Board and participate in the region's transportation planning process;

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board approves Fauquier County, Virginia becoming a voting member with the right to fully participate in all TPB work program activities.

REVISED 6/12/2014

RESOLUTION

A RESOLUTION TO JOIN THE NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD AND PARTICIPATE IN THE
REGIONAL TRANSPORTATION PLANNING PROCESS

WHEREAS, the 2010 Census designated the Town of Warrenton, portions of the adjoining service districts and areas adjacent to Route 29 northeast of Warrenton as an urban cluster; and

WHEREAS, the Washington DC-VA-MD urbanized area was recently expanded to include the urban cluster portions of Fauquier County; and

WHEREAS, the National Capital Region Transportation Planning Board (TPB) implements the transportation planning process for the region comprised of the Washington DC-VA-MD urbanized area; and

WHEREAS, Federal law mandates that transportation projects be included in the Constrained Long-Range Plan and the six-year Transportation Improvement Program prepared by the TPB to receive federal funding; and

WHEREAS, Federal law also mandates that the interests of residents in the planning region be represented in the transportation planning and programming process; and

WHEREAS, the National Capital Region Transportation Planning Board invited Fauquier County to become a voting member of the TPB, representing the citizens' interests and participating in the regional transportation planning process; and now, therefore, be it

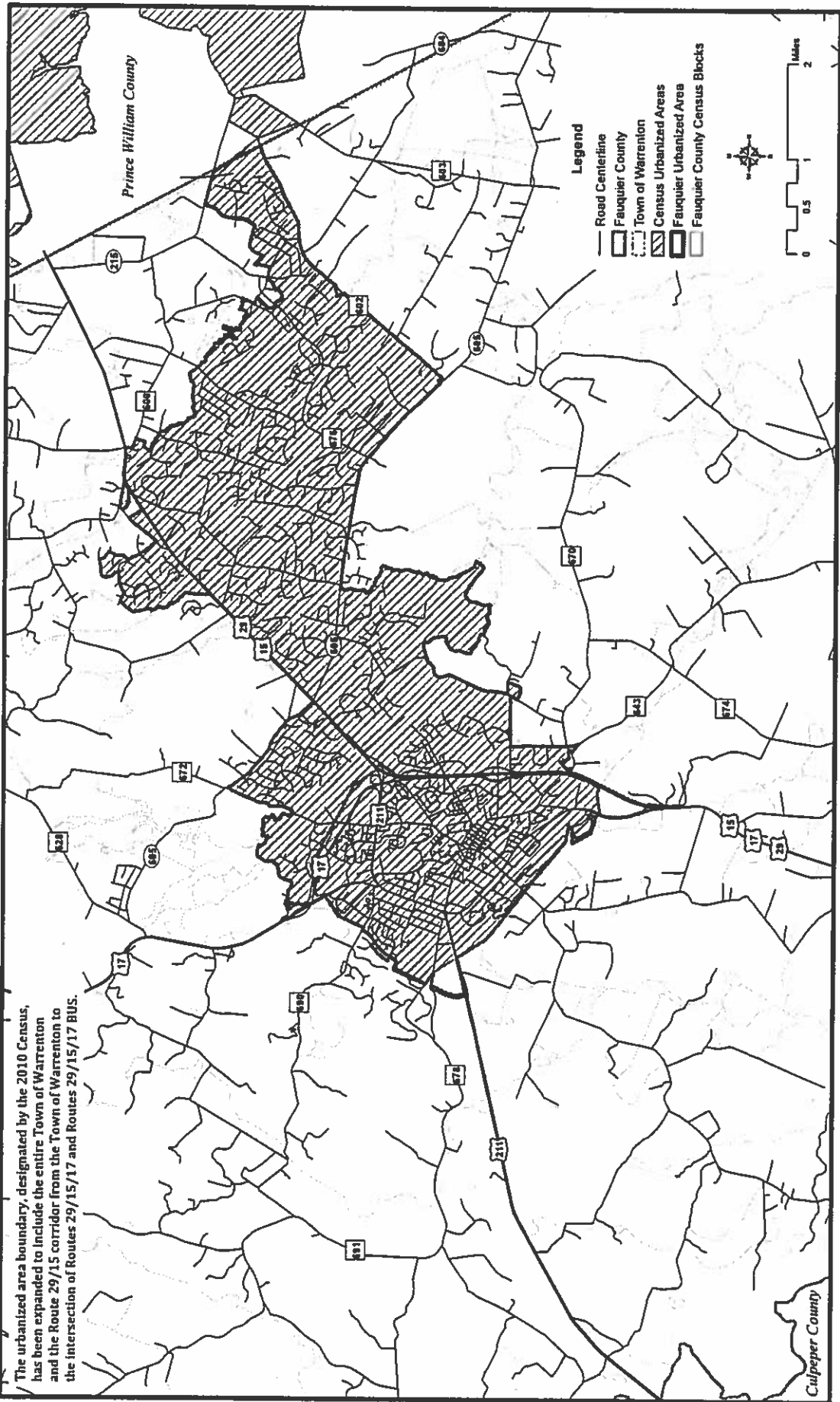
RESOLVED by the Fauquier County Board of Supervisors this 12th day of June 2014, That the Board of Supervisors does hereby authorize the County join the National Capital Region Transportation Planning Board and participate in the region's transportation planning process; and be it

RESOLVED FURTHER, That the Board does hereby designate the area for inclusion as shown on the attached map entitled "Areas for Inclusion in the National Capital Region Transportation Planning Board's Urbanized Area", including the entire Town of Warrenton and the Route 29/15 corridor south from the Town of Warrenton to the intersection of Routes 29/15/17 and Routes 29/15/17 BUS; and be it

RESOLVED FINALLY, That the County Administrator and County Attorney are hereby authorized to execute any requirements associated with membership in the National Capital Region Transportation Planning Board.

Area for Inclusion in the National Capital Region Transportation Planning Board's Urbanized Area

The urbanized area boundary, designated by the 2010 Census, has been expanded to include the entire Town of Warrenton and the Route 29/15 corridor from the Town of Warrenton to the intersection of Routes 29/15/17 and Routes 29/15/17 BUS.





COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219 2000

Charles A. Kilpatrick, P.E.
Commissioner

August 13, 2014

The Honorable Aubrey Layne
Secretary of Transportation
Patrick Henry Building
Richmond, Virginia 23219

Dear Secretary Layne:

The 2010 Census population figures released March 27, 2012 indicate that there has been an expansion of the Greater Metropolitan Washington D.C. Region urbanized area in Virginia. Portions of Fauquier County, Virginia, including the Town of Warrenton and community of New Baltimore, have attained urbanized area status (high urbanized land use population density). As per 23 USC 134 and 23 CFR 450, this portion of Fauquier County is now subject to federal metropolitan transportation approvals and receipt of federal metropolitan transportation planning funds, and must be added to the metropolitan planning area under jurisdiction of the National Capital Area Transportation Planning Board Metropolitan Planning Organization (MPO), with the expanded MPO metropolitan planning area boundaries formally to be approved by the Governor. The Governor's Executive Order 72 of 2008 (item 4) delegates the responsibility for approval of such metropolitan area boundaries to the Secretary of Transportation.

The Virginia Department of Transportation, representatives of the affected localities and the MPO have collaborated on the revision of the MPO planning area boundary and for the addition of a Fauquier County representative onto the voting membership of the MPO. Resolutions of the MPO (July 16, 2014) and Fauquier County (June 12, 2014) approve of the metropolitan planning area boundary expansion. The addition of one representative from Fauquier County is not considered a substantial change for the vast voting membership to that MPO, hence this revision does not warrant redesignation of the MPO. As with all urbanized areas, the area's transportation plans, programs and projects will require cooperative approvals of the MPO as well as the Commonwealth.

The Honorable Aubrey Layne
August 13, 2014
Page 2 of 2

For your review and approval, a draft approval letter is provided for your potential use. A reference map of the proposed expanded metropolitan planning area boundary is enclosed which should accompany your approval letter. Please sign and return your letter of approval to me for mailing, appropriate distribution of copies and record-retention purposes.

Thank you for your consideration of this request.

Sincerely,



Quintin Elliott
Chief Deputy Commissioner

Enclosures

cc: The Honorable Charlie Kilpatrick
The Honorable Jennifer Mitchell
Mr. Rick Walton
Mrs. Marsha Fiol
Ms. Diane Mitchell
Ms. Jennifer DeBruhl
Ms. Helen L. Cuervo
Mr. John Lynch

**bc: Dan Painter (VDOT Culpeper)
Norman Whitaker (VDOT NOVA)
Craig Van Dussen (VDOT Fredericksburg)
Ms. Robin Grier
Amy Inman (DRPT)**

THE UPWP SIMPLIFIED

Draft FY 2025 Unified Planning Work Program

Lyn Erickson, AICP
Plan Development and Coordination Program Director

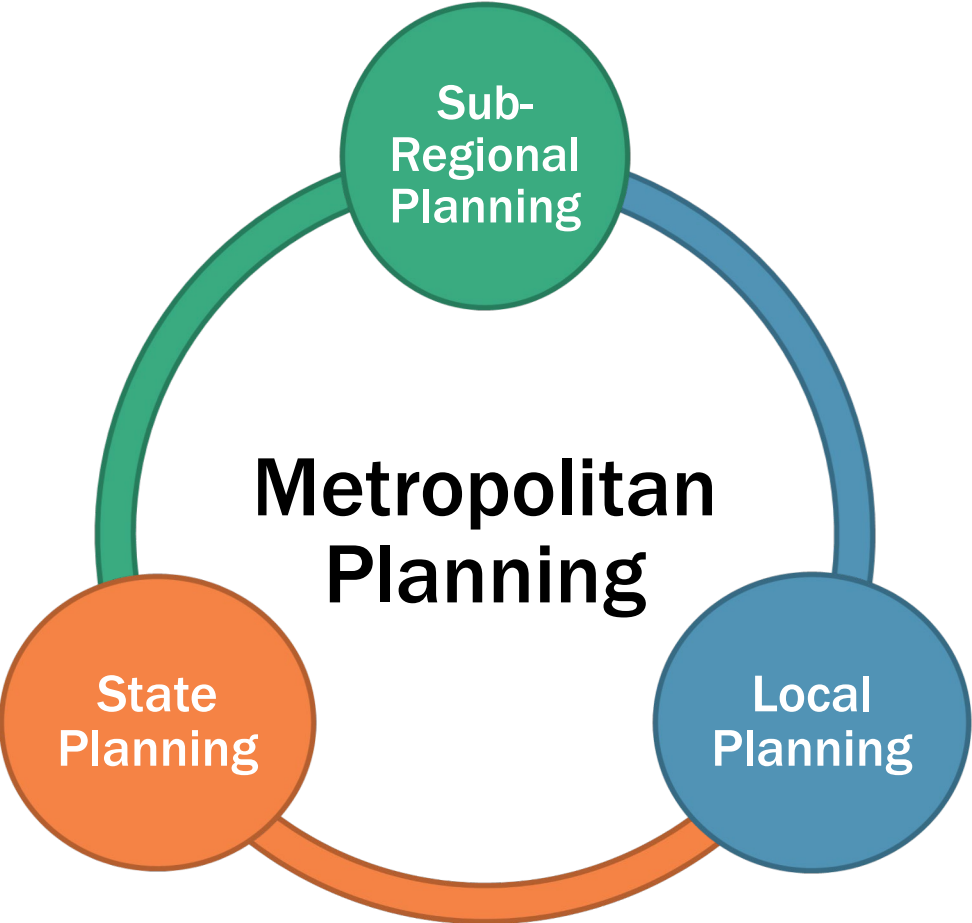
Transportation Planning Board
January 17, 2024

Presentation Overview

- MPO Responsibilities
 - What are the structures, functions, purposes, and products of an MPO?
 - How does the TPB synchronize required products with Board member interests and needs?
- Board to approve FY 2025 UPWP on March 15

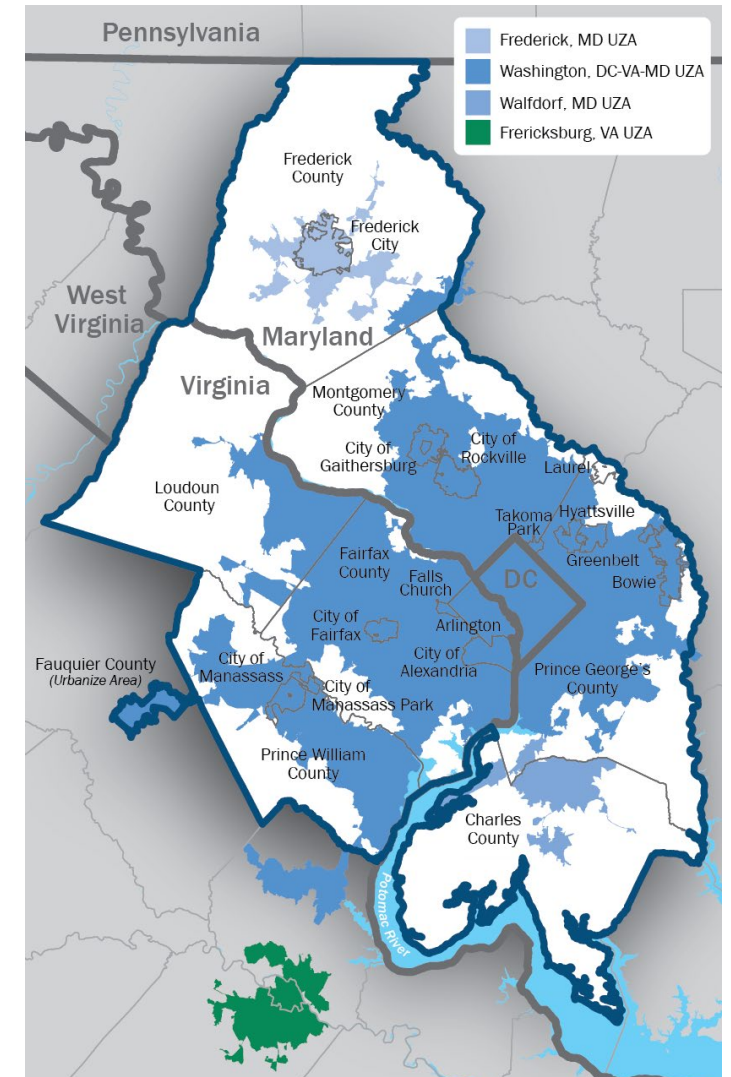


Transportation Planning Process



Federal Requirements for MPOs

- Federally designated MPO for the Washington region
- Federal requirements: products and process (23 CFR Part 450 / 49 CFR Part 613 / 40 CFR Part 93)
 - UPWP, LRTP, TIP, AQC, PBPP
 - “3C Process” – “Continuing, cooperative, and comprehensive” consultation process
 - Develop plans and programs that consider all transportation modes and support metropolitan community and economic development
 - Work in conjunction with state air and transportation agencies to meet federal Clean Air Act standards



About the TPB

- 44 members (Federal, state, regional, local agencies - 24 jurisdictions)
- 3,500 square miles in area; Nearly 6 million people and more than 3 million jobs
- Serves as a representative group of local stakeholders of the region
- Develops consensus-based *REGIONAL* transportation priority principles
- Prepares plans and programs that the federal government must approve in order for federal-aid transportation funds to flow to metropolitan Washington
- Provides technical resources for consensus building /decision-making; forum for regional coordination

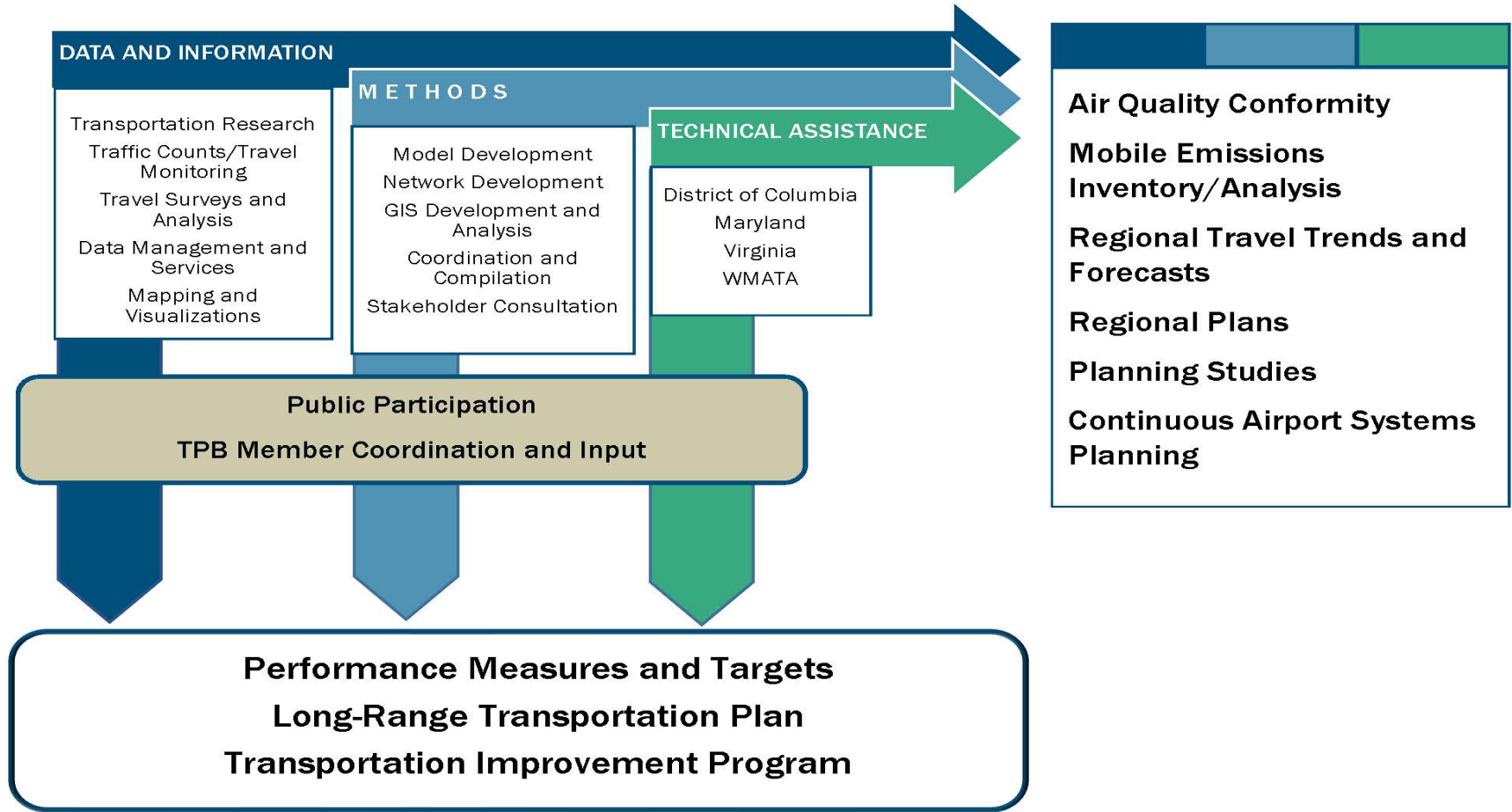


Unified Planning Work Program – “How” the work is done

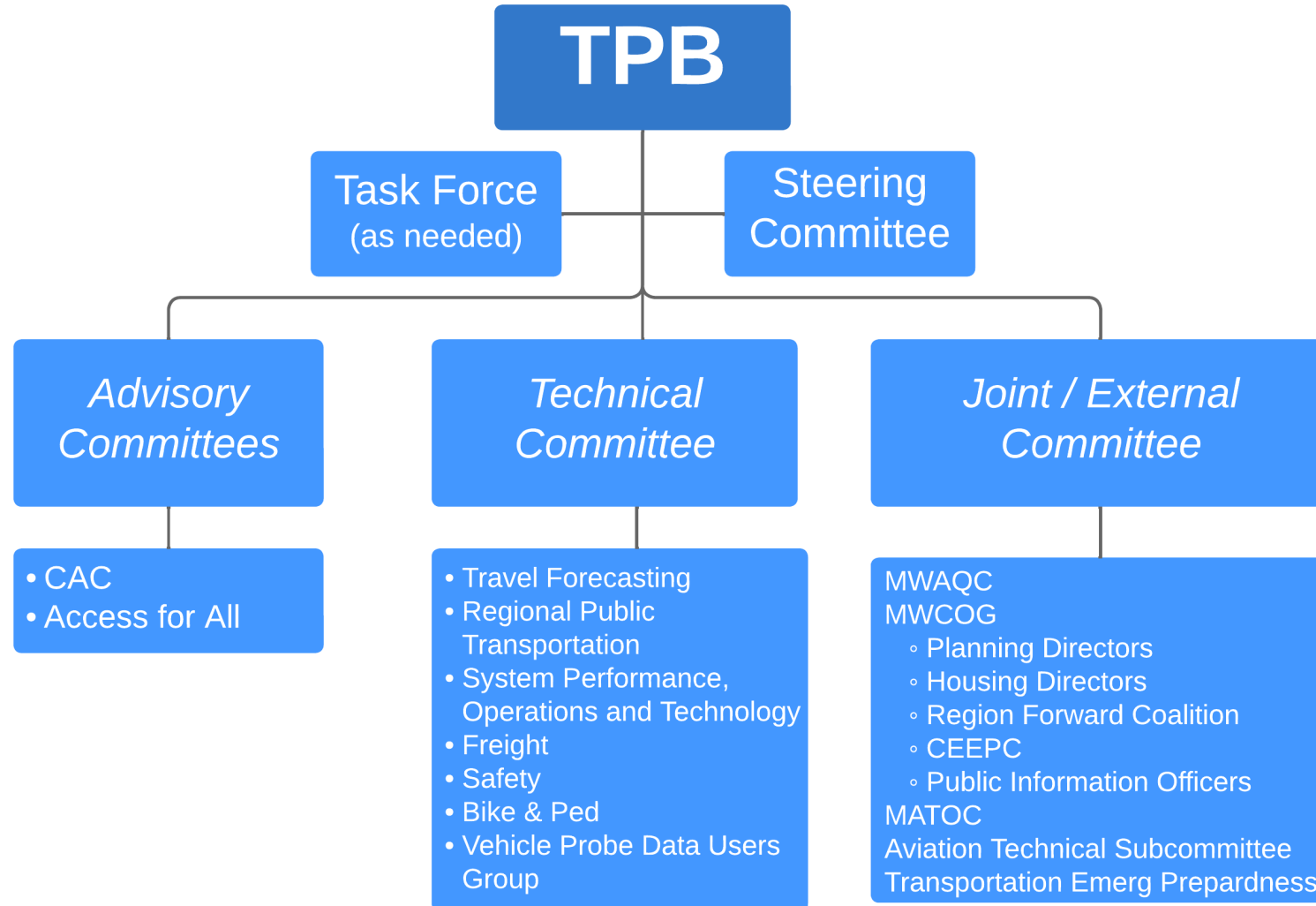
- A Unified Planning Work Program (UPWP) is an annual statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area
- MPOs are required to develop UPWPs to govern work programs for the expenditure of FHWA and FTA planning funds [23 CFR 450.308)(b)]
- TPB approval on March 21 helps ensure FHWA and FTA approval by the June 30, 2024, deadline



TPB Resources and Approach to Execute Metropolitan Planning



Regional Coordination and Consultation



TPB Role in Regional Initiatives (1)

- Fund and implement regional programs
 - Transportation Land Use Connections Program
 - Regional Roadway Safety Program
 - Transit Within Reach Program
- Implement on behalf of members
 - Regional Travel Demand Management: Commuter Connections
 - Street Smart Safety Campaign
 - Enhanced Mobility Grants
 - Transportation Alternatives Program
 - Workshops on topics of interest including Transportation Resiliency, CAV, Micromobility



TPB Role in Regional Initiatives (2)

- Studies/data analyses on regional scale
 - Equity Emphasis Areas
 - High-Capacity-Transit Station Areas
 - Transportation Aspirational Initiatives
 - National Capital Trail Network
 - Mobile emissions analysis
 - MWAQC, 2008 & 2015 ozone NAAQS, & MOVES4
 - CEEPC
 - TPB climate change planning activities
 - Air quality conformity analysis



TPB Role in Regional Initiatives (3)

- Policy priorities and templates
 - Regional greenhouse gas reduction goals
 - Strategies to improve region's roadway safety outcomes
 - Complete Streets
 - Green Streets
 - Recommendations to enhance Traffic Incident Management
 - Value Pricing Guidelines
- Emergency Preparedness and Management & Operations
 - Planning activities in support of the MATOC Program



Technical Resources for Decision-Making On-Going Activities

- Travel conditions, travel demand, demographic datasets and analysis
- Travel forecasting – models and estimates
- Mobile emissions analysis
- Travel monitoring
- Data and methods to set transportation system performance targets
- Multimodal initiatives
- Variety of communication tools to help us and you get the word out



Next Steps

- Develop FY 2025 budget (revenue and expenses)
- Determine “carry-over” from FY 2024 (activities unable to be completed by June 30)
- Provide detailed information on proposed FY 2025 products and projects
- TPB to approve FY 2025 UPWP March 21



Lyn Erickson

Plan Development and Coordination

Program Director

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777 North Capitol Street NE, Suite 300

Washington, DC 20002



National Capital Region
Transportation Planning Board

NATIONAL CAPITAL TRAIL NETWORK

2023 Update

Andrew Meese
Systems Performance Planning Program Manager

Transportation Planning Board
January 17, 2024

Overview of Today's Presentation

- History of the National Capital Trail Network (NCTN)
- 2023 Update
 - Benefits
 - The Revised Map and New Web Page
- Next Steps



Mount Vernon Trail (BeyondDC, flickr.com)



What is the NCTN?

- Long-distance, continuous network of low-stress, mostly off-road bicycle and pedestrian facilities
- Accessible for all ages and abilities
- Healthy, low-stress access to open space
- Clean, inexpensive, reliable transportation
- Serves nearly all TPB Priority Areas, and most People and Jobs

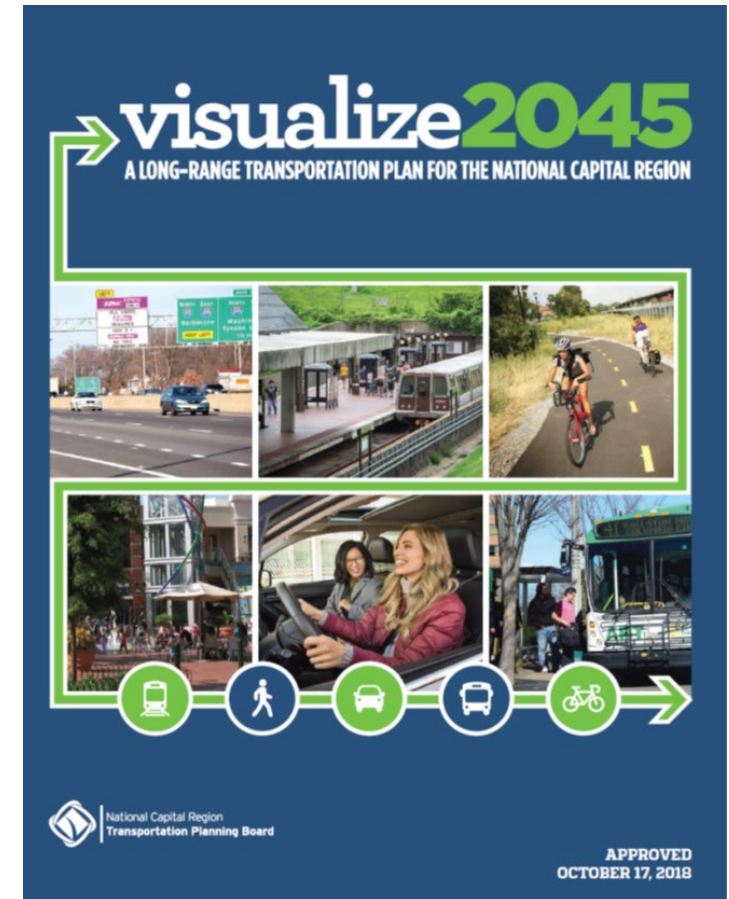


Virginia Avenue S.E.

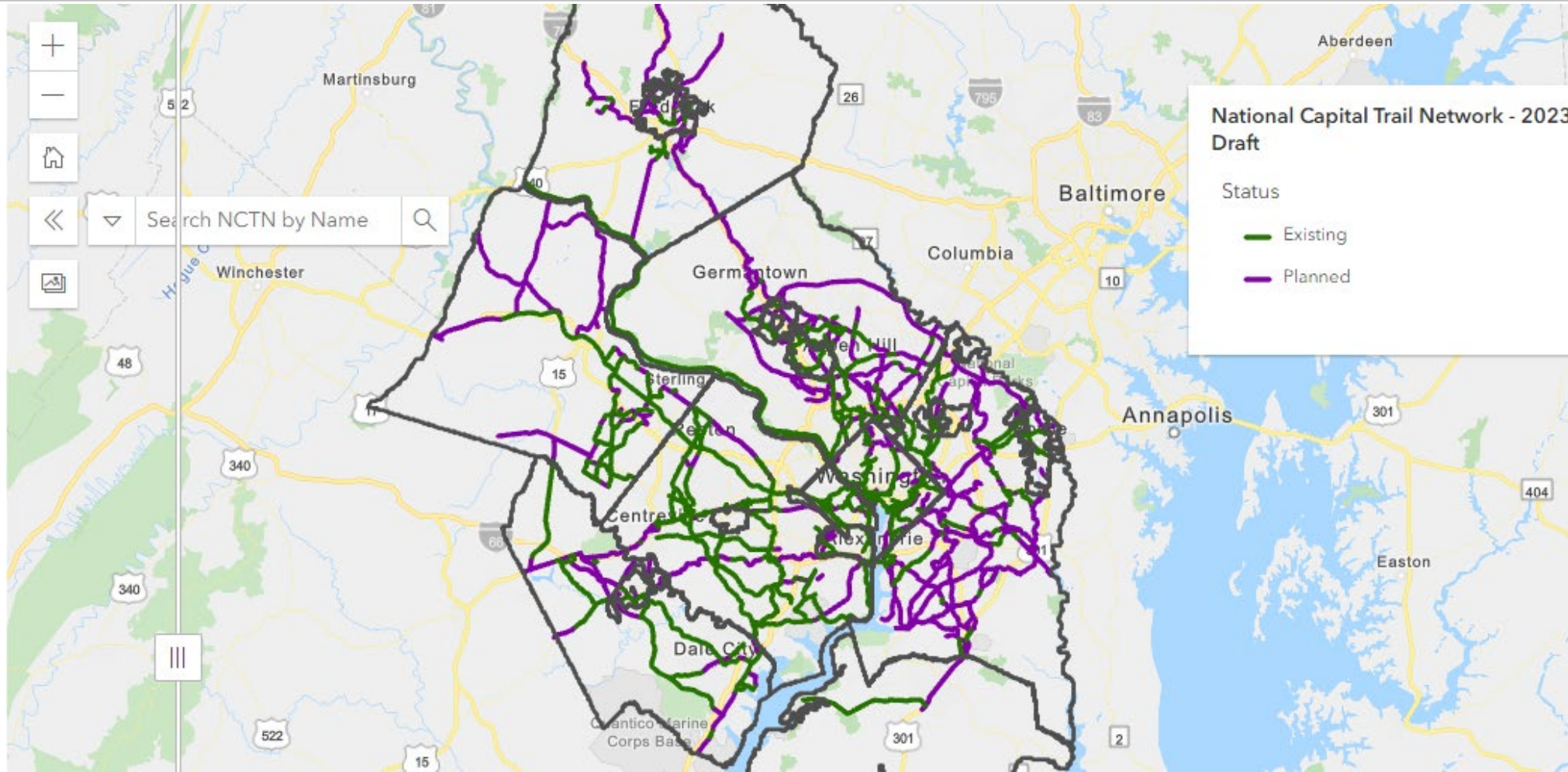


Background and Recent Changes

- December 2018 – TPB Resolution R20-2019 directed TPB staff to build upon the National Capital Trail to create a regional trail network that would extend into all TPB jurisdictions
- July 2020 - TPB approved Resolution R5-2021, adopting the National Capital Trail Network
 - Directed TPB staff to give priority to NCTN projects for TLC and TA funds
 - Report progress towards implementation
- 2023 – NCTN Map updated
 - Bike/Ped Subcommittee members, COG GIS staff



Updated National Capital Trail Network Map



Progress Towards Completion

NCTN	Miles 2023	Miles 2020	Difference
Existing	752	644	+108
Planned	797	778	+19
Total	1549	1422	+127
Completed Since 2020	83*		

83 Miles Completed Since 2020

- 83 miles of the National Capital Trail Network have been completed since July 2020, a rate of approximately 27 miles per year*
 - *Based on projects that transitioned from planned to existing from 2020 to 2023
- 2020 – 45% existing, 55% planned (by mileage)
- 2023 – 49% existing, 51% planned
 - At the current rate, it would take about 30 years to complete the NCTN



Priority Areas Served by 2023 Network

Buffer Analysis 1/2 mile from NCTN Features	Within NCTN Buffer	Total Number of Features	% Served
Equity Emphasis Areas	334	364	92%
Regional Activity Centers	136	140	97%
High-Capacity Transit Areas	210	225	93%
Transit Access Focus Areas	48	49	98%



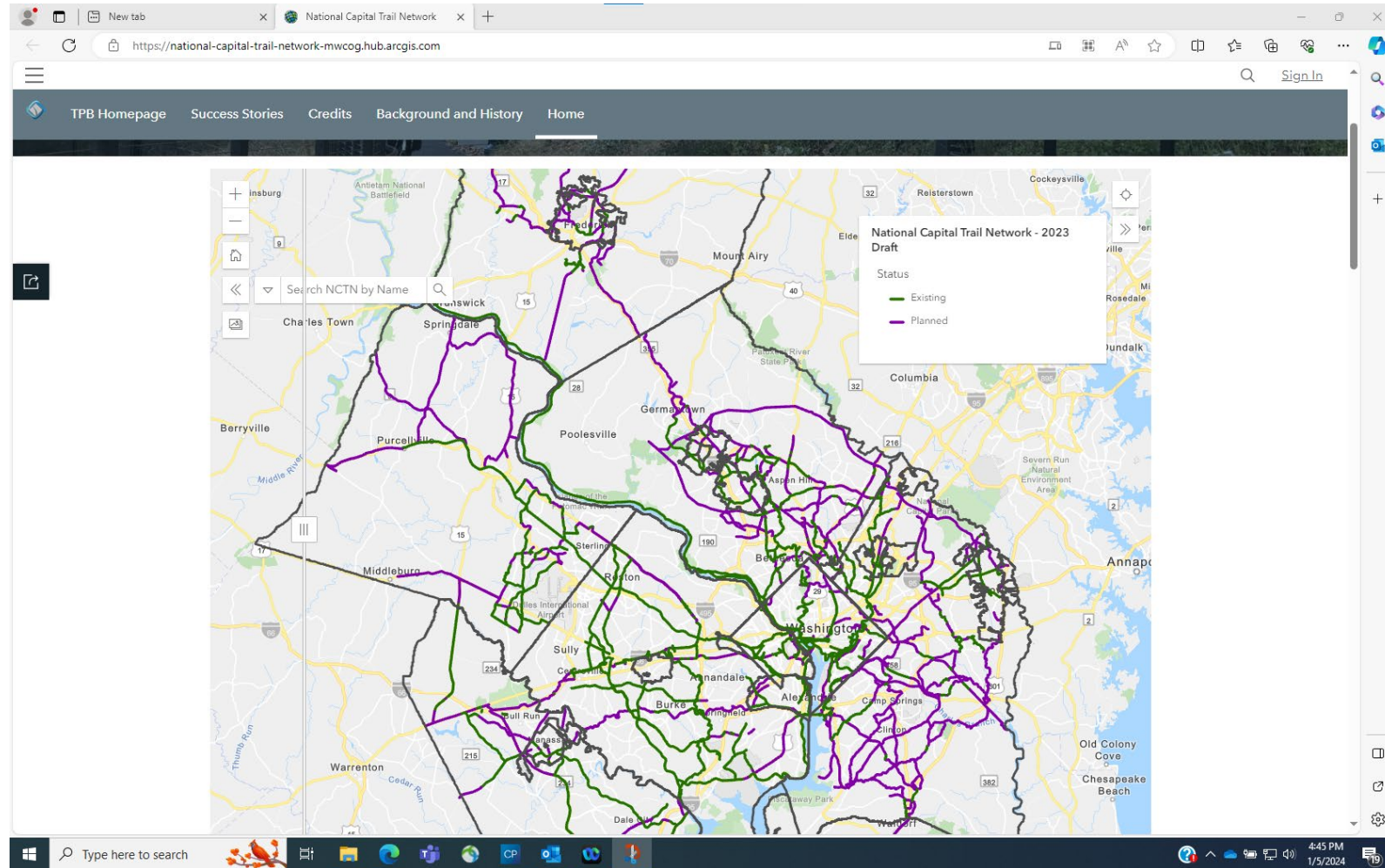
Population and Employment Served

Half Mile NCTN Buffer w/ TAZ, Cooperative Forecast 10	Within NCTN Buffer	TPB Area Total*	% Served
2020 Population	3,574,579	5,630,518	63%
2020 Employment	2,282,729	3,169,247	72%
2030 Population	3,913,552	6,139,420	64%
2030 Employment	2,569,958	3,549,888	72%

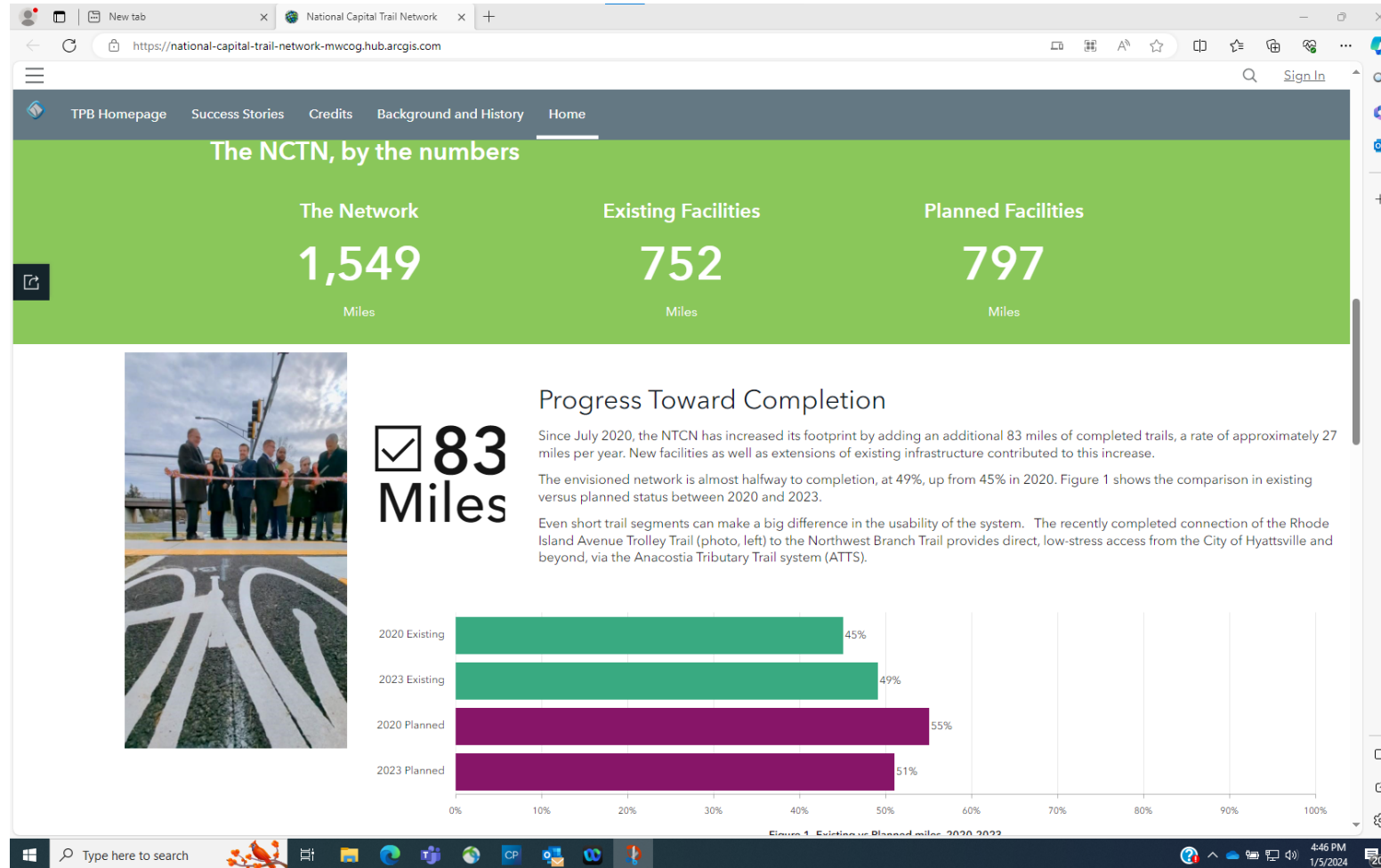
*Excludes Fauquier County



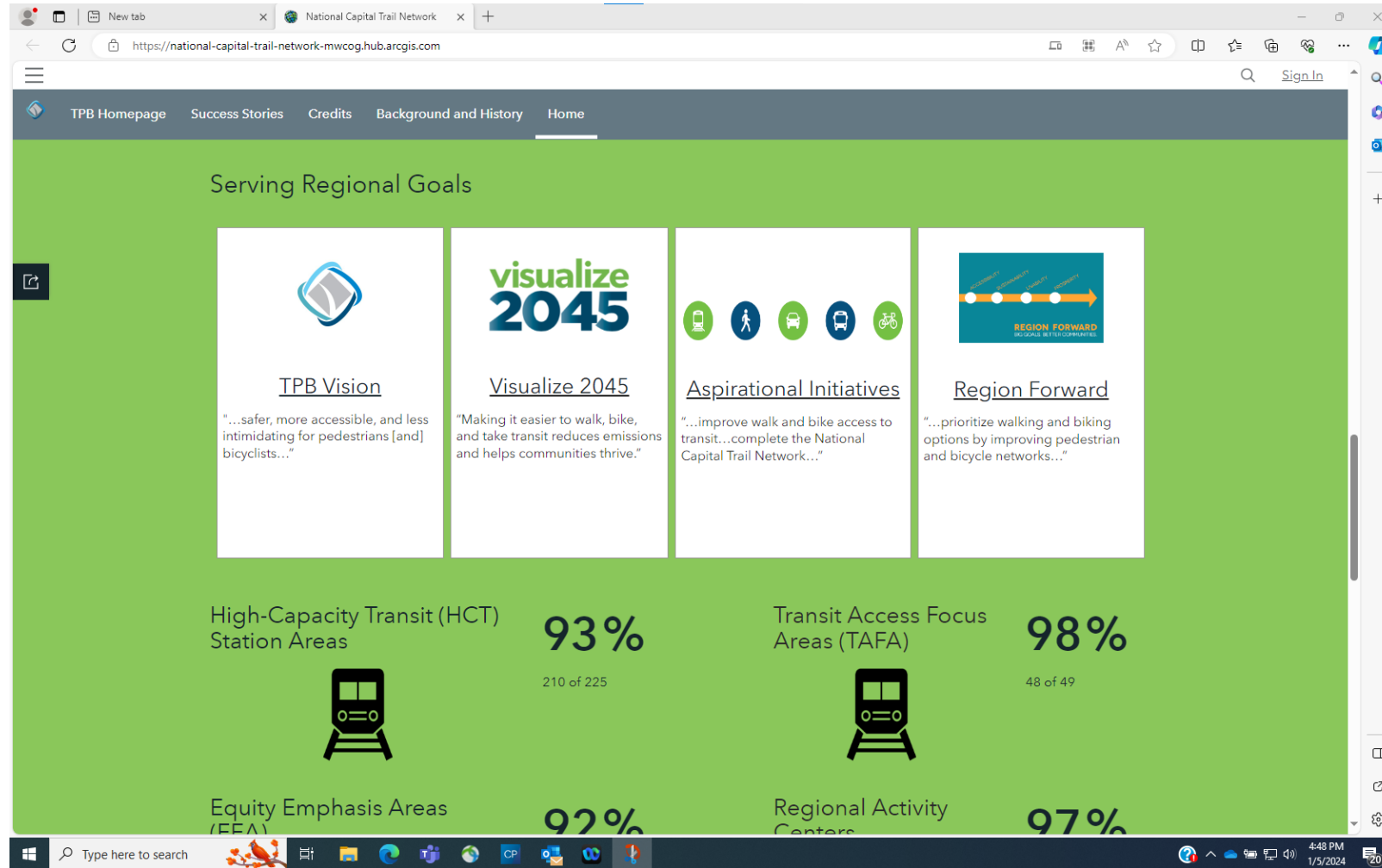
National Capital Trail Network Web Page



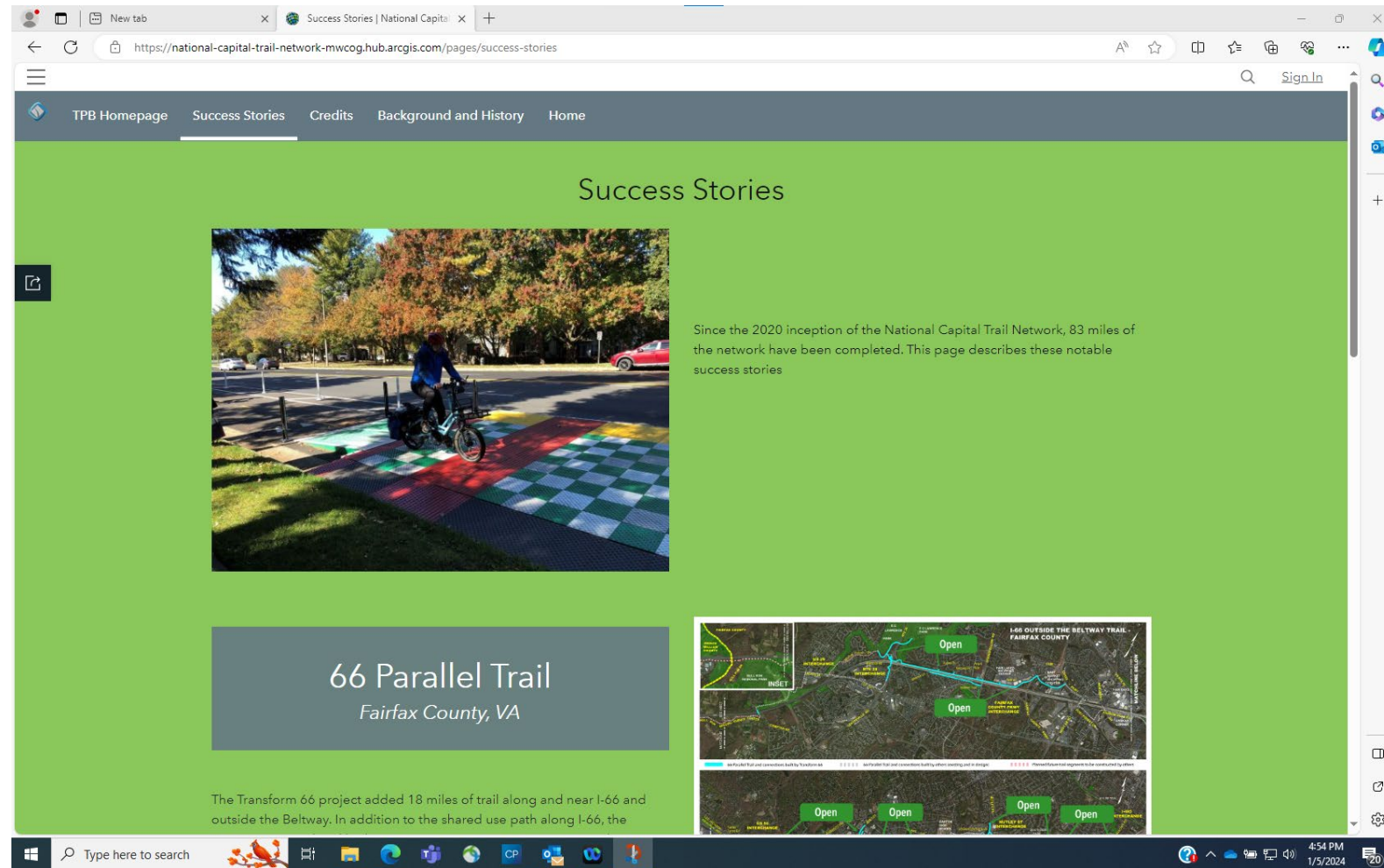
National Capital Trail Network Web Page



National Capital Trail Network Web Page

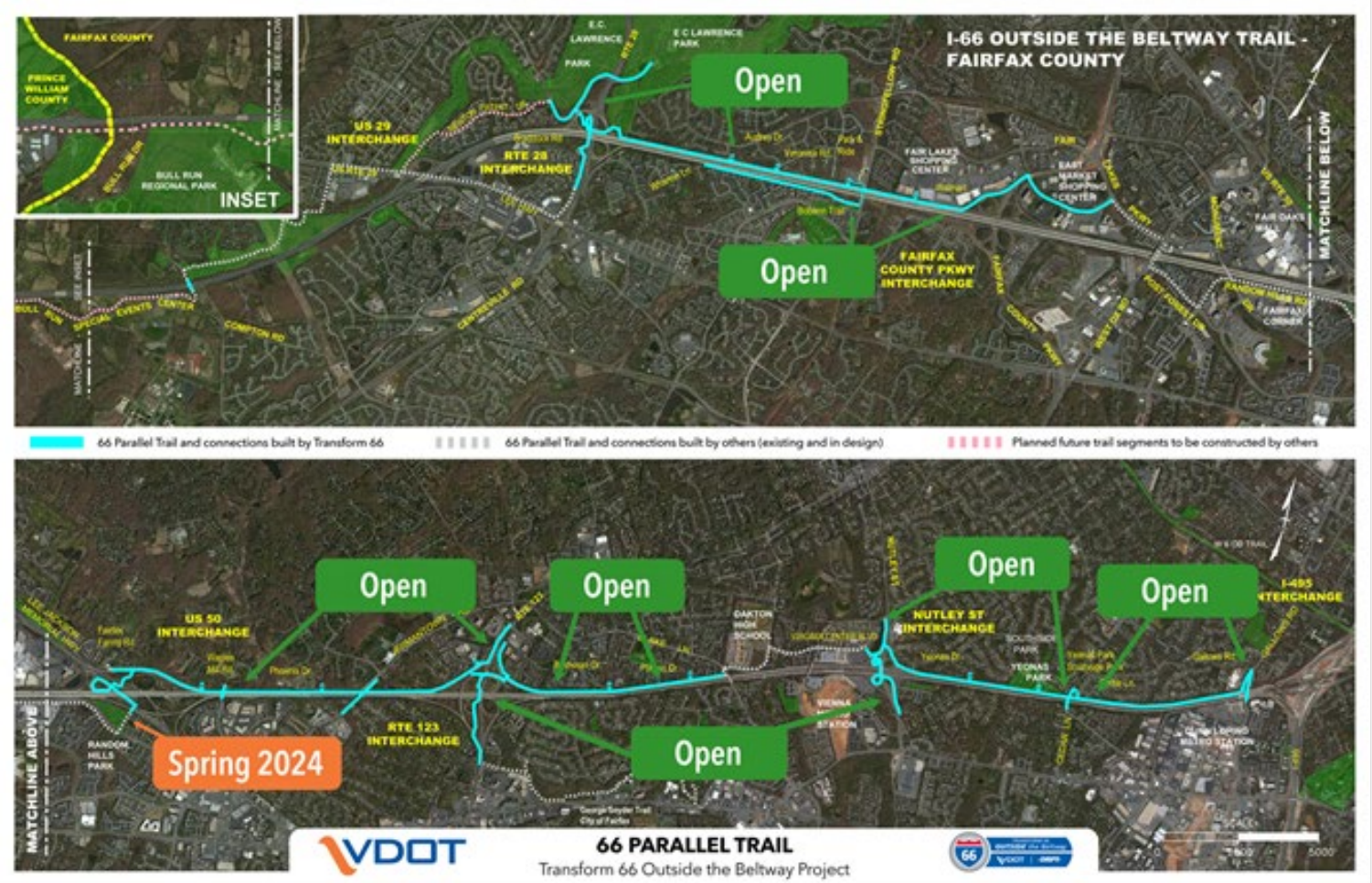


National Capital Trail Network Web Page



Notable Completed Projects – I-66 Parallel Trail

- The Transform 66 project added 18 miles of trail along and near I-66 outside the Beltway
- Improved connections across and near I-66
- Connects to the existing W&OD and Custis Trails, providing a continuous off-road route from Rosslyn to Centreville



College Park Woods Connector Trail

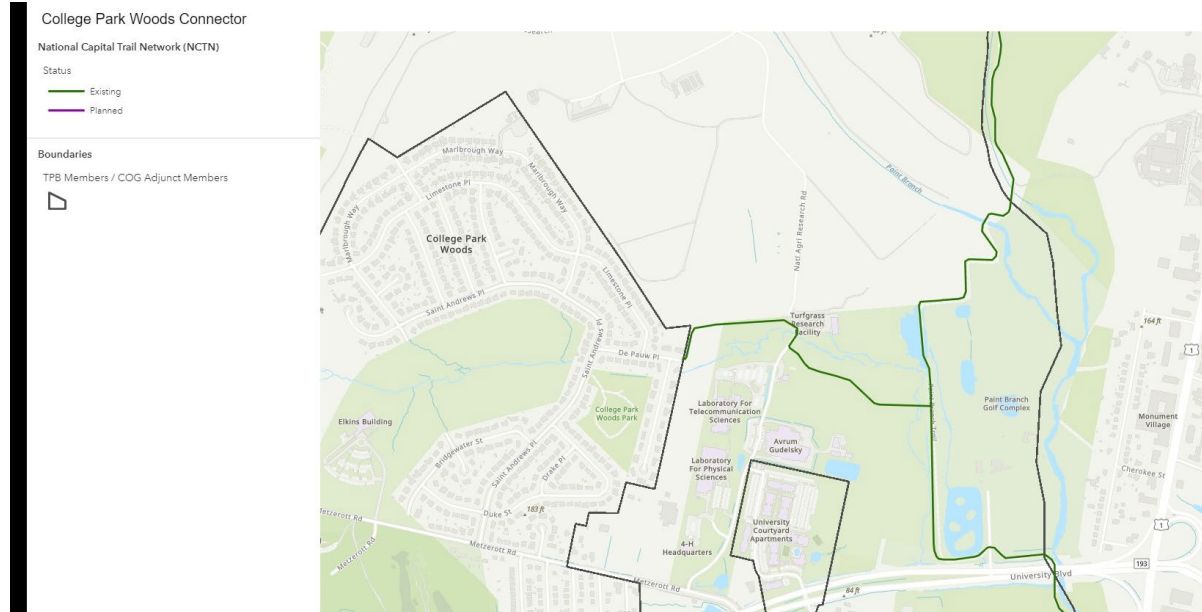


Photo credit: Jim Della-Giacoma

- Provides a safe connection between the College Park Woods neighborhood and the Paint Branch Trail, which connects to the University of Maryland campus and the rest of the Anacostia Tributary Trail System
- Before the trail opened, residents had to traverse a busy two-lane road and cross a major arterial



Frederick Douglass Bridge



- Completed in 2022, the new Frederick Douglass bridge includes wide separated paths for pedestrians and cyclists in both directions, as well as four pedestrian overlooks
- Connects existing trails on both sides of the Anacostia River, enhancing mobility and travel options that support revitalization of the area



Outlook

- Next Steps
 - Please let staff know of any comments by February 9
 - Anticipated to be brought back for approval at the February TPB meeting
- After approval, we will be getting started right away for another update this year
 - In tandem with the update of the Bicycle and Pedestrian Plan Project Database and with Visualize



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National Capital Region
Transportation Planning Board

TRANSPORTATION RESILIENCE PLANNING UPDATE

Transportation Resilience Improvement Plan (TRIP) Progress Update

Katherine Rainone, AICP
Transportation Planner

TPB Board Meeting
January 17, 2024



National Capital Region
Transportation Planning Board

Today's Agenda

- Resilience/Vulnerability, TRIP/PROTECT overview
- Regional TRIP process/timeline
- Risk-based vulnerability assessment – methodology and preliminary results
- Other TRIP components completed to date
- Next steps



Vulnerability and Resilience Defined

- **Vulnerability** is the degree to which a system **is susceptible to, or unable to cope with adverse effects** of natural hazards
- **Resilience** is the ability **to anticipate, prepare for, and adapt** to changing conditions and **withstand, respond to, and recover** rapidly from disruptions from natural hazards



Motorists stranded on a section of Canal Road in Washington DC due to flash flooding on July 8, 2019 (WTOP, 2019)



PROTECT Program

- Projects in the TRIP will be eligible for a **7% cost-share reduction** for the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (**PROTECT**) Discretionary Grant Program
 - Additional **3% reduction** if incorporated into the TPB long-range transportation plan
- The TRIP must include several required elements, including but not limited to:
 - Address immediate and long-range planning activities and investments related to resilience
 - Demonstrate a systemic approach to resilience
 - Include risk-based assessment of vulnerabilities to current and future weather events and natural disasters
- **PROTECT** aims to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure



TRIP Objectives and Purpose

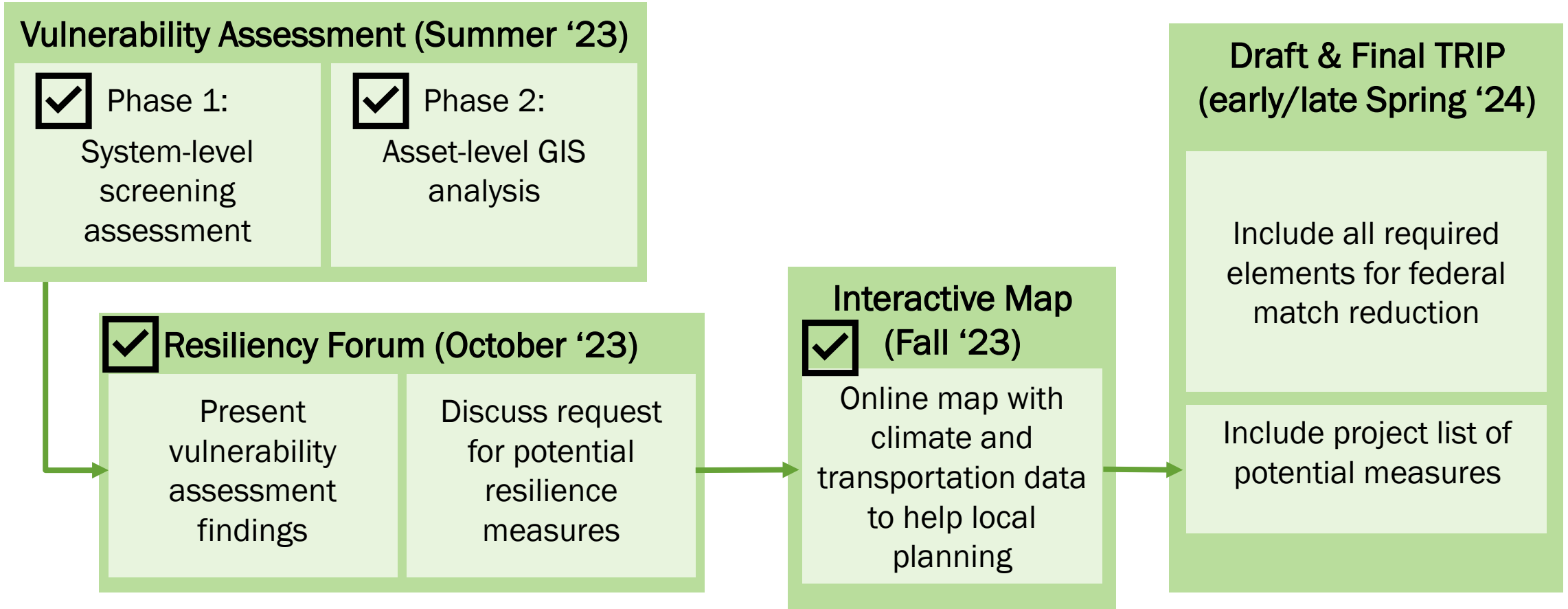
- Develop a Transportation Resilience Improvement Plan (TRIP) in collaboration with member organizations that will:
 - Contribute to member organizations' understanding of and planning for climate change risk and resilience
 - Identify priorities for resilience investment
 - Better position the region for federal funding and match reduction under the PROTECT program



Damage to Hunter Mill Road in Fairfax County from Tropical Storm Lee (Flicker/VDOT, 2011)



Process and Timeline








Regional Stakeholder Participation

- **Working Group** – quarterly meetings
 - State DOTs
 - Locality representatives
 - Transit agencies
- **Regional Transportation Resilience Forum**
 - Wider audience than working group
 - Regional partners
 - Advocacy groups
 - MPO representatives from outside our region



Phase 1: System-Level Analysis

TABLE 1. SUMMARY SYSTEM-LEVEL ANALYSIS RESULTS FOR MWCOG REGION (INFRASTRUCTURE IMPACTS ON LEFT; SERVICE AND CUSTOMER IMPACTS ON RIGHT)

					
	Extreme Heat	Inland Flooding	Coastal Flooding	Extreme Winter	Extreme Wind
Roads and highways					
Bridges					
Public transit					
Active transport					
Airport					
Maritime					
Stormwater					

Legend:

High sensitivity	Medium sensitivity	Low sensitivity	Impacts to infrastructure	Impacts to customers and service

- Pairs that moved on to Phase 2:**
- **Extreme heat:** Public transit, active transport
 - **Inland flooding:** Roads and highways, bridges, public transit, stormwater
 - **Coastal flooding:** Roads and highways, bridges, public transit, stormwater, maritime
 - **Extreme winter:** Public transit, active transportation
 - **Extreme wind:** Roads and highways, public transit



Phase 2: Asset-Level Analysis (Literature Review)

For flagged Phase 1 pairs not well suited to a GIS analysis, we completed a qualitative literature review, with a focus on:

- Historical trends and future conditions for each hazard
- Previous events and impacts for each pair

Literature Review Pairs	
<ul style="list-style-type: none">• Inland flooding:<ul style="list-style-type: none">• Stormwater	<ul style="list-style-type: none">• Extreme winter:<ul style="list-style-type: none">• Public transit• Active transportation
<ul style="list-style-type: none">• Coastal flooding<ul style="list-style-type: none">• Stormwater• Maritime	<ul style="list-style-type: none">• Extreme wind:<ul style="list-style-type: none">• Roads and highways• Public transit



Phase 2: Asset-Level Analysis (GIS Analysis)

- For pairs with available data: Completing an asset-level GIS analysis using asset-specific data, exposure indicators, and criticality indicators

GIS Pairs

- Extreme heat:
 - Public transit
- Inland flooding:
 - Roads and highways
 - Bridges
 - Public transit
- Coastal flooding:
 - Roads and highways
 - Bridges
 - Public transit

Key Climate Datasets

Hazard	Dataset
Temperature	Land Surface Temperature
Inland Flooding	FEMA 100/500 Year Floodplain Maps
Sea Level Rise	NOAA Digital Coast 2 Ft Sea Level Rise

Key Criticality Elements

Criticality Element
MWCOG Equity Emphasis Areas (for all pairs)
Functional Class (for roads and bridges)
Detour Length (for bridges)



Preliminary Results

Table 20: Assets with medium-high vulnerability.

	Bus	Rail Line	Rail Stop	Roads	Bridges
Number of assets with medium-high vulnerability to multiple hazards	140	13 miles	1	7.3 miles	N/A



Figure 7. Summary of assets with high vulnerability to inland flooding (light blue) and sea level rise (medium blue). Bridge flood vulnerability was based on condition data (dark blue). Some assets are vulnerable to both hazards and are counted in both categories.

Vulnerability of Rail Lines to Extreme Heat

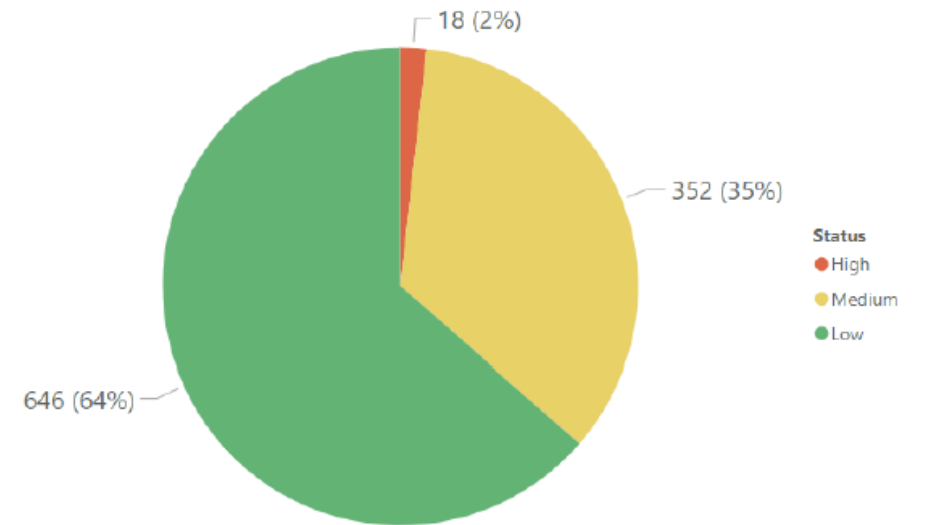
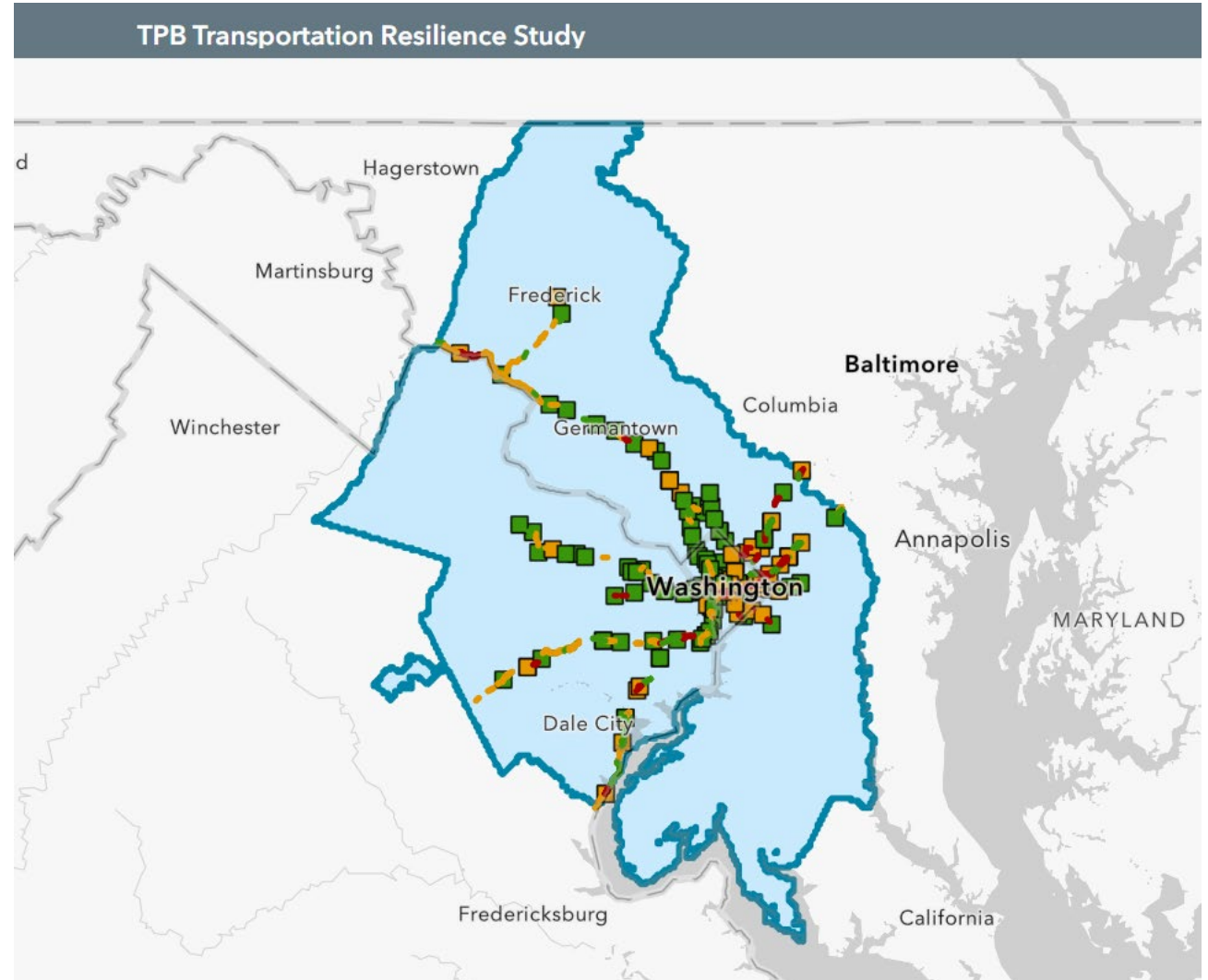


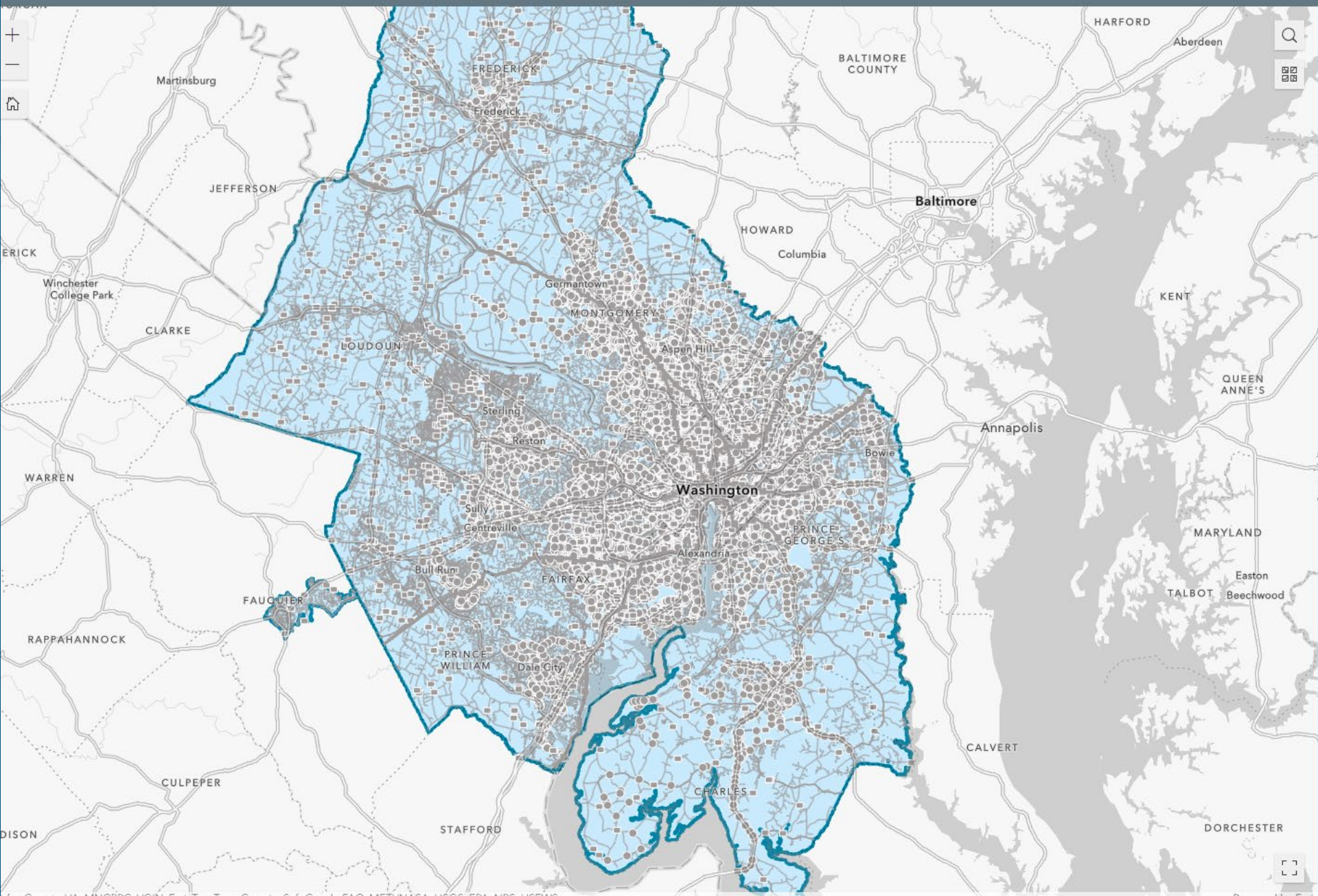
Figure 2. Breakdown of rail lines with low, medium, and high vulnerability to extreme heat.




Interactive Mapping Tool

- The results of the Vulnerability Assessment have been integrated into an [Interactive Mapping Tool](#) on the TPB ArcGIS website
- The Mapping Tool layers transportation asset, climate, and equity spatial data to identify highly vulnerable assets
- Agencies can use the Mapping Tool to evaluate their assets and services

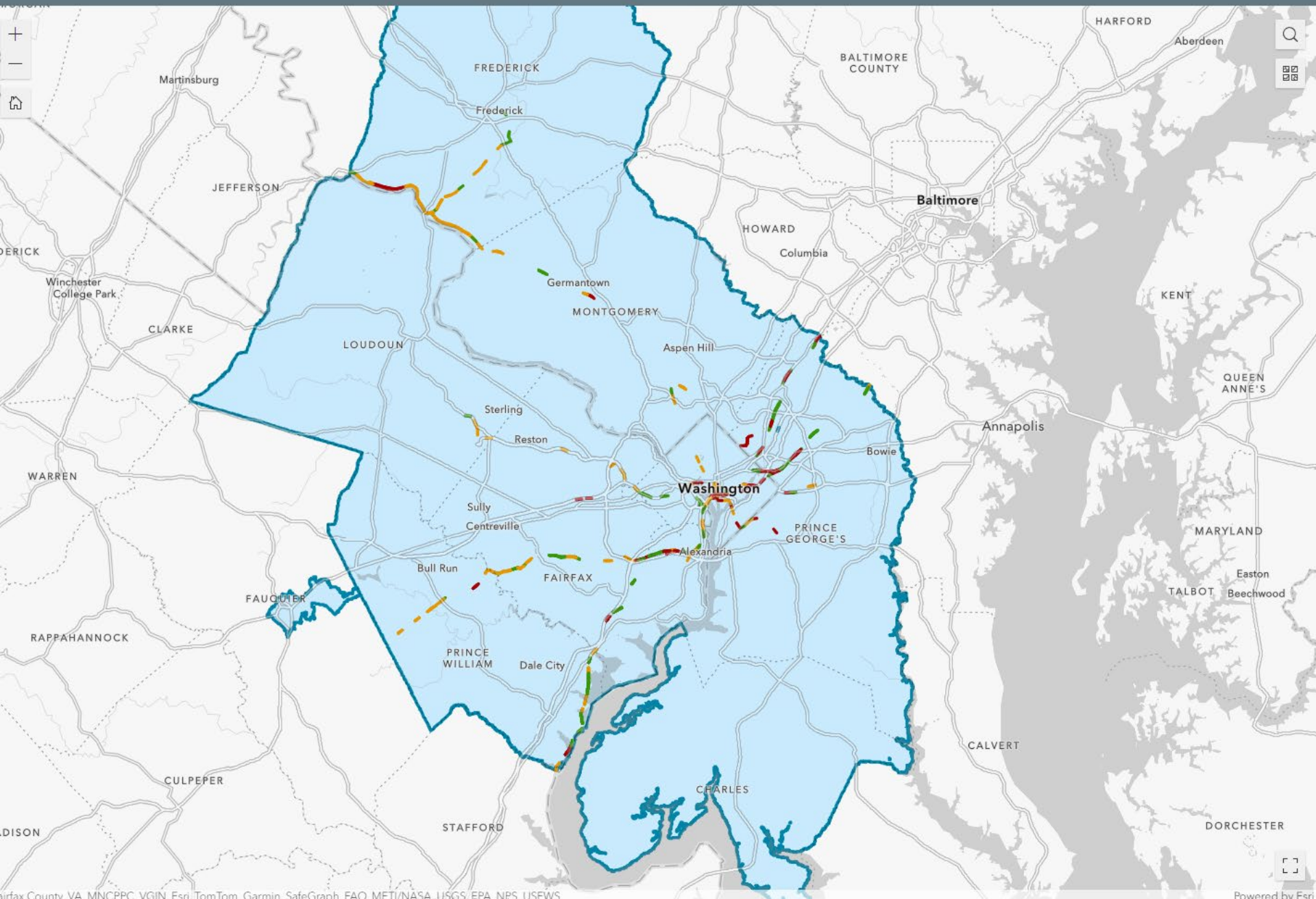





Layers	Legend
<input type="checkbox"/>	Inland Flooding Risk Score - Rail Routes ...
<input type="checkbox"/>	SLR Risk Score - Rail Routes ...
<input type="checkbox"/>	Temperature Risk Score - Rail Routes ...
<input checked="" type="checkbox"/>	Rail Routes ...
<input type="checkbox"/>	Inland Flooding Risk Score - Rail Stops ...
<input type="checkbox"/>	Temperature Risk Score - Rail Stops ...
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<input type="checkbox"/>	Inland Flooding Risk Score - Bridges ...
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<input type="checkbox"/>	Temperature Risk Score - Bus Stops ...
<input checked="" type="checkbox"/>	Bus Stops ...
<input type="checkbox"/>	Inland Flooding Risk Score - Roads ...
<input type="checkbox"/>	SLR Risk Score - Roads ...
<input checked="" type="checkbox"/>	Roads ...
<input checked="" type="checkbox"/>	Active Transportation ...
<input type="checkbox"/>	Inland Flooding Zones - Hazard ...
<input checked="" type="checkbox"/>	Median Surface Temperature (°F) - Hazard ...
<input type="checkbox"/>	Strong Wind Events (NRI) - Hazard ...
<input type="checkbox"/>	Sea Level Rise (ft.) - Hazard ...
<input type="checkbox"/>	Tree Canopy Coverage (MRLC) ...


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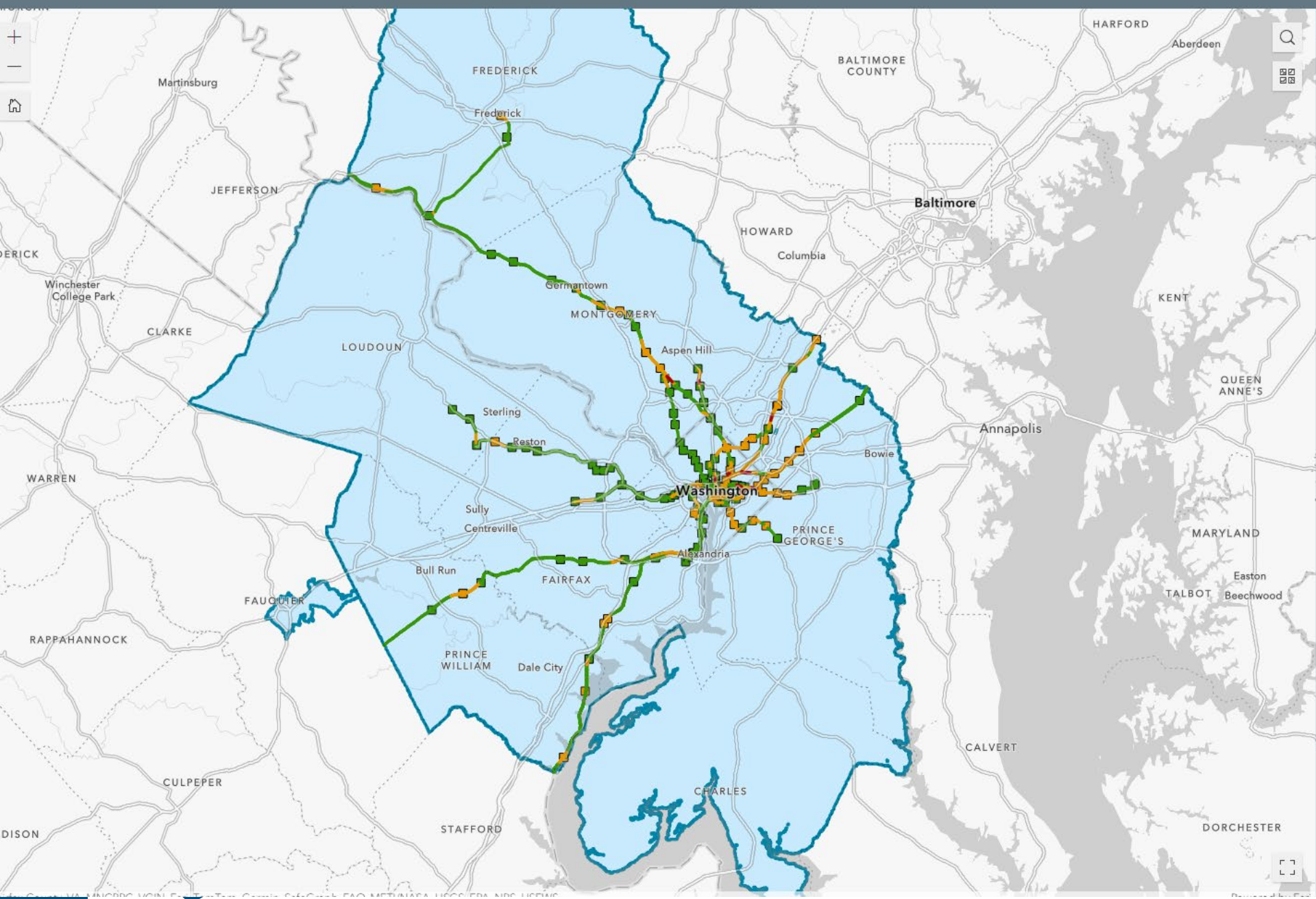
[+ Click to add data](#)



Layers	Legend
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<input type="checkbox"/>	SLR Risk Score - Rail Routes ...
<input type="checkbox"/>	Temperature Risk Score - Rail Routes ...
<input type="checkbox"/>	Rail Routes ...
<input type="checkbox"/>	Inland Flooding Risk Score - Rail Stops ...
<input type="checkbox"/>	Temperature Risk Score - Rail Stops ...
<input type="checkbox"/>	Rail Stops ...
<input type="checkbox"/>	Inland Flooding Risk Score - Bridges ...
<input type="checkbox"/>	Bridges ...
<input type="checkbox"/>	Inland Flooding Risk Score - Bus Stops ...
<input type="checkbox"/>	Temperature Risk Score - Bus Stops ...
<input type="checkbox"/>	Bus Stops ...
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<input type="checkbox"/>	SLR Risk Score - Roads ...
<input type="checkbox"/>	Roads ...
<input type="checkbox"/>	Active Transportation ...
<input type="checkbox"/>	Inland Flooding Zones - Hazard ...
<input checked="" type="checkbox"/>	Median Surface Temperature (°F) - Hazard ...
<input type="checkbox"/>	Strong Wind Events (NRI) - Hazard ...
<input type="checkbox"/>	Sea Level Rise (ft.) - Hazard ...
<input type="checkbox"/>	Tree Canopy Coverage (MRLC) ...


 Click the button below to add data to the map. Once the data layer is added, click the layer's 'Actions' button and 'Add to map'.

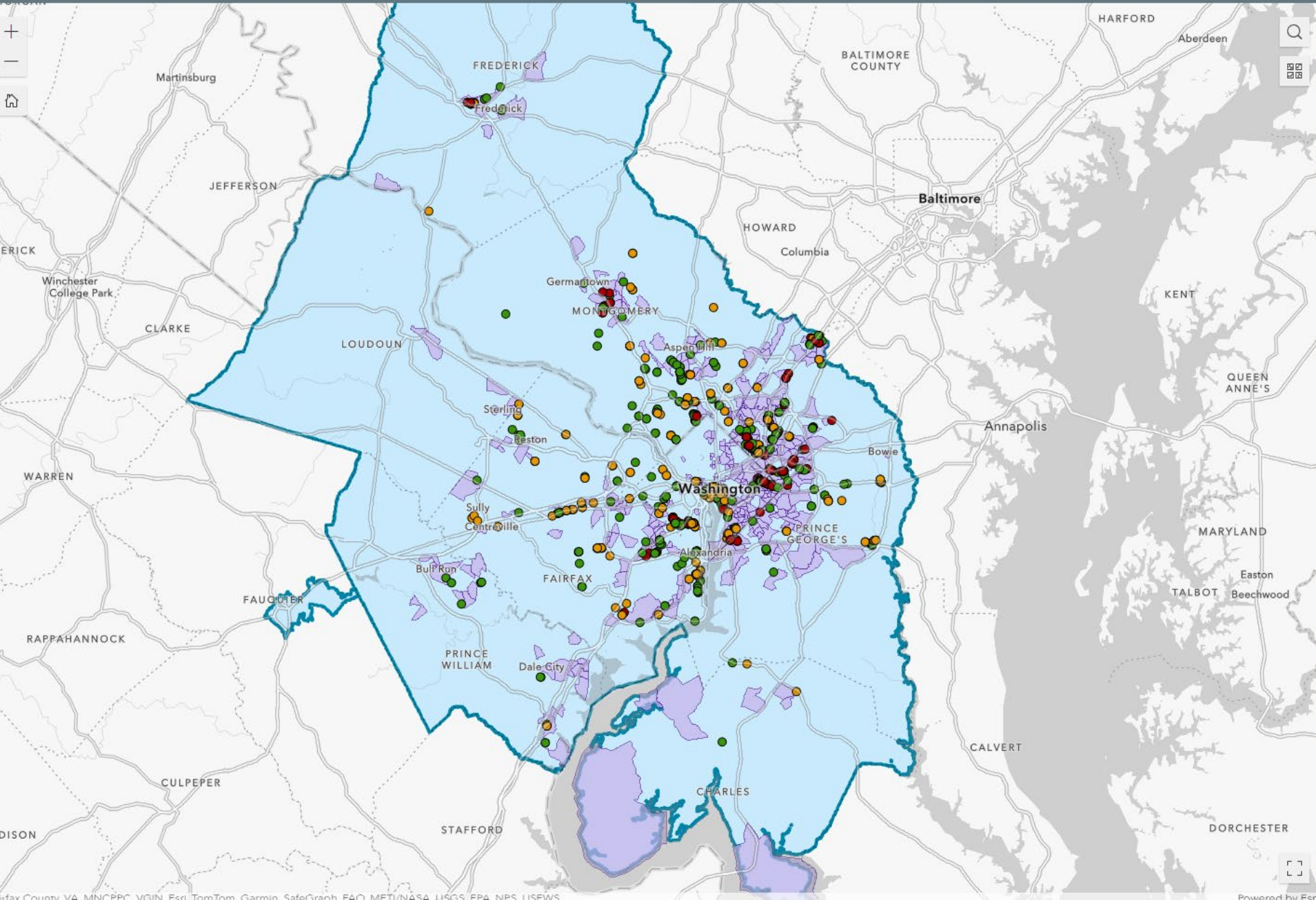
+ Click to add data



Layers	Legend
<input type="checkbox"/>	Inland Flooding Risk Score - Rail Routes ...
<input type="checkbox"/>	SLR Risk Score - Rail Routes ...
<input checked="" type="checkbox"/>	Temperature Risk Score - Rail Routes ...
<input type="checkbox"/>	Rail Routes ...
<input type="checkbox"/>	Inland Flooding Risk Score - Rail Stops ...
<input checked="" type="checkbox"/>	Temperature Risk Score - Rail Stops ...
<input type="checkbox"/>	Rail Stops ...
<input type="checkbox"/>	Inland Flooding Risk Score - Bridges ...
<input type="checkbox"/>	Bridges ...
<input type="checkbox"/>	Inland Flooding Risk Score - Bus Stops ...
<input type="checkbox"/>	Temperature Risk Score - Bus Stops ...
<input type="checkbox"/>	Bus Stops ...
<input type="checkbox"/>	Inland Flooding Risk Score - Roads ...
<input type="checkbox"/>	SLR Risk Score - Roads ...
<input type="checkbox"/>	Roads ...
<input type="checkbox"/>	Active Transportation ...
<input type="checkbox"/>	Inland Flooding Zones - Hazard ...
<input checked="" type="checkbox"/>	Median Surface Temperature (°F) - Hazard ...
<input type="checkbox"/>	Strong Wind Events (NRI) - Hazard ...
<input type="checkbox"/>	Sea Level Rise (ft.) - Hazard ...
<input type="checkbox"/>	Tree Canopy Coverage (MRLC) ...


Click the button below to add data to the map. Once the data layer is added, click the layer's 'Actions' button and 'Add to map'.

[+ Click to add data](#)

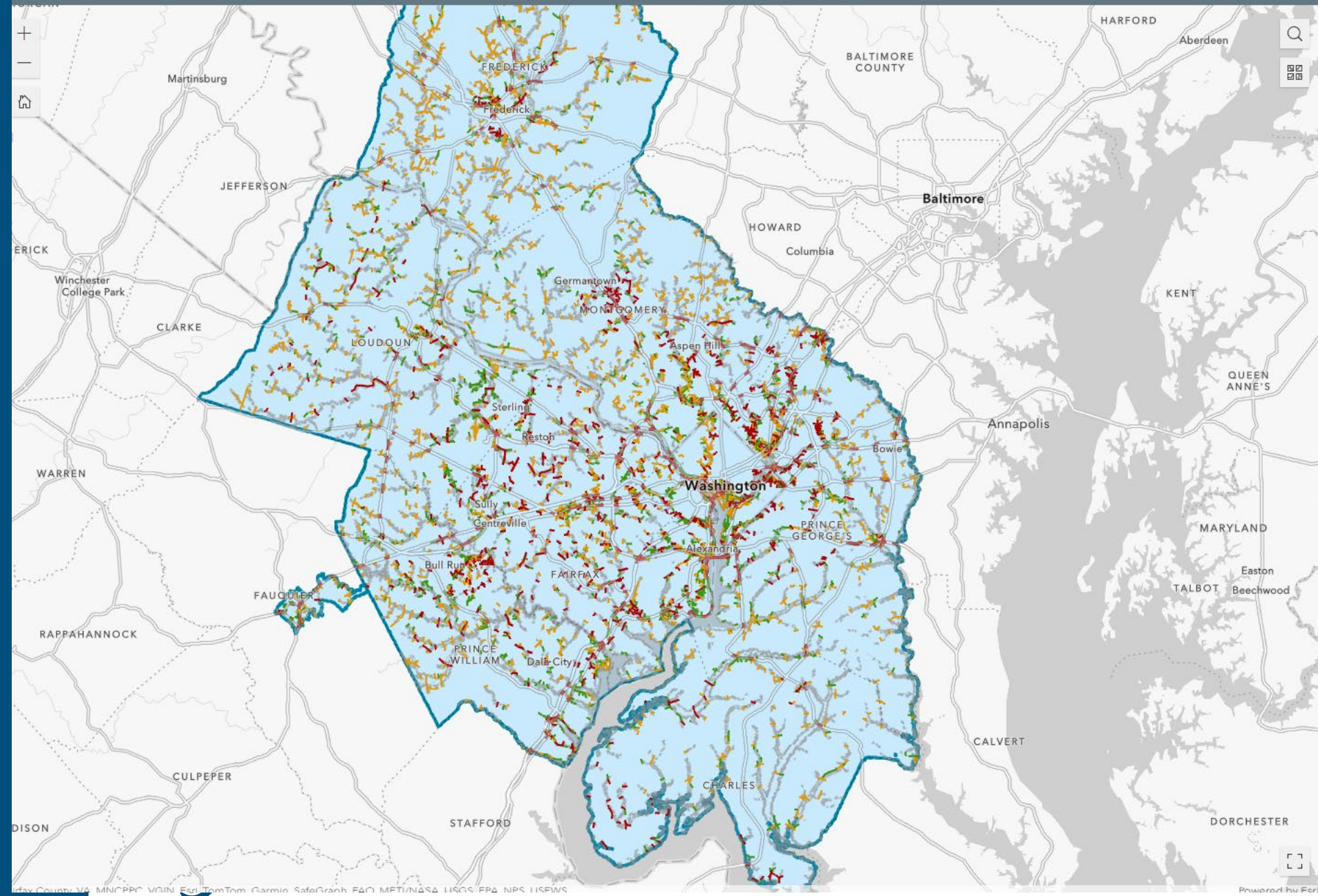


Layers	Legend
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<input type="checkbox"/>	Rail Stops ...
<input type="checkbox"/>	Inland Flooding Risk Score - Bridges ...
<input type="checkbox"/>	Bridges ...
<input checked="" type="checkbox"/>	Inland Flooding Risk Score - Bus Stops ...
<input type="checkbox"/>	Temperature Risk Score - Bus Stops ...
<input type="checkbox"/>	Bus Stops ...
<input type="checkbox"/>	Inland Flooding Risk Score - Roads ...
<input type="checkbox"/>	SLR Risk Score - Roads ...
<input type="checkbox"/>	Roads ...
<input type="checkbox"/>	Active Transportation ...
<input type="checkbox"/>	Inland Flooding Zones - Hazard ...
<input type="checkbox"/>	Median Surface Temperature (°F) - Hazard ...
<input type="checkbox"/>	Strong Wind Events (NRI) - Hazard ...
<input type="checkbox"/>	Sea Level Rise (ft.) - Hazard ...
<input type="checkbox"/>	Tree Canopy Coverage (MRLC) ...
<input checked="" type="checkbox"/>	Equity Emphasis Areas ...
<input checked="" type="checkbox"/>	Transportation Planning Board (TPB) Boundary ...




Click the button below to add data to the map. Once the data layer is added, click the layer's 'Actions' button and 'Add to map'.

[+ Click to add data](#)

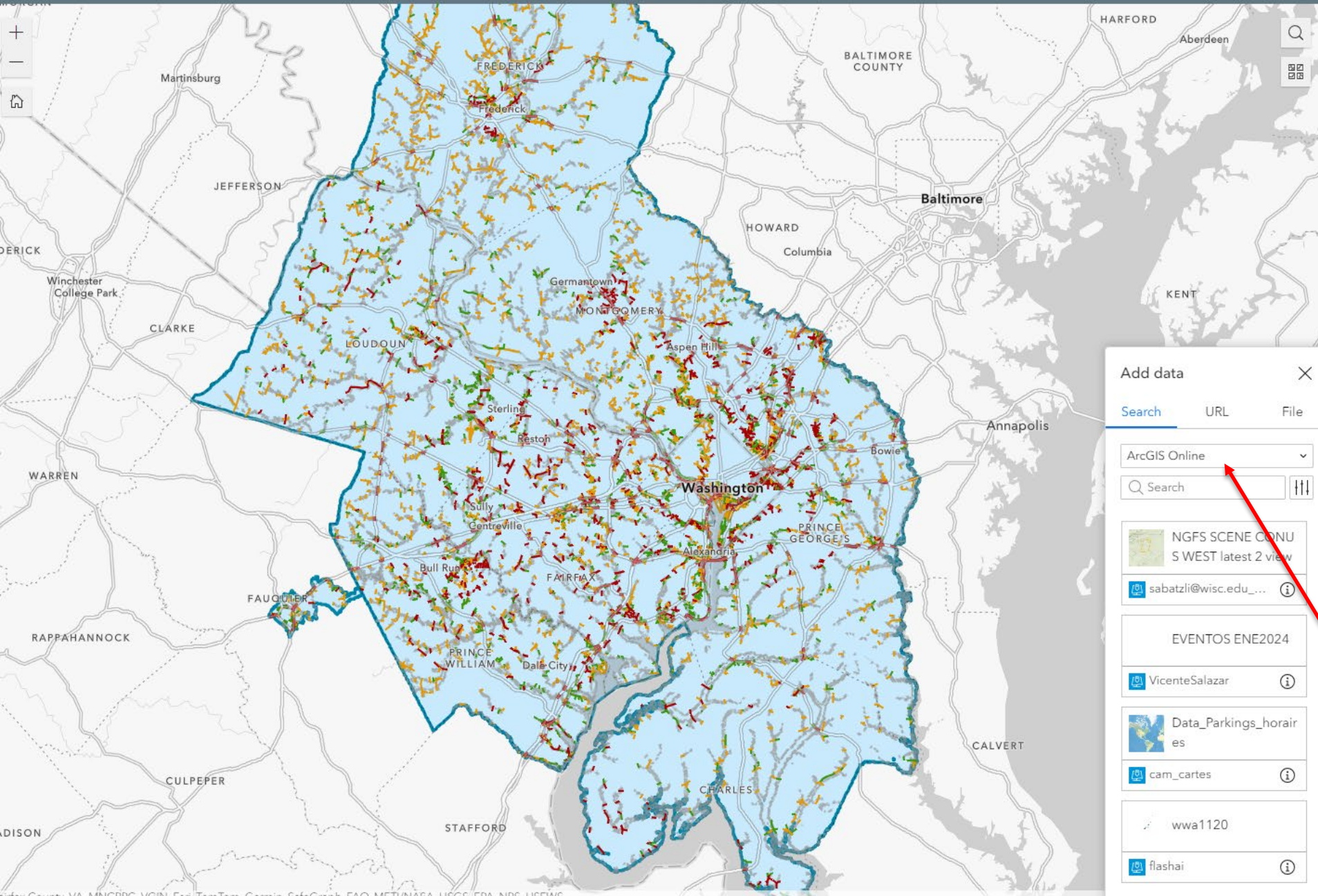


Layers	Legend
<input type="checkbox"/>	Temperature Risk Score - Rail Routes ...
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<input type="checkbox"/>	Inland Flooding Risk Score - Rail Stops ...
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<input type="checkbox"/>	Rail Stops ...
<input type="checkbox"/>	Inland Flooding Risk Score - Bridges ...
<input type="checkbox"/>	Bridges ...
<input type="checkbox"/>	Inland Flooding Risk Score - Bus Stops ...
<input type="checkbox"/>	Temperature Risk Score - Bus Stops ...
<input type="checkbox"/>	Bus Stops ...
<input checked="" type="checkbox"/>	Inland Flooding Risk Score - Roads ...
<input checked="" type="checkbox"/>	SLR Risk Score - Roads ...
<input type="checkbox"/>	Roads ...
<input type="checkbox"/>	Active Transportation ...
<input checked="" type="checkbox"/>	Inland Flooding Zones - Hazard ...
<input type="checkbox"/>	Median Surface Temperature (°F) - Hazard ...
<input type="checkbox"/>	Strong Wind Events (NRI) - Hazard ...
<input type="checkbox"/>	Sea Level Rise (ft.) - Hazard ...
<input type="checkbox"/>	Tree Canopy Coverage (MRLC) ...
<input type="checkbox"/>	Equity Emphasis Areas ...
<input checked="" type="checkbox"/>	Transportation Planning Board (TPB) Boundary ...



Click the button below to add data to the map. Once the data layer is added, click the layer's 'Actions' button and 'Add to map'.

[+ Click to add data](#)



Layers	Legend
<input type="checkbox"/> Inland Flooding Risk Score - Rail Stops	...
<input type="checkbox"/> Temperature Risk Score - Rail Stops	...
<input type="checkbox"/> Rail Stops	...
<input type="checkbox"/> Inland Flooding Risk Score - Bridges	...
<input type="checkbox"/> Bridges	...
<input type="checkbox"/> Inland Flooding Risk Score - Bus Stops	...
<input type="checkbox"/> Temperature Risk Score - Bus Stops	...
<input checked="" type="checkbox"/> Details	←
<input type="checkbox"/> Export	>
<input type="checkbox"/> Bus Stops	...
<input checked="" type="checkbox"/> Inland Flooding Risk Score - Roads	...
<input checked="" type="checkbox"/> SLR Risk Score - Roads	...
<input type="checkbox"/> Roads	...
<input type="checkbox"/> Active Transportation	...
<input checked="" type="checkbox"/> Inland Flooding Zones - Hazard	...
<input type="checkbox"/> Median Surface Temperature (°F) - Hazard	...
<input type="checkbox"/> Strong Wind Events (NRI) - Hazard	...
<input type="checkbox"/> Sea Level Rise (ft.) - Hazard	...
<input type="checkbox"/> Tree Canopy Coverage (MRLC)	...
<input type="checkbox"/> Equity Emphasis Areas	...
<input checked="" type="checkbox"/> Transportation Planning Board (TPB) Boundary	...

Add data

Search URL File

ArcGIS Online

Search

NGFS SCENE CONUS WEST latest 2 view
sabatzli@wisc.edu...

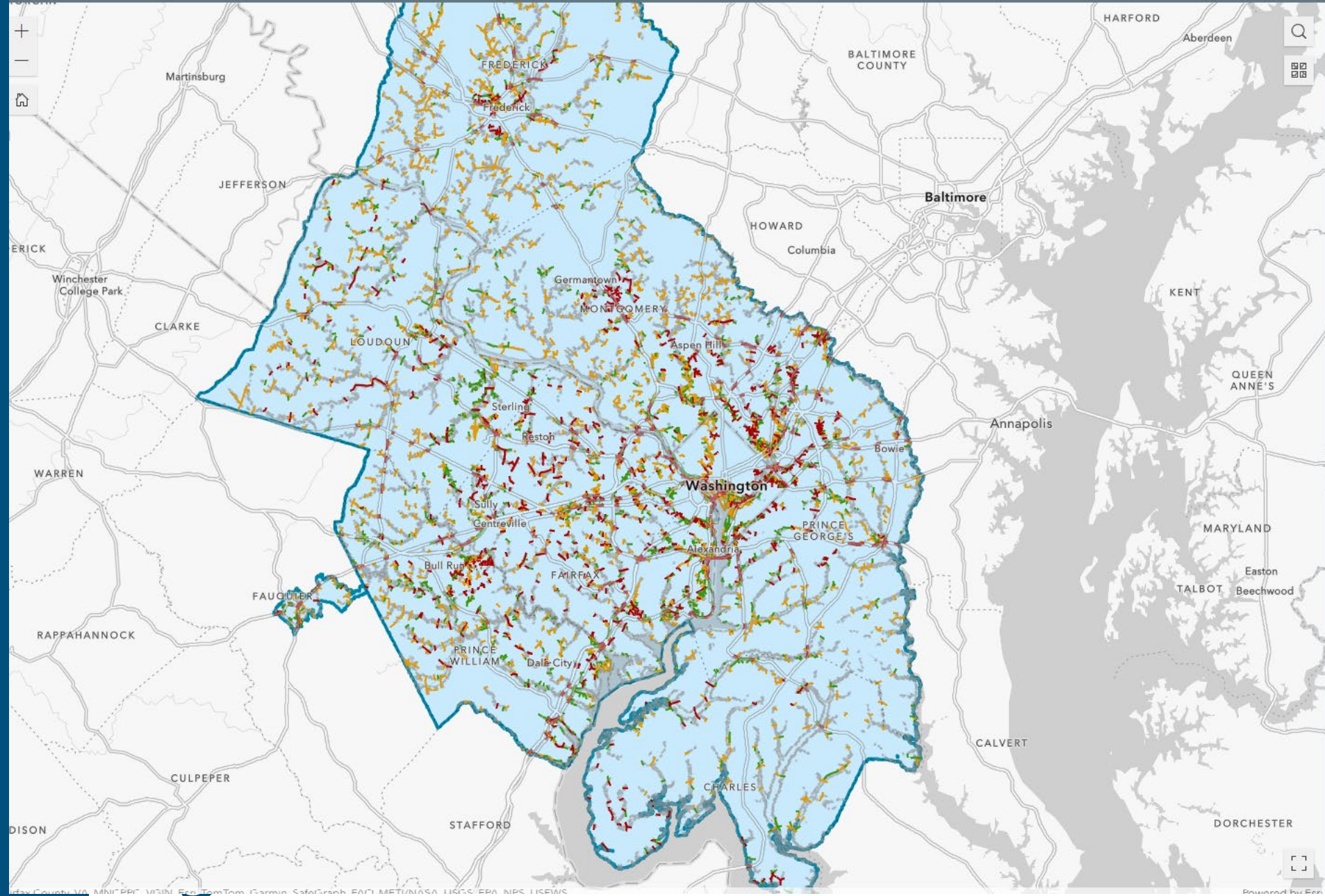
EVENTOS ENE2024
VicenteSalazar

Data_Parkings_horaires
cam_cartes

wwa1120
flashai

Click the button below to add data to the map. Once the data layer is added, click the layer's 'Actions' button and Add to map.

+ Click to add data



Layers **Legend**

Inland Flooding Risk Score - Roads

Inland Flooding Risk Score

- > 2.49 - 3
- Medium: 2.0 to 2.49
- 0.01 - 1.99

SLR Risk Score - Roads

SLR Risk Score

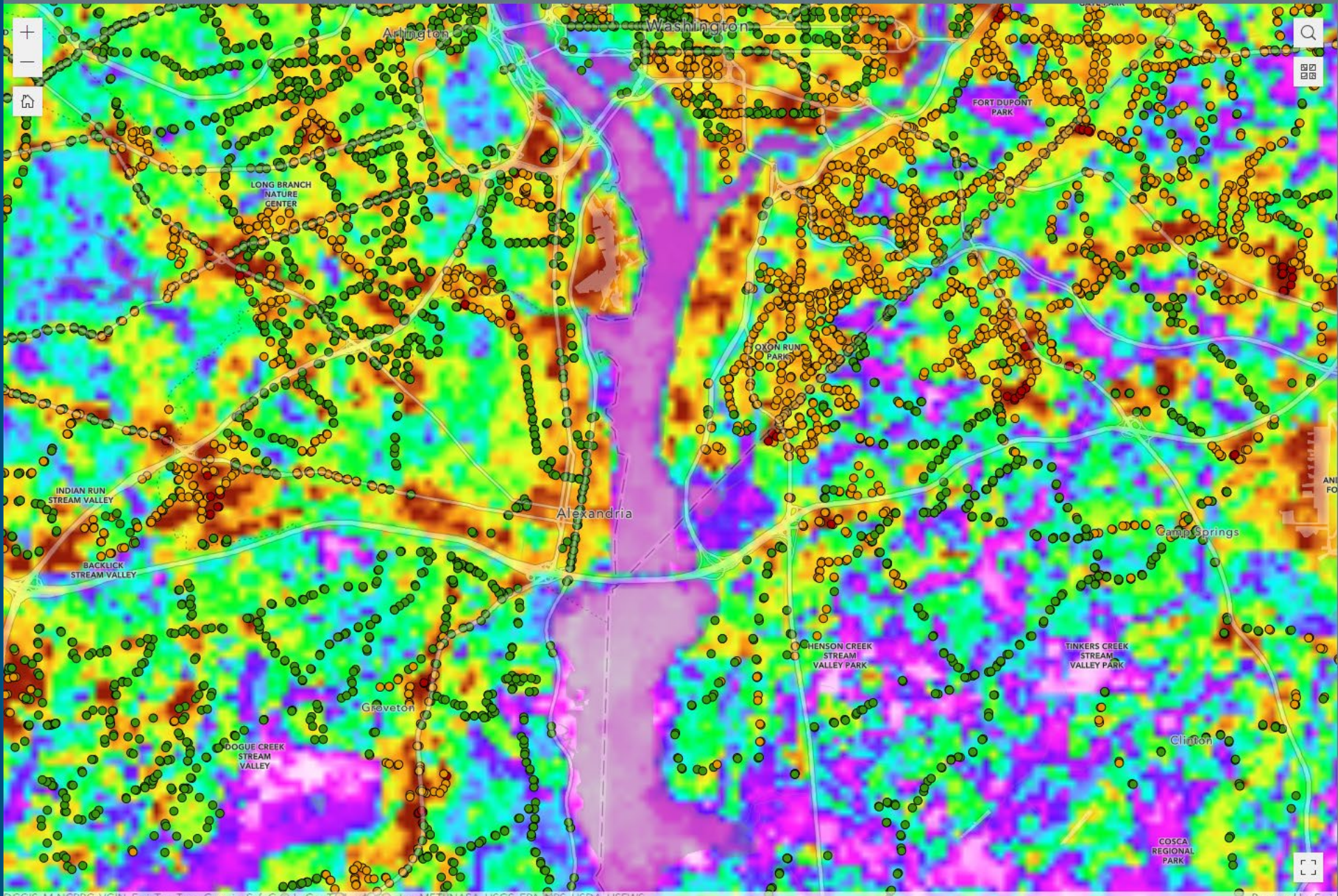
- High: 2.5 to 3.0
- Medium: 2.0 to 2.49
- Low: 0.01 - 1.99

Inland Flooding Zones - Hazard

- 100
- 500
- Extreme Scenario

Transportation Planning Board (TPB) Boundary

-



Layers	Legend
<input type="checkbox"/>	Inland Flooding Risk Score - Rail Routes ...
<input type="checkbox"/>	SLR Risk Score - Rail Routes ...
<input type="checkbox"/>	Temperature Risk Score - Rail Routes ...
<input type="checkbox"/>	Rail Routes ...
<input type="checkbox"/>	Inland Flooding Risk Score - Rail Stops ...
<input type="checkbox"/>	Temperature Risk Score - Rail Stops ...
<input type="checkbox"/>	Rail Stops ...
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<input type="checkbox"/>	Bridges ...
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<input checked="" type="checkbox"/>	Temperature Risk Score - Bus Stops ...
<input type="checkbox"/>	Bus Stops ...
<input type="checkbox"/>	Inland Flooding Risk Score - Roads ...
<input type="checkbox"/>	SLR Risk Score - Roads ...
<input type="checkbox"/>	Roads ...
<input type="checkbox"/>	Active Transportation ...



Click the button below to add data to the map. Once the data layer is added, click the layer's 'Actions' button and 'Add to map'.

[+ Click to add data](#)

TRIP Project List

- The TRIP project list will be established using a project request form, which has been shared with this group and beyond to solicit project submissions
- The list of resilience projects should address, but are not limited to, the identified priority vulnerabilities
- The following resilience criteria will be used to help define a good/reasonable resilience project:

Resilience Criteria	Description
Eligible transportation asset	Roads and highways, bridges, public transit infrastructure, active transportation infrastructure, airports, maritime infrastructure, and stormwater infrastructure.
Qualifying project type for PROTECT	<ul style="list-style-type: none"> • Resilience Planning (e.g., resilience planning activities, capacity building) • Resilience Improvements (e.g., improving drainage, elevating bridges) • Community Resilience and Evacuation Routes (e.g., redundant evacuation routes) • At-Risk Coastal Infrastructure – (e.g., relocate coastal highway infrastructure)
Targets high priority risks	The proposed project protects the most vulnerable and critical assets/services identified via the MWCOG Climate Vulnerability Assessment or identified through local studies and assessments, or areas with historic evidence of natural hazard damage.
Reduces climate risks	The proposed project reduces the risks associated with one or more climate hazards: extreme heat, inland flooding, coastal flooding, extreme winter conditions, and extreme wind.





Next Steps

- Continue to collect resilience project submissions
- Finalize project list once submission window closes (end of January 2024)
- Working Group meetings #3 & #4
- Draft and final version of plan
- Continued collaboration with member localities, state DOTs, other regions creating their own TRIPs
- Future Improvements

Route 50 in Prince George's County flooded after heavy rains in 2020. Source: WTOP News.



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National Capital Region
Transportation Planning Board

Additional slides



Phase 2 GIS Methodology: Extreme Heat



- Extreme heat & public transit
 - **Exposure indicator:** Land surface temperature (70% weighting)
 - **Criticality indicator:** MWCOG Equity Emphasis Areas (30% weighting)

Scoring Scale for Exposure

Indicator Value	Score
Top 1/3 of surface temperatures	3
Middle tier of surface temperatures (1/3-2/3) experienced in the study area	2
Bottom 1/3 of surface temperatures experienced in the study area	1

Scoring Scale for Criticality

Indicator Value	Score
Located in Equity Emphasis Area	3
Not located in Equity Emphasis Area	1





Phase 2 GIS Methodology: Inland Flooding

- Inland flooding & roads and highways, bridges, and public transit
 - **Exposure indicator:** Located in FEMA Floodplain; or Bridge-specific indicators (70% weighting)
 - **Criticality indicator:** MWCOG Equity Emphasis Areas; Functional classification (roads and bridges only) (30% weighting)

Scoring Scale for Exposure

Indicator Value	Score
Located in the 100-year floodplain	3
Located in the 500-year floodplain	2
Located in the 500-year floodplain + differential buffer	1
Not inundated	0

Scoring Scale for Criticality Indicators

Indicator	Indicator Value	Score
MWCOG Equity Emphasis Area	Located in Equity Emphasis Area	3
	Not located in Equity Emphasis Area	1
Functional Classification	Interstate, Other freeways or expressways	3
	Other principal arterial	2
	Major and minor collector, minor arterial local	1

Phase 2 GIS Methodology: Coastal Flooding



- Coastal flooding was analyzed for roads and highways, bridges, and public transit
 - Exposure indicator:** Depth of inundation from a 2 feet sea level rise scenario; or Bridge-specific indicators (70% weighting)
 - Criticality indicator:** MWCOG Equity Emphasis Areas; Functional classification (for roads and bridges only) (30% weighting)

Scoring Scale for Exposure

Indicator Value	Score
Inundation of ≥ 1 ft	3
Inundation of $0.5 < x \leq 1$ ft	2
Inundation of $0 < x \leq 0.5$ ft	1
Not inundated	0

Scoring Scale for Criticality Indicators

Indicator	Indicator Value	Score
MWCOG Equity Emphasis Area	Located in Equity Emphasis Area	3
	Not located in Equity Emphasis Area	1
Functional Classification	Interstate, Other freeways or expressways	3
	Other principal arterial	2
	Major and minor collector, minor arterial local	1



Phase 2: Asset-Level Analysis (GIS Analysis)

Asset	High (2.5-3)	Medium (2-2.5)	Low (0-2)
Bridges	Flood: 1	Flood: 39	Flood: 1,281
Bus stops	Temp: 196 SLR: 0 Flood: 173	Temp: 6,468 SLR: 0 Flood: 877	Temp: 15,560 SLR: 0 Flood: 378 (excluding 0s)
Rail Routes	Temp: 36 SLR: 37 Flood: 233	Temp: 716 SLR: 83 Flood: 322	Temp: 1,320 SLR: 4 (excluding 0s) Flood: 258 (excluding 0s)
Rail Stops	Temp: 0 SLR: 0 Flood: 1	Temp: 53 SLR: 0 Flood: 6	Temp: 107 SLR: 0 Flood: 4 (excluding 0s)
Roads	SLR: 123 Flood: 2,844	SLR: 49 Flood: 3,869	SLR: 44 (excluding 0s) Flood: 2,682 (excluding 0s)



GREENHOUSE GAS (GHG) EMISSIONS PERFORMANCE – FINAL RULE

Performance Based Planning and Programming (PBPP)

Eric Randall
TPB Transportation Engineer

Erin Morrow
TPB Transportation Engineer

Transportation Planning Board
January 17, 2024



National Capital Region
Transportation Planning Board

Presentation Outline

- Greenhouse Gas (GHG) Emissions Performance Final Rule
- State DOT Requirements
- MPO Requirements
- What this means for the TPB
- Specifications for estimating GHG
 - State DOT Formula
 - MPO Formula Options
- Next Steps and Schedule



GHG Final Rule

- On November 22, 2023, the Federal Highway Administration (FHWA) announced a notice of final rulemaking to establish a performance measure for greenhouse gas (GHG) emissions.
- The final rule was published in the Federal Register on December 7, 2023, and became effective on January 8, 2024.
- Requires State DOTs and MPOs to set declining targets for carbon dioxide (CO₂) emissions on the National Highway System (NHS) as part of the PBPP process.
 - Based on reference year CY 2022.



State DOT Requirements

- The new rule requires State DOTs to establish initial targets by February 1, 2024. The targets must be reported to FHWA in an Initial State DOT GHG Report.
- The rule requires 4-year and 2-year targets, aligned with the quadrennial PBPP timeline.
 - Only 4-year targets are required for the current quadrennial PBPP period, 2022 – 2025.
 - Performance against targets will first be reported in October 2026 in the Final Period Performance Report due to FHWA.



MPO Requirements

- MPOs have up to 180 days following State DOT establishment of targets to establish 4-year targets.
 - MPOs establish targets for their metropolitan planning area (MPA) as well as each urban area > 200K population.
 - MPOs may support State DOT targets or establish their own quantitative targets.
 - Urban areas with portions of the NHS that fall within more than one MPA must have joint quantitative targets established by the appropriate MPOs.



What this means for the TPB

- TPB will need to adopt 4-year targets for the period 2022-2025 no later than July 2024.
- Will need to adopt three geographic targets:
 - TPB metropolitan planning area
 - Washington DC-MD-VA urban area, jointly with the Baltimore Regional Transportation Board (BRTB) and the Fredericksburg Area Metropolitan Planning Organization (FAMPO)
 - Baltimore MD urban area, jointly with BRTB
- TPB staff will develop quantitative targets for the first two geographic areas and coordinate with BRTB staff on the third geographic target.



PBPP Requirements vs. TPB Goals

- On June 15, 2022, the TPB adopted Resolution R18-2022, which included the following GHG reduction goals :
 - “*The TPB adopts regional, voluntary, on-road transportation-sector-specific GHG reduction goals of 50% below 2005 levels by 2030 and 80% below 2005 levels by 2050*”
- From the perspective of the goals established by the TPB, the federally-required GHG performance measure:
 - Only applies to emissions on the NHS
 - Uses a different reference year (2022)
 - Targets are established for four-year time periods (starting with 2022-2025)
 - Applies only to CO₂ (*though CO₂ makes up the vast majority of GHG emissions from transportation*)



GHG Formulas for State DOTs

- There are no guidelines for developing quantitative targets, aside that targets must be declining.

“State DOTs and MPOs have the flexibility to set targets that work for their respective climate change policies and other policy priorities, so long as they are declining.”

- State DOTs must use a prescribed formula for calculating emissions.
- Uses three data elements:
 - CO2 factors for each on-road fuel type, posted by FHWA
 - Motor fuel consumption data collected by State DOTs and reported to FHWA in the Fuels and Financial Analysis System-Highways (Fuels & FASH) system
 - VMT data collected by State DOTs and reported to the FHWA in the Highway Performance Monitoring System (HPMS)
- There are no penalties (or incentives) associated with actual performance vs. targets.



MPO Formula Options

- MPOs have flexibility in measuring or determining performance for CO2 emissions.
- MPOs can adapt the state DOT formula:
 - “MPOs may use the MPO share of the State’s VMT as a proxy for the MPO share of CO2 emissions in the State,…”*
- Or MPOs can use other methods, as suggested by FHWA or as developed and agreed with partners:
 - “...VMT estimates along with MOVES emissions factors, FHWA’s Energy and Emissions Reduction Policy Analysis Tool (EERPAT) model, or other method the MPO can demonstrate has valid and useful results for CO2 measurement.”*



Next Steps and Schedule

- Over the next several months. TPB will coordinate with State DOTs and adjoining MPOs on evaluation and implementation of this new federal requirement, including:
 - State DOTs' data, GHG emissions performance for reference year, adopted targets, and methodology used for target development.
 - Research options available for determining GHG emissions performance and developing targets as required of the TPB.
- Anticipate briefing the TPB and Tech Committee on recommended methodology and draft targets in May, followed by TPB adoption of the required targets in June 2024.



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