



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: February 10, 2022

The attached materials include:

- Steering Committee Actions
- Letters Sent/Received
- Announcements and Updates



MEMORANDUM

TO: Transportation Planning Board
SUBJECT: Steering Committee Actions
FROM: Kanti Srikanth, TPB Staff Director
DATE: February 10, 2022

At its meeting on February 4, the TPB Steering Committee reviewed and approved two resolutions to amend the FY 2021-2024 Transportation Improvement Program (TIP) to include TIP Action 21-45.

Resolution TPB SR11-2022, requested by the Maryland Department of Transportation (MDOT), added approximately \$11.7 million for construction of the MD 337 at MD 218 and I-95/I-495 Northbound Exit BRAC Intersection Improvements project and \$9.5 million for preliminary engineering on the I-95/I-495 Interchange at Medical Center Drive Study. Funding for the MD 337 project was included in the financial analysis of Visualize 2045 and the project had been programmed in a prior TIP. The funding for the interchange at Medical Center Drive study had not previously been accounted for in the financial analysis. MDOT states that this new funding had been identified from updated programming expenditures and asserts that it does not come at the detriment of any projects currently included in the long-range plan or TIP. The MD 337 intersection improvements project is exempt from the air quality conformity requirement. The Medical Center Drive interchange study is also exempt because it only provides funding for preliminary engineering. Once the study is complete, the proposed configuration will need to be reviewed to determine if it needs to be included in the conformity analysis of the plan and TIP before it can receive funding for ROW acquisition or construction.

The second resolution, TPB SR12-2022, was also requested by MDOT as a member of the Steering Committee on behalf of Charles County. This amendment adds approximately \$3 million in funding for construction of the Poplar Hill Road Bridge over Zekiah Swamp Run Replacement project. Funding for this project had been included in a prior TIP and is fully accounted for in the Visualize 2045 financial analysis. This project is also exempt from the air quality conformity requirement.

The TPB Bylaws provide that the Steering Committee “shall have the full authority to approve non-regionally significant items, and in such cases, it shall advise the TPB of its action.” The director’s report each month and the TPB’s review, without objection, shall constitute the final approval of any actions or resolutions approved by the Steering Committee.

Attachments

- Approved resolution TPB SR11-2022 to amend the FY 2021-2024 TIP to include TIP Action 21-38, adding funds to the MD 337 at MD 218 and I-95/I-495 Northbound Exit BRAC Intersection Improvements project and to add the I-95/I-495 Interchange at Medical Center Drive study, as requested by MDOT
- Approved resolution TPB SR12-2022 to amend the FY 2021-2024 TIP to include TIP Action 21-45 adding funds for the Poplar Hill Road Bridge over Zekiah Swamp Run Replacement project

TPB Steering Committee Attendance – February 4, 2022 (only voting members listed)

TPB Chair/ VA rep.: Pamela Sebesky

MD rep.: Jason Groth

DDOT: Mark Rawlings

MDOT: Kari Snyder

VDOT: Maria Sinner
Amir Shahpar

Technical Committee Chair: Matthew Arcieri

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2021-2024 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 21-45 TO ADD THE MD 337 AT
MD 218 AND I-95/I-495 NORTHBOUND EXIT BRAC INTERSECTION IMPROVEMENT
PROJECT AND THE I-95/I-495 INTERCHANGE AT MEDICAL CENTER DRIVE STUDY, AS
REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on March 18, 2020 the TPB adopted the FY 2021-2024 TIP; and

WHEREAS, MDOT has requested an amendment to the FY 2021-2024 TIP to include TIP Action 21-45 which adds \$11.725 million in Surface Transportation Block Grant (STBG) program and state funds for construction of the MD 337 at MD 218 and I-95/I-495 Northbound Exit BRAC Intersection Improvements project (ID T6392), and \$9.5 million in National Highway Performance Program (NHPP) and state funds for preliminary engineering (PE) on the I-95/I-495 Interchange at Medical Center Drive study (ID T11578) as described in the attached materials; and

WHEREAS, the attached materials include: Attachment A) TIP Project Overview report showing how both projects will appear in the TIP after the action is approved and Attachment B) a letter from MDOT dated January 25, 2022 requesting the amendment; and

WHEREAS, both projects have been entered in the TPB's Project InfoTrak database application under TIP Action 21-45, creating the 45th version of the FY 2021-2024 TIP, which supersedes all previous versions of the TIP and can be viewed online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, full funding for the MD 337 intersection improvements project is included in the Visualize 2045 financial analysis and in the attached letter MDOT states that the \$9.5 million for the interchange at Medical Center Drive study has been identified in their updated programming expenditures and does not come at detriment to any other projects currently included in the Air Quality Conformity Analysis of the 2020 Amendment to Visualize 2045 and the FY 2021-2024 TIP; and

WHEREAS, the MD 337 intersection improvements project and the interchange at Medical Center Drive study are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

WHEREAS, once the interchange at Medical Center Drive study is complete and the proposed configuration of the interchange has been determined, the project will need to be reviewed to determine if it needs to be included in the conformity analysis of the plan and TIP before moving forward with funding for right-of-way acquisition or construction; and

WHEREAS, this resolution and amendment to the FY 2021-2024 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review and accept these materials at its next full meeting;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2021-2024 TIP to include TIP Action 21-45 which adds \$11.725 million in STBG and state funds for construction of the MD 337 at MD 218 and I-95/I-495 Northbound Exit BRAC Intersection Improvements project (ID T6392), and \$9.5 million in NHPP and state funds for PE on the I-95/I-495 Interchange at Medical Center Drive study (ID T11578) as described in the attached materials.

Approved by the TPB Steering Committee at its virtual meeting on February 4, 2022.



TIP ID T11578
Project Name I-95/I-495 Interchange at Medical Center Drive
Project Limits Interchange on I 495 at @ Medical Center Drive
Description The project is an upgrade to the existing I-95/I-495 interchange at Medical Center Drive (formerly Arena Drive). The project will address existing congestion and will accommodate increasing traffic volumes associated with future growth in the Largo Town Center and the University of Maryland Capital Region Medical Center.

Lead Agency Maryland Department of Transportation - State Highway Administration
County Prince Georges
Municipality
Agency Project ID N/A

Project Type Study/Planning/Research
Total Cost \$9,500,000
Completion Date 2025

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	NHPP	-	-	\$450,000	\$2,700,000	\$2,700,000	\$2,700,000	\$8,550,000
PE	STATE	-	-	\$50,000	\$300,000	\$300,000	\$300,000	\$950,000
	<i>Total PE</i>	-	-	\$500,000	\$3,000,000	\$3,000,000	\$3,000,000	\$9,500,000
	<i>Total Programmed</i>	-	-	\$500,000	\$3,000,000	\$3,000,000	\$3,000,000	\$9,500,000



Version History

<u>TIP Document</u>	<u>MPO Approval</u>	<u>FHWA Approval</u>	<u>FTA Approval</u>
21-45 Amendment 2021-2024	02/04/2022	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



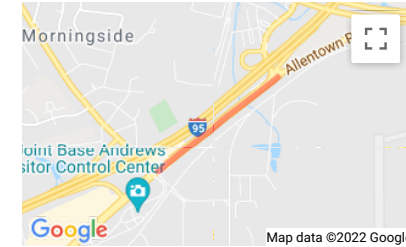
TIP ID T6392
Project Name MD 337 at MD 218 and I-95/I-495 Northbound Exit BRAC Intersection Improvements
Project Limits

Lead Agency Maryland Department of Transportation - State Highway Administration
County Prince Georges
Municipality
Agency Project ID PG7802

Project Type Road - Intersection improvement
Total Cost \$19,335,056
Completion Date 2019

Description Construction of MD 337 intersection improvements at MD 218 and at I-95/I-495 northbound exit ramp to improve access to Joint Base Andrews.

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
ROW	OEA	\$278,000	-	-	-	-	-	\$278,000
ROW	STATE	\$91,000	-	-	-	-	-	\$91,000
	Total ROW	\$369,000	-	-	-	-	-	\$369,000
CON	OEA	\$5,715,000	-	-	-	-	-	\$5,715,000
CON	STATE	\$1,526,000	-	\$586,253	-	-	-	\$2,112,253
CON	STBG	-	-	\$11,138,803	-	-	-	\$11,138,803
	Total CON	\$7,241,000	-	\$11,725,056	-	-	-	\$18,966,056
	Total Programmed	\$7,610,000	-	\$11,725,056	-	-	-	\$19,335,056



Version History

<u>TIP Document</u>		<u>MPO Approval</u>	<u>FHWA Approval</u>	<u>FTA Approval</u>
21-45	Amendment 2021-2024	02/04/2022	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$7,610,000 to \$19,335,056



Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

James F. Ports, Jr.
Secretary

January 25, 2022

The Honorable Pamela Sebesky
Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, NE, Suite 300
Washington DC 20002

Dear Chairman Sebesky:

The Maryland Department of Transportation (MDOT) requests the following amendment to the Maryland portion of the National Capital Region Transportation Planning Board's (TPB) Fiscal Year (FY) 2021-2024 Transportation Improvement Program (TIP) for one existing and one new State Highway Administration (SHA) project as described below and in the attached memo.

This action reflects MDOT SHA's updated programmed expenditures from FY 2021 to FY 2024, and as these projects do not add capacity, this amendment does not affect the Air Quality Conformity Determination for Visualize 2045.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
6392	MD 337 at MD 218 and I-95/I-495 Northbound Exit BRAC Intersection Improvements, Morningside	\$11,725	Add new construction funds for this intersection improvement project.
11578	I-95/I-495 Interchange at Medical Center Drive, Lake Arbor/Summerfield	\$9,500	Add new engineering funds to this new interchange improvement project.

MDOT requests that this amendment be approved by the TPB Steering Committee at its February 4, 2022 meeting.

The revised funding status will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The cost does not affect the portion of the federal funding which was programmed for transit, or any allocations of state aid in lieu of federal aid to local jurisdictions.

The Honorable Pamela Sebesky
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We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact Ms. Kari Snyder, MDOT Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@modt.maryland.gov. Ms. Snyder will be happy to assist you. Of course, please feel free to contact me directly.

Sincerely,

A handwritten signature in black ink, appearing to read "Tyson Byrne". The signature is fluid and cursive, with the first name "Tyson" and last name "Byrne" clearly distinguishable.

Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming

Attachment

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

MEMORANDUM

TO: DIRECTOR HEATHER MURPHY
OFFICE OF PLANNING AND CAPITAL PROGRAMMING
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: REGIONAL PLANNING MANAGER TYSON BYRNE
REGIONAL PLANNER KARI SNYDER

FROM: CHIEF MATT BAKER *MB*
REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD)

SUBJECT: REQUEST TO AMEND THE FY 2021-2024 NATIONAL CAPITAL
TRANSPORTATION PLANNING BOARD (TPB) TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)

DATE: JANUARY 25, 2022

RESPONSE
REQUESTED BY: N/A

PURPOSE OF MEMORANDUM

To request the MDOT Office of Planning and Capital Programming approve and forward to TPB for its approval the following TIP amendments.

SUMMARY

The MDOT State Highway Administration (MDOT SHA) hereby requests amendment of the FY 2021-2024 TPB TIP to reflect the following two actions.

TIP	PROJECT	PHASE	NEW FUNDING
6392	MD 337 at MD 218 and I-95/I-495 Northbound Exit BRAC Intersection Improvements, Morningside	CO	\$11,725,000
11578	I-95/I-495 Interchange at Medical Center Drive, Lake Arbor/ Summerfield	PE	\$9,500,000

ANALYSIS

MD 337 at MD 218 and I-95/I-495 Northbound Exit BRAC Intersection Improvements (TPB 6392) – This requested amendment reflects the addition of \$11,725,000 in federal NHPP and State funds to the FY 2021-2024 TPB TIP construction funding for TPB 6392. This amendment ensures the FY 2021-2024 TPB TIP reflects MDOT SHA’s updated programmed project expenditures and project schedule in FY 2021-2024. This project’s total cost is increasing from \$8 million to \$19 million, an increase that

Ms. Heather Murphy
Page Two

accounts for resolving disputed quantities estimates with the contractor and closing out the project. MDOT SHA opened the improvements to traffic in 2018.

I-95/I-495 Interchange at Medical Center Drive (TPB 11578) – This requested amendment reflects the addition of a new project to the FY 2021-2024 TPB TIP and adds \$9,500,000 in federal NHPP and State funds to the FY 2021-2024 TPB TIP design funding for TPB 11578. This amendment ensures the FY 2021-2024 TPB TIP reflects MDOT SHA updated programmed funds and project schedule in FY 2021-2024. A project scope and cost estimates will be refined in the design process, which is anticipated to proceed beginning in 2022 and continue into 2024. The addition of this project to the FY 2021-2024 TPB TIP also reflects its addition to the TPB long-range transportation plan, *Visualize 2045*. Following coordination with TPB staff, it has been determined that this project will not affect air quality conformity as it constitutes only a modification of the existing I-95/I-495 interchange at Medical Center Drive (formerly Arena Drive); as proposed, it will not require air quality conformity analysis.

The attached Statewide TIP (STIP) reports document MDOT's requested amendment with respect to funding for the above projects. These requested actions will not impact scheduling or funding availability for other projects in the current STIP, which remains fiscally constrained. The amended funding does not affect the portion of federal funding programmed for transit or allocations of state aid to local jurisdictions in lieu of federal aid.

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. MDOT published funding details in the FY 2022-2027 Consolidated Transportation Program (<https://mdot.maryland.gov/tso/Pages/Index.aspx?PageId=27>) and FY 2022-2025 Maryland STIP (<https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=117>).

Please amend the FY 2021-2024 TPB TIP and FY 2022-2025 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact Mr. David Rodgers, MDOT SHA Regional Planner, at 410-545-5670 or via email at drodgers1@mdot.maryland.gov.

ATTACHMENTS

- FY 2021-2024 TPB TIP project 6392 report
- FY 2022-2025 Maryland STIP project TPB 6392 report
- FY 2021-2024 TPB TIP project 11578 report
- FY 2022-2025 Maryland STIP project TPB 11578 report

cc: Mr. Eric Beckett, Deputy Director, Office of Planning and Preliminary Engineering, MDOT SHA
Mr. Ryan Doran, Area Engineer, District 3, MDOT SHA
Mr. William Gover, Assistant District Engineer - Construction, District 3, MDOT SHA
Mr. Bill Kucharek, Area Engineer, District 3, MDOT SHA
Eric Marabello, P.E., Director, Office of Highway Development, MDOT SHA
Mr. David Rodgers, Regional Planner, RIPD, MDOT SHA
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, MDOT SHA
Barry Smith, P.E., Acting Chief, Highway Design Division, MDOT SHA

TIP ID T6392 **Lead Agency** Maryland Department of Transportation - State Highway Administration **Project Type** Road - Intersection improvement
Project Name MD 337 at MD 218 and I-95/I-495 Northbound Exit BRAC Intersection Improvements **County** Prince Georges **Total Cost** \$19,335,056
Project Limits **Municipality** **Completion Date** 2019
Agency Project ID PG7802

Description Construction of MD 337 intersection improvements at MD 218 and at I-95/I-495 northbound exit ramp to improve access to Joint Base Andrews.

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
ROW	OEА	\$278,000	-	-	-	-	-	\$278,000
ROW	STATE	\$91,000	-	-	-	-	-	\$91,000
Total ROW		\$369,000	-	-	-	-	-	\$369,000
CON	OEА	\$5,715,000	-	-	-	-	-	\$5,715,000
CON	STATE	\$1,526,000	-	\$586,253	-	-	-	\$2,112,253
CON	STBG	-	-	\$11,138,803	-	-	-	\$11,138,803
Total CON		\$7,241,000	-	\$11,725,056	-	-	-	\$18,966,056
Total Programmed		\$7,610,000	-	\$11,725,056	-	-	-	\$19,335,056

*Map Has Not Been Marked

Version History

TIP Document	Amendment	Year	MPO Approval	FHWA Approval	FTA Approval
20-01	Amendment	2020-2023	Pending	Pending	Pending
21-45	Amendment	2021-2024	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$7,610,000 to \$19,335,056

TIP ID	T11578	Lead Agency	Maryland Department of Transportation - State Highway Administration					Project Type	Road - Interchange improvement
Project Name	I-95/I-495 Interchange at Medical Center Drive	County						Total Cost	\$9,500,000
Project Limits	Interchange on I 495 at @ Medical Center Drive	Municipality						Completion Date	2025
		Agency Project ID	N/A						
Description	The project is an upgrade the existing I-95/I-495 interchange at Medical Center Drive (formerly Arena Drive). The project will address existing congestion and will accommodate increasing traffic volumes associated with future growth in the Largo Town Center and the University of Maryland Capital Region Medical Center.								

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	NHPP	-	-	\$450,000	\$2,700,000	\$2,700,000	\$2,700,000	\$8,550,000
PE	STATE	-	-	\$50,000	\$300,000	\$300,000	\$300,000	\$950,000
	Total PE	-	-	\$500,000	\$3,000,000	\$3,000,000	\$3,000,000	\$9,500,000
	Total Programmed	-	-	\$500,000	\$3,000,000	\$3,000,000	\$3,000,000	\$9,500,000

*Map Has Not Been Marked

Version History

Current Change Reason

TIP Document
21-45 Amendment 2021-2024

MPO	FHWA	FTA
Approval	Approval	Approval
Pending	Pending	N/A

SCHEDULE / FUNDING / SCOPE - New project

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2021-2024 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 21-45 TO ADD THE POPLAR
HILL ROAD BRIDGE OVER ZEKIAH SWAMP RUN REPLACEMENT PROJECT,
AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)
ON BEHALF OF CHARLES COUNTY**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on March 18, 2020 the TPB adopted the FY 2021-2024 TIP; and

WHEREAS, MDOT has requested an amendment to the FY 2021-2024 TIP, on behalf of Charles County, to include TIP Action 21-45 which adds \$3.1 million in Surface Transportation Block Grant (STBG) program and local funds for construction of the Poplar Hill Road Bridge over Zekiah Swamp Run Replacement project (ID T6582) as described in the attached materials; and

WHEREAS, the attached materials include: Attachment A) TIP Project Overview report showing how the project will appear in the TIP after the action is approved and Attachment B) letters from MDOT and Charles County Department of Planning and Growth Management, dated January 25, 2022 requesting the amendment; and

WHEREAS, this project has been entered in the TPB's Project InfoTrak database application under TIP Action 21-45, creating the 45th version of the FY 2021-2024 TIP, which supersedes all previous versions of the TIP and can be viewed online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, full funding for this project is included in the Visualize 2045 financial analysis; and

WHEREAS, this project is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

WHEREAS, this resolution and amendment to the FY 2021-2024 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review and accept these materials at its next full meeting.

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2021-2024 TIP to include TIP Action 21-45 which adds \$3.1 million in STBG program and local funds for construction of the Poplar Hill Road Bridge over Zekiah Swamp Run Replacement project (ID T6582), as described in the attached materials.

Approved by the TPB Steering Committee at its virtual meeting on February 4, 2022.



National Capital Region
Transportation Planning Board

Summary Report for TIP Action: 21-45 Formal Amendment
 to the FY 2021-2024 Transportation Improvement Program
 Requested by Charles County
 Approved on February 4, 2022

TIP ID	T6582	Lead Agency	Charles County	Project Type	Bridge - Replace
Project Name	Poplar Hill Road Bridge over Zekiah Swamp Run	County	Charles	Total Cost	\$3,813,097
Project Limits	Bridge 200000CH0040010	Municipality		Completion Date	2022
		Agency Project ID			

Description Replace the superstructure (bridge abutments, wing walls, steel girders & concrete deck)

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	LOCAL	\$150,000	-	-	-	-	-	\$150,000
PE	STBG	\$600,000	-	-	-	-	-	\$600,000
	Total PE	\$750,000	-	-	-	-	-	\$750,000
CON	LOCAL	-	-	\$612,619	-	-	-	\$612,619
CON	STBG	-	-	\$2,450,478	-	-	-	\$2,450,478
	Total CON	-	-	\$3,063,097	-	-	-	\$3,063,097
	Total Programmed	\$750,000	-	\$3,063,097	-	-	-	\$3,813,097



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
21-45 Amendment 2021-2024	02/04/2022	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update, Schedule Change(s)

Funding Change(s):

Total project cost increased from \$750,000 to \$3,813,097

January 26, 2022

The Honorable Pamela Sebesky
Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, NE, Suite 300
Washington DC 20002

Dear Chairman Sebesky:

The Maryland Department of Transportation (MDOT) requests the following amendment to the Maryland portion of the National Capital Region Transportation Planning Board's (TPB) Fiscal Year (FY) 2021-2024 Transportation Improvement Program (TIP) for one existing project on behalf of the Charles County Department of Planning & Growth Management as described below and in the attached memo.

This action reflects Charles County's updated capital improvement program from FY 2021 to FY 2024, and as this project do not add capacity, this amendment does not affect the Air Quality Conformity Determination for Visualize 2045.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
6582	Poplar Hill Road Bridge over Zekiah Swamp Run	\$3,063	Add new construction funds for this bridge replacement project.

MDOT requests that this amendment be approved by the TPB Steering Committee at its February 4, 2022 meeting.

The revised funding status will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The cost does not affect the portion of the federal funding which was programmed for transit, or any allocations of state aid in lieu of federal aid to local jurisdictions.

The Honorable Pamela Sebesky
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We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact Ms. Kari Snyder, MDOT Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@modt.maryland.gov. Ms. Snyder will be happy to assist you. Of course, please feel free to contact me directly.

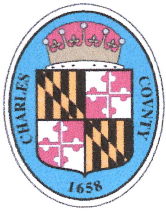
Sincerely,

A handwritten signature in black ink, appearing to read "Tyson Byrne". The signature is fluid and cursive, with the first name "Tyson" and last name "Byrne" clearly distinguishable.

Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming

Attachment

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



CHARLES COUNTY GOVERNMENT
Department of Planning & Growth Management

Deborah A. Carpenter, AICP
Director

Phone | 301-645-0692
Email | PGMadmin@CharlesCountyMD.gov

January 25, 2022

The Honorable Pamela Sebesky
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E. Suite 300
Washington, DC 20002

Dear Chairman Sebesky:

The Charles County Department of Planning & Growth Management requests an amendment to the National Capital Regional Transportation Planning Board's FY2021-2024 Transportation Improvement Program (TIP), as identified in the attachment for the Poplar Hill Road Bridge Replacement Project. The project is not currently listed in the Constrained Long Range Plan (CLRP) as it is a minor project which does not enhance capacity and therefore, does not need air quality conformity analysis. The purpose of this amendment is to include this minor project in the TIP so that it will be eligible for federal funding. The bridge replacement project is funded from the Federal Bridge Program at an 80/20 split with the remaining (20%) funding to come from the local government (Charles County).

This amendment is being sought for funding in FY2022 for construction for the bridge replacement project, which has been found to be structurally deficient, and in need of replacement. While this bridge is owned, operated, and maintained by Charles County, we are seeking federal funds to assist us in the replacement project.

Charles County requests that this amendment be approved by the Transportation Planning Board Steering Committee at its February 4, 2022 meeting. We appreciate your consideration of our request and we look forward to a favorable outcome. If you should have any questions, please do not hesitate to contact Mr. Jason Groth, Deputy Director of Planning & Growth Management by calling (301) 396-5814 or by email to grothj@charlescountymd.gov.

Sincerely,

Deborah A. Carpenter, AICP
Director

Cc: Mark Belton, County Administrator
Bernard (Wilson) Cochran, Acting Director of Public Works
John Stevens, Chief of Capital Services
Stephen Staples, Chief of Roads
Jason Groth, Deputy Director of Planning & Growth Management

- Preliminary

5 - Congressional District

- Final 25C

CHARLES COUNTY LOCAL GOVERNMENT BRIDGE REPLACEMENT/REHABILITATION

A. FEDERAL AID PROGRAMING DOCUMENT

Federal Contract No AC-STBG-1200 (6)E
State Contract No CH378ZM2

Local/Termini: Br. No. CH-0040001 on Poplar Hill Rd. over Zekiah Swamp Run Waldorf, Md. 2.5 miles E of MD5

ADT

Present/Yr.: 4422/ 2017
Future/Yr. : 6890/ 2032

Local Contract No. IFB 22-30
Item No. 63790

Project Length: 0.19 Miles
State Road Inventory Milepoints: N/A

Federal-aid System: OFF NHS
Probable Ad Date: April 2022

Local/State Supplemental Agreement Required: Yes No

B. WORK PHASE

	Total Cost	Federal Funds	State/Local
PE			
ROW			
Constr. (Neat & 10%)	<u>3,063,097</u>	<u>2,450,478</u>	<u>612,619</u>
Project Total:	<u>3,063,097</u>	<u>2,450,478</u>	<u>612,619</u>

C. PUBLIC HEARINGS

Required Location Hearing (Date: _____)
 Not Required Design Hearing (Date: _____)
 To be determined Combined Hearing (Date: _____)

D. PREVIOUS FEDERAL-AID PROJECTS

PE _____ ROW _____

G. PROJECT DESCRIPTION

1. Existing Conditions: The existing structure is a two-span timber bridge with overall structure length of 44'-6" and clear roadway width of 33'-0" between timber curbs. The super structure has two 22'-0" spans consisting of timber beams, with a timber deck and a 2" thick asphalt wearing surface. The bridge carries two-lane roadway. The bridge is supported on two pile bent abutments with timber lagging wing walls and a single timber pile bent pier. The existing structure has weight restrictions.

2. Proposed Project: The proposed bridge is a single span prestressed concrete slab bridge that will be 63'-0" long and 34'-0" wide out to out. The bridge will have clear roadway width of 29'-8", which consists of two 12'-0" lanes and 2'-10" shoulders. The project is listed on the county's approved Structural Management Plan.

3. Additional right-of-way No Proposed width: 0 Feet Relocation(s) required? No No. of businesses/residents: 0

H. BRIDGE ELEMENTS

Bridge Replacement Bridge No. 200000CH0040010 Code: 243 404 Permit (Navigation Required
 Bridge Rehabilitation Sufficiency Rating 21.5 Bridge Length: 63' Clearance) Not Required

I. CONSTRUCTION DATA

1. Construction within 4 miles of airport? No
2. Contract Award: Bid Force Account Other, explain _____
If force account, work by: _____
3. Utility relocation/adjustment required? Yes Name of Utility SMECO/Verizon pole relocation Estimated Cost TBD
Railroad relocation/adjustment required? No Name of Railroad N/A Estimated Cost N/A

PREPARED BY: Art Swann DATE: 8/6/2021 TELEPHONE: 301-885-1314 COUNTY/FIRM: Charles County

MDOT SHA Recommendation for Approval: _____ MDOT SHA Approval of Federal Funds: _____ MDOT SHA/FHWA Approval of Federal Funds: _____

Paul J. Thornton 12/15/2021
Acting Director, Office of Structures Date

Mauricio Agostino 12/17/2021
Acting Deputy Administrator / Chief Engineer of Date
Planning, Engineering, Real Estate and Environment

Rural Road

Urban Road

I. DESIGN DATA:

DESIGN ELEMENT	* EXISTING ELEMENT	* PROPOSED DESIGN CRITERIA	** MEETS SHA/ASSHTO DESIGN STANDARD
Design Speed	50 mph.	50 mph.	Yes
Posted Speed Limits	40 mph.	40 mph.	Yes
Number of Lanes	2	2	Yes
Through-Lane Width	10-11 ft.	10-12 ft.	No
Aux.-Lane Width	12 ft.	12 ft.	Yes
Shoulder Width	Right	2.5 ft.	No
	Left	2.5 ft.	No
Cross Slope	0.02 ft./ft.	0.02 ft./ft.	Yes
Horizontal Alignment:			
Curvature *	Yes	Yes	Yes
Superelevation *	No	No	No
Sight Distance *	Yes	Yes	Yes
Vertical Alignment:			
Grades *	Yes	Yes	Yes
Sight Distance *	Yes	Yes	Yes
Bridge Clear Width	30 ft.	30 ft.	Yes
Bridge Railings *	Yes	Yes	Yes
Median Width	0 ft.	0 ft.	Yes
Clear Zone Width	8 ft.	8 ft.	Yes
Ditch Slopes (front/back)	N/A	N/A	Yes
Culvert End Treatments *	N/A	N/A	Yes
Guardrail *	Yes	Yes	Yes
Signing *	Yes	Yes	Yes
Pavement Markings *	Yes	Yes	Yes

* Indicate yes, no, or N/A whether "Existing Condition" meets applicable SHA Design Guide standard. Indicate yes, no, or N/A whether "Proposed Design" will improve existing condition.

** If criteria does not meet applicable standards, a design exception must be requested prior to P.S.&E. submittal.

J. CERTIFICATION

- This project meets all applicable AASHTO/SHA design criteria. Approval of the SHA Chief Engineer is not required.

- The construction of this project incorporating the above design feature is recommended for Federal funding. Justification for proposed design elements that do not meet applicable AASHTO/SHA design criteria, and three-year accident history/analysis are attached.

Note: Complete Sections 1 (Design Data) and J (Certification) using the information available. Missing or revised data should be provided as the project develops.



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: February 10, 2022

The attached letter was sent/received since the last TPB meeting.

February 4, 2022

The Honorable Al Carr
Delegate
Maryland General Assembly
6 Bladen St.
Annapolis, MD 21401

Re: HB469, Motor Vehicle Administration – Traffic Control Signal Monitoring Systems – Reciprocal Agreements

Dear Delegate Carr:

Thank you for your recent correspondence sharing information on HB469, Motor Vehicle Administration – Traffic Control Signal Monitoring Systems - Reciprocal Agreements, that you are sponsoring with Delegate Mary A. Lehman in the current legislative session.

As noted in the posted synopsis for the bill, HB469 would authorize the Maryland Motor Vehicle Administration to “enter into a certain agreement with another jurisdiction for the reciprocal enforcement of traffic violations recorded by a traffic control signal monitoring system under certain circumstances; [and] requiring a political subdivision to coordinate with the Administration to facilitate the reciprocal enforcement of violations recorded by a traffic control signal monitoring system...”.

To contribute background to the discussion of HB469, I am providing the attached [December 15, 2021 letter](#) sent on behalf of the National Capital Region Transportation Planning Board (TPB) at the Metropolitan Washington Council of Governments (COG). The letter urged the proactive involvement of the Governors of Maryland and Virginia and the Mayor of the District of Columbia to establish interjurisdictional reciprocity for citations issued by automated traffic safety enforcement systems.

There are both parallels and differences between HB469 and what was envisioned in the TPB’s letter. First, the TPB’s letter would indicate ensuring that the District of Columbia would be an eligible party to such an agreement that Maryland would forge with other states. Also, red light running enforcement as addressed in HB469 is one of several traffic safety infractions described in the TPB letter that could be addressed in reciprocity agreements, which could also include speed enforcement.

Thank you for your work on the important topic of traffic safety. If you have any questions, please feel free to contact me.

Sincerely,



Chuck Bean
Executive Director

The Honorable Al Carr
February 4, 2022

cc: The Honorable Charles Allen, District of Columbia Councilmember; 2021 TPB Chair
The Honorable Mary A. Lehman, Maryland State Delegate
The Honorable Pamela Sebesky, City of Manassas Vice Mayor; 2022 TPB Chair



National Capital Region
Transportation Planning Board

December 15, 2021

The Honorable Muriel Bowser, Mayor, District of Columbia
The Honorable Larry Hogan, Governor, State of Maryland
The Honorable Ralph Northam, Governor, Commonwealth of Virginia

Re: Establishing Interjurisdictional Reciprocity of Automated Enforcement Citations to Improve Regional Traffic Safety

Dear Mayor Bowser, Governor Hogan, and Governor Northam:

I am writing on behalf of the National Capital Region Transportation Planning Board (TPB) at the Metropolitan Washington Council of Governments (COG), to urge your proactive involvement to establish interjurisdictional reciprocity for citations issued by automated traffic safety enforcement systems across the District of Columbia, Maryland, and Virginia.

As the federally-designated metropolitan planning organization (MPO) for Washington, D.C., Suburban Maryland, and Northern Virginia, the TPB has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process for the metropolitan area, with roadway safety being a key responsibility.

The FAST Act mandates MPOs like the TPB to gather and analyze transportation safety data within a Performance-Based Planning and Programming (PBPP) process, and, working with the state transportation safety offices of the District, Maryland, and Virginia, annually adopt regional targets for roadway fatalities and serious injuries. Your state safety officials have been cooperating with and supporting the TPB in its efforts to reduce roadway fatalities and serious injuries through the development and implementation of proven effective safety countermeasures at the state, regional, and local levels, and the TPB thanks you and them for their assistance and support.

However, these PBPP responsibilities have led to sobering discussions by the TPB regarding the unacceptably high numbers of fatalities and serious injuries on the region's roadways which is contrary to the TPB's vision and the region's aspirations. These discussions have led to an increased focus by the TPB on roadway safety, notably spelled out in TPB Resolution [R3-2021](#) (July 22, 2020). This resolution establishes a Regional Roadway Safety Policy and includes associated Roadway Safety and Equity Policy Statements describing the TPB's commitment to reduce fatalities and serious injuries on the region's roadways in a fair and equitable manner. The resolution also established a Regional Roadway Safety Program to assist TPB member jurisdictions and agencies to identify and implement evidence-based roadway safety countermeasures. We appreciate the involvement and support your agencies have provided to this new program. TPB Resolution R3-2021 includes a list of dozens of recommended engineering, education, and enforcement strategies and countermeasures that can, if implemented, significantly reduce the number of people killed or seriously injured throughout the region. The use of appropriately designed automated traffic safety enforcement is one of the evidence-based countermeasures listed in the resolution.

Enforcement is a critical strategy, especially as a means to communicate that there will be consequences for dangerous driving behaviors. The TPB understands that the existing Driver License Compact, of which all three jurisdictions are members, allows for reciprocity across state lines for

Mayor Muriel Bowser, Governor Larry Hogan, and Governor Ralph Northam
December 15, 2021

traffic moving violations as traditionally issued by law enforcement personnel in the field, but such legal reciprocity does not currently include citations issued by automated traffic enforcement devices.

Appropriately designed, data-driven automated enforcement systems have had success in many parts of the nation in improving safety outcomes for speeding, red light running, and other infractions that states and the District may choose to enforce through automated enforcement systems. But the high levels of cross-boundary driving in the National Capital Region, combined with the lack of interjurisdictional reciprocity for automated traffic enforcement penalties, has resulted in fewer drivers being held accountable for their dangerous driving behaviors, thereby diminishing this strategy's effectiveness.

Given the evidence supporting the effectiveness of appropriately designed automated enforcement systems in improving safety outcomes, plus the unacceptably high levels of fatalities and serious injuries on the region's streets and roads, the TPB urges you to work collaboratively to create a multijurisdictional safety taskforce to work toward an agreement on reciprocity for automated traffic enforcement citations issued across the District of Columbia, Maryland, and Virginia, as a critical step toward reducing roadway fatalities and serious injuries in each of your states, and our region. As part of the taskforce's work, it will be important to recognize that automated enforcement is evolving differently in each jurisdiction and that reciprocity should prioritize enforcement for citations that are most directly tied to road safety. TPB further recommends that this safety taskforce among the District of Columbia, Maryland, and Virginia also review existing traffic laws and criteria for automated enforcement, and make recommendations for potential legislative action that will allow for consistency in meeting our region's safety goals; this may be an area where the TPB staff and members could provide support.

I express the sense of the entire board when I say that the TPB stands ready to support your activities in this regard and in advancing a continuing, cooperative, and comprehensive metropolitan transportation planning process. Please feel free to contact TPB Director Kanathur (Kanti) Srikanth or any member of our board for assistance in advancing this critical goal for the region's transportation system.

Sincerely,



Charles Allen
TPB Chairman

cc: Everett Lott, Acting Director, District Department of Transportation
Gregory Slater, Secretary, Maryland Department of Transportation
Shannon Valentine, Secretary, Virginia Department of Transportation
Kanathur N Srikanth, Director, Transportation Planning Board



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: February 10, 2022

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Sarah Bond, Stacy Cook, and John Swanson, TPB Transportation Planners
SUBJECT: Report on the “Aspiration to Implementation” Public Engagement Activity
DATE: February 10, 2022

In the summer of 2021, the TPB conducted a virtual public engagement campaign, called “Aspiration to Implementation,” to solicit input for the update of Visualize 2045, the region’s long-range transportation plan. The campaign used posters and signs with QR codes to obtain comments from the general public about ways in which regional transportation projects, programs, and policies have affected their daily lives. The posters asked people for their personal reflections on projects or policies that are linked to the TPB’s seven Aspirational Initiatives, which are policy-level strategies approved by the TPB in 2018.

More than 400 respondents provided feedback on how the Aspirational Initiatives have been useful and what might be improved or expanded to ensure future success. The personal experiences documented through the QR comments help to make the case that the regional policies embodied in the TPB’s Aspirational Initiatives are already making a difference in people’s lives – and could potentially be even more impactful if implementation were accelerated. This input, along with the other outreach conducted for the plan, will help to establish a starting point for future long-range transportation planning activities of the TPB.

The Aspiration to Implementation Report, which is attached to this memo, can also be found on the Visualize 2045 [website](#). The full URL is below:

www.visualize2045.org/wp-content/uploads/2022/02/Final-Report-Viz2045-Aspiration-to-Implementation-Public-Engagement-1.pdf

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

VOICES OF THE REGION

Summary of the *Aspiration to Implementation*
Public Engagement Activity

February 2022

VOICES OF THE REGION: SUMMARY OF THE ASPIRATION TO IMPLEMENTATION PUBLIC ENGAGEMENT ACTIVITY

ABOUT VISUALIZE 2045 & THE TPB

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

Visualize 2045 is developed by the National Capital Region Transportation Planning Board (TPB), the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, 24 local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

CREDITS

Report contributors: Sarah Bond, Stacy Cook, John Swanson

ACKNOWLEDGEMENTS

Thank you to past TPB staff member Karen Armendariz for conceptualizing and launching this activity. Thank you to ICF and PRR who supported this activity.

ACCOMMODATIONS POLICY

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

TITLE VI NONDISCRIMINATION POLICY

The Metropolitan Washington Council of Governments (COG) operates its programs without regard to race, color, and national origin and fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations prohibiting discrimination in all programs and activities. For more information, to file a Title VI related complaint, or to obtain information in another language, visit www.mwcog.org/nondiscrimination or call (202) 962-3300.

El Consejo de Gobiernos del Área Metropolitana de Washington (COG) opera sus programas sin tener en cuenta la raza, el color, y el origen nacional y cumple con el Título VI de la Ley de Derechos Civiles de 1964 y los estatutos y reglamentos relacionados que prohíben la discriminación en todos los programas y actividades. Para más información, presentar una queja relacionada con el Título VI, u obtener información en otro idioma, visite www.mwcog.org/nondiscrimination o llame al (202) 962-3300.

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PROJECT OVERVIEW

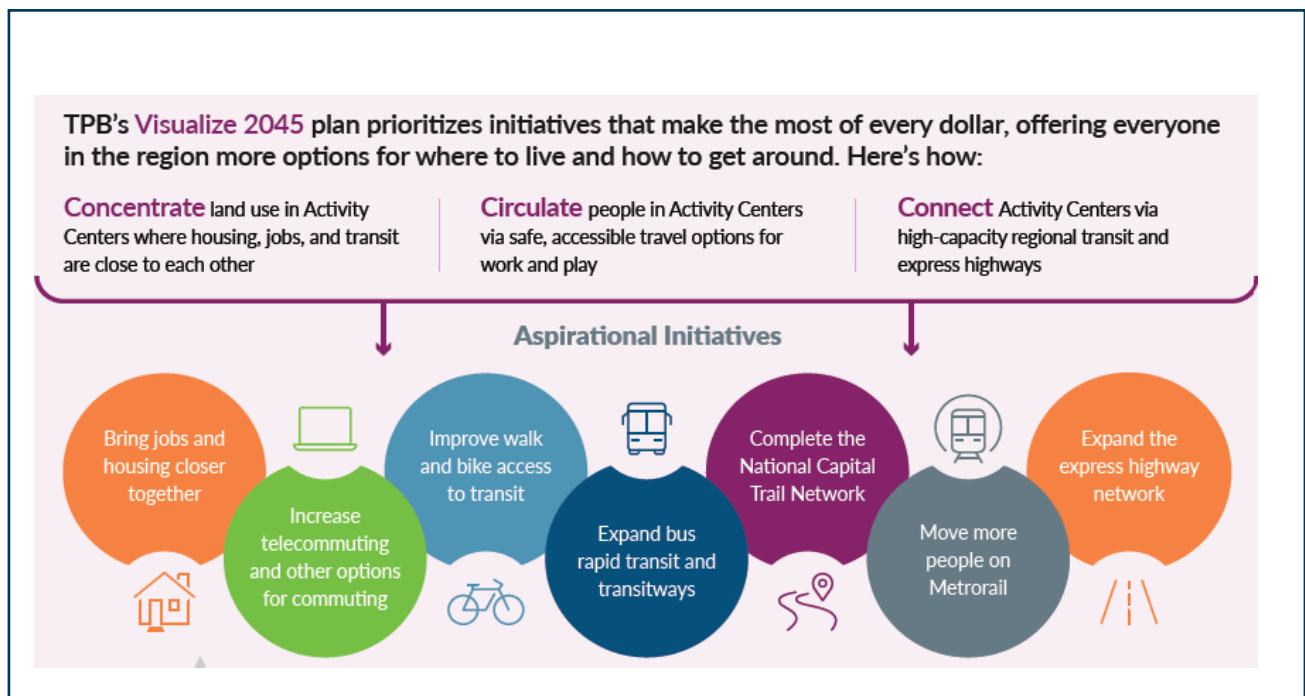
In the summer of 2021, the TPB conducted a virtual public engagement campaign, called Aspiration to Implementation, to solicit input for the update of Visualize 2045, the region’s long-range transportation plan. The campaign used posters and signs with QR codes to obtain comments from the general public about ways in which regional transportation projects, programs, and policies have affected their daily lives.

The campaign’s QR code posters asked people for their personal reflections on projects or policies that are linked to the TPB’s seven Aspirational Initiatives, which are policy-level strategies approved by the TPB in 2018.

The Aspirational Initiatives are:

- Bring Jobs and Housing Closer Together
- Expand Bus Rapid Transit and Transitways Regionwide
- Move More People on Metrorail
- Provide More Telecommuting and Other Options for Commuting
- Expand Express Highway Network
- Improve Walk and Bike Access to Transit
- Complete the National Capital Trail Network

Figure 1 The TPB’s Aspirational Initiatives



The Aspiration to Implementation QR campaign was designed to “meet people where they are” and ask for feedback as they interact with projects that align with TPB policies. The respondents provided feedback on how the initiatives have been useful and what might be improved or expanded to ensure future success.

The personal experiences documented through the QR comments in this report help to make the case that the regional policies embodied in the TPB’s Aspirational Initiatives are already making a difference in people’s lives – and could potentially be even more impactful if implementation were accelerated. This input, along with the other outreach conducted for the plan, will help to establish a starting point for future long-range transportation planning activities of the TPB.

Implementing the Activity

Working with the consultant firms of ICF and PRR, the project team installed posters and signs in more than 40 locations throughout the region. The locations were strategically chosen to highlight projects or policies— such as a new BRT line or a trail— that illustrated one of the Aspirational Initiatives. The project team conducted extensive research to identify potential locations and secure permission for the sign installation.

The posters, which were tailored for each Aspirational Initiative, featured provocative questions to get respondents to share their comments. In regional Activity Centers, for example, the QR code posters asked: “How does having options to live near your job, school and shops affect your life?” As an incentive, people who participated by providing comments were given the chance to win a gift card of \$100.

The posters asked participants to scan the QR code, which led to a website with a survey where they could provide their thoughts about the Aspirational Initiative in question. The website also included an informational [video](#) about the initiatives.

Two of the questions on the online survey used a closed-answer (check-box) format. These questions asked 1) how satisfied the respondent was with the implementation of the initiative and 2) how important the initiative was to them. For example, the Aspirational Initiative calling for the region to move more people on Metrorail asked: “How satisfied are you with the frequency of 8-car trains?” and “How important is having frequent Metrorail and 8-car trains to you?”

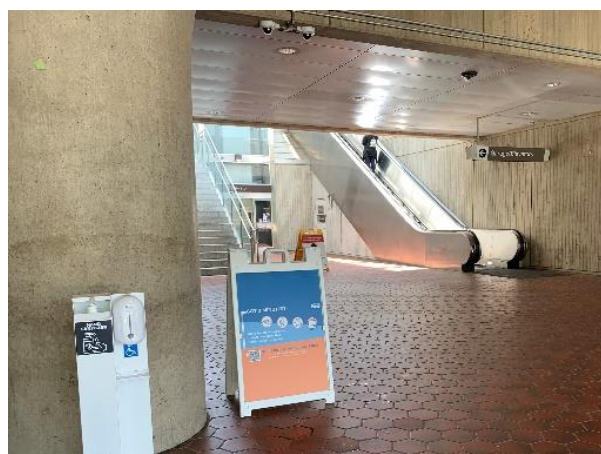


Figure 2: Aspiration to Implementation sign at Largo Town Center Metrorail Station (PRR)

A final question on the online form, which was open-ended, repeated the question on the poster that caught the participant’s attention in the first place. Again, these questions asked participants to share information about how the Aspirational Initiative concepts affect their daily lives. It is worth noting that the general line of inquiry did not talk about Aspirational Initiatives per se and generally avoided jargon. Rather, the activity used the language of projects and options – such as trails, express buses, or increased telework – that represented improvements that people can relate to as individuals.

Residents who did not encounter the QR code signs also had the opportunity to go directly to the website to respond to the form online. This direct opportunity input was advertised through email notices and social media.

Outreach Approach: Open and Virtual

The Aspiration to Implementation QR posters sought input from anyone who cared to contribute. Earlier phases of outreach for Visualize 2045, which were invitation-only activities, included a representative survey and a series of focus groups. Those earlier efforts were designed as rigorous public opinion research activities. In contrast, the QR campaign was intended to be an open opportunity for the public to share – and for decision-makers to learn about – whether and how regional policies are making a difference in people’s lives.

Prior to the COVID-19 pandemic outbreak, staff anticipated that this phase of open outreach for the long-range transportation plan update would feature public forums or workshops. Unfortunately, such efforts were not possible. Although the country was gradually reopening in the summer of 2021, the pandemic was not over, and face-to-face engagement techniques were not yet appropriate for public engagement. Therefore, the TPB staff decided to conduct outreach that was completely virtual, which included an online meeting and use of social media to highlight and advertise the activity.



Figure 3 Aspiration to Implementation Sign at Prince William County Park and Ride

Happily, there were clear benefits from the virtual approach. Although there is no substitute for in-person events, virtual engagement provided the opportunity to hear from people who might not normally have participated in the regional planning process. As the world returns to a post-pandemic new normal, it is likely that the TPB will continue to employ virtual engagement tools.

Response Rate

The total number of responses to the survey was 428. These included respondents from all of the TPB’s member jurisdictions. The respondents reported themselves as belonging to the following age and racial categories:

- 1.4% Less than 18 years old
- 17.3% 18-24 years old
- 32.5% 25-34 years old
- 19.2% 35-44 years old
- 14.5% 45-54 years old
- 9.1% 55-64 years old
- 4% More than 64 years old
- 2% Other/Non-responsive
- 61% White
- 17.5% Black/African American
- 9.6% Hispanic/Latino
- 7.9% Asian
- 4% Other/Non-responsive

While the overall number of substantive comments was high for this type of outreach, the responses were not evenly distributed among the seven Aspirational Initiatives. The largest number of responses was 132 for the initiative “Improve Walk and Bike Access to Transit.” In contrast, the initiative “Provide More Telecommuting and Other Options for Commuting” only solicited 10 responses.

This inconsistency among the responses was likely related to the way the activity itself – asking people to respond to posters placed in physical locations – could be easily applied to some Aspirational Initiatives, but not to others. For the initiative about telework, for example, it was difficult to identify poster locations where potential respondents (i.e., people who are currently teleworking) might take a few minutes to answer some questions about the benefits of working from home at a moment when they were actually away from home. The team working on this activity did set up the signs in coffee shops and libraries, but those locations elicited few responses.

In contrast, some Aspirational Initiatives were better suited to the activity. People entering a Metro station or riding a bike on a trail encountered the signs in passing but were easily able to stop and share their input.

Analysis

TPB staff used qualitative data analysis software called MAXQDA to detect primary themes in the input received. Using an initial list of themes and subthemes, staff flagged and categorized comments and then reviewed them to comprehensively understand the feedback on the initiatives and how the information could be used to further promote implementation of and communicate about the Aspirational Initiatives.

The themes are identified in the Summary of Findings below. This section also provides a more detailed breakdown of thematic findings for each of the Aspirational Initiatives, along with selected quotes from comments received,

SUMMARY OF FINDINGS

Overall Themes

Out of 428 total written comments, the following themes were the most frequently mentioned. As shown below, nearly a quarter of respondents mentioned “time management/efficiency” in their written comments. One in five spoke about convenience and the value of having transportation options.

- **Time management/efficiency** (98 comments) – Respondents expressed a desire to save time, spend time wisely, and arrive to destinations quickly.
- **Convenience/options** (85 comments) – Respondents described the appeal of having reliable options close and accessible to where they live and work.
- **Access to Jobs/ School** (67 comments) – Respondents highlighted the importance of good access to work or school.
- **Family and Quality of Life** (65 comments) – Respondents emphasized how transportation can impact the quality of people’s personal lives, and/or the quality of the lives of their family or friends.
- **Health and Personal Well-being** (59 comments) – Respondents described how transportation can improve their physical health or mental health.
- **Safety** (44 comments) – Respondents expressed feeling personally safe or unsafe when using the transportation system and described how safety plays a role in their travel choices.
- **Connectivity** (37 comments) – Respondents commented on the importance of transportation’s connections to their destination or to other modes of transportation.
- **Environment** (37 comments) – Respondents made comments about the environment or climate change.

Findings Related to the Seven Aspirational Initiatives

For each of the seven Aspirational Initiatives, the text below provides a description of the questions that were asked on the QR signs, along with a summary of the comments received. Each initiative also includes a section called “In their own words,” which provides quotes that are thematically grouped.

BRING JOBS AND HOUSING TOGETHER

What we asked:

This Aspirational Initiative, the only one focused primarily on land use, calls for policies to increase the opportunities for people to live and work in Activity Centers — places where jobs and housing are concentrated and it is easy to walk, bike, or take transit.

The QR signs asked the question: “How does having options to live near your job, school and shops affect your life?” The signs were placed in established mixed-use developments throughout the

region that typically have a lot of pedestrian and bicycle activity. A total of 95 residents sent in their responses.

What we heard:

Overall, respondents to this QR code expressed support for the initiative and shared how these improvements have affected their daily lives – or could impact their lives in the future. The respondents included people who already live close to their jobs, those who *wish* to live closer to their jobs, and some who are content not living close to work.



To a large extent, respondents indicated they are already enjoying the benefits of the initiative. When asked how satisfied they are with how near they are to their workplaces, about two-thirds said they were very or somewhat satisfied. Similarly, nine out of ten respondents said it is extremely or very important for them to have options to live near their jobs, schools, and shops.

A major theme found in the responses was “family and quality of life.” Respondents chose to not only talk about how this initiative would improve their lives, but also the lives of those closest to them. This was a recurring theme, as many respondents also talk about described how time spent in traffic takes away from time spent with their families and affects the lives of their children.

Another common theme used was “health and personal well-being.” Respondents frequently said that a closer distance to work makes it easier to achieve a “work-life balance.” But others said that remote work no longer makes living close to work as a necessity.

A few respondents noted the equity implications of this initiative and specifically mentioned housing affordability concerns which complicate the ability of many people to aspire to this initiative.

In their own words:

- Time savings to do other things
 - *“It makes the work life balance better. Instead of a long commute you are able to get back to your family.”*
 - *“Having a job close to where I live will make me save so much time and do other things such as working out or volunteering.”*
 - *“Living near my job will give me more time for me and my family. I will not be so tired at the end of the day and I will enjoy life. Long commutes are taking much hours off my life.”*
 - *“I pay a lot for child care... the longer I sit in traffic, it’s like I am paying double: once for gas and once for the babysitters and pay more in loss of time with my family (my 4 year old son).”*
 - *“This has a massive impact on my life! The amount of things I can do in a day, the jobs available to me, and the ability to see family and friends rely on having options to live close to jobs, shopping, and school.”*

- Expanded access to non-work opportunities
 - *“It makes all the difference in the world. I’m lucky enough to live within walking distance of a metro station and it opens up a whole new world for me.”*
 - *“Being able to walk or take transport to work, shops etc. helps me be immensely more active, involved in the community, and social. Having to drive everywhere reduces my desire to leave the house.”*
 - *“I can go straight from Reston to pretty much anywhere in the Washington Metropolitan area.”*
 - *“It allows me to sleep in later and get home earlier as well as be more connected to my community.”*

- Increased access to jobs
 - *“For jobs, we have more opportunities, and we are not limited to only jobs around certain areas.”*
 - *“I walk to work and love it!”*
 - *“We know that so many of the people who work in Alexandria can’t afford to live in Alexandria, so they either have to drive into work or take transit... Making more affordable housing in Alexandria would help make people’s lives better and would combat climate change.”*

- Saving money
 - *“It allows our family to go down to only one car, subsequently allowing us to pay off debt and be more financially secure.”*
 - *“It’s cheaper because you spend less money on gas public transportation. Being able to walk to local shops is also really nice.”*
 - *“I pay a lot for childcare... The longer I sit in traffic, it’s like I’m paying double: once for gas and once for the babysitters.”*

- Helping the environment
 - *“Helping reduce individuals carbon footprint by reducing the commute.”*
 - *“Who won’t love reducing carbon footprint if metro got good frequency and had no delay operations.”*
 - *“For me being green in my daily activities is my highest priority. Ideally, I’d like a situation that also allows me to bike to work so I can spend less time at the gym, killing two birds with one stone.”*

- Enjoying convenience
 - *“If I lived closer to shops it would be easier in the event that I forgot ingredients to a recipe I forgot make up or eyeliner for a night out. Being closer to shop so I can simply run downstairs or run across the street to purchase whatever I need.”*

- General happiness
 - *“It’s a game changer. The less time I have to spend in my car, the better off I am in terms of health and well-being.”*
 - *“I am healthier and happier – and the air quality is better!”*
 - *“Being able to work in the same town/county that I live in for the past few years has been a massive improvement to my work life balance for both my wife and myself.”*

- Health benefits
 - *“When I live close to work it means I have a shorter commute and can make time to exercise or actually make a healthy dinner.”*

- *“The last time people sit in traffic, the less destructive impact we have on our waistlines and on the environment.”*
- Criticisms & suggestions
 - *“I sincerely hope these plans are made with equity in mind, allowing people of all income levels and races to have the opportunity to live closer to jobs, schools and shops (as opposed to simply well-off white people).”*

EXPAND BUS RAPID TRANSIT AND TRANSITWAYS REGIONWIDE

What we asked:

This Aspirational Initiative calls for the expansion of bus rapid transit (BRT) services throughout the region, as well as other transit options.

The QR signs about this initiative asked: “How does having faster and more frequent bus service affect your life?” The signs were placed at locations around the region where BRT and express bus services are currently in operation – particularly in Alexandria, Arlington, and Montgomery County. A total of 29 responses were received.



What people told us:

While some respondents described positive current experiences with express buses, others expressed a desire for more frequent and faster services. A common theme for this initiative was time management and efficiency. Respondents described the desire to save time, spend time wisely, and arrive at destinations quickly.

Another common theme with this initiative was access to jobs and schools. Respondents described how they currently use buses to get to work or school. They said that having more BRT options would improve their commutes.

In their own words:

- Reducing the need to drive
 - *“Will be very good when 66 HOT lanes are done, so commute times can be reduced (hopefully significantly). Faster and more frequent bus service should then be used to encourage the public to choose bus over driving their own car. This has multiple benefits: saves time and money. And on top of that, better for environment.”*
 - *“Having bus service from Gainesville VA to the Pentagon is fantastic! The only improvement you could possibly make is allow for the connecting bus service to run throughout the whole day.”*
- Increased access to non-work opportunities
 - *“It makes my commute to work, the grocery store, nightlife, and metro faster, more feasible and convenient.”*

- *“Not everyone wants, needs, or can afford to take metro rail so we need to get our buses to important destinations for the riding public quickly. BRT is the answer.”*
- Improving quality of life
 - *“Getting to work on time, escaping bad weather, getting home on time.”*
 - *“Improves my work life balance.”*
- Criticisms & suggestions
 - *“Bus stop coverage has been very good, but trip times have been similar to cycling or even walking ... to improve trip times, I typically mix cycling to avoid transfers and stick to more direct bus routes.”*
 - *“When something happens – when the express buses don't show or are cancelled– I have no way to get home after 6-7pm in the evenings.”*
 - *“The infrequency and limited hours of rapid bus services (and of bus transit in general) requires me to drive for nearly all trips into the regional core.”*

MOVE MORE PEOPLE ON METRORAIL

What we asked:

This Aspirational Initiative calls for Metrorail improvements to move more people through the center of the region by (among other things) increasing train lengths (from six-car trains to eight-cars) and increasing the frequency of service.

The QR signs about this initiative asked: “How does having frequent Metrorail and 8-car trains affect your life?” The signs were hung on A-frame boards that stood near Metro station entrances. A total of 87 responses were submitted in response to this question.



What people told us:

Respondents generally expressed satisfaction with their use of Metro and said that more cars and more frequency would improve their riding experience. Many spoke openly about how their commutes impact their day-to-day life. About half of the responses mentioned the importance of time management and efficiency, specifically referring to a desire to save time, spend time wisely, and arrive at destinations quickly and efficiently.

In their comments, participants described taking Metro to get to and from work, attend doctor’s appointments, go shopping, explore attractions, and visit friends and family. They said they would support improvements to make these trips quicker and more efficient.

Some respondents praised Metro as a convenient option for exploring the region without having to use a car. However, others noted that the quality of their trips is adversely impacted by the level of crowding on trains, and they noted that these concerns have been heightened by the COVID pandemic.

In their own words:

- Service has become more reliable
 - *“More frequent service and 8-car trains help reduce crowding on subway cars and decrease chances of being late.”*
 - *“Having consistent trains of the same lengths means you can better plan your transit experience.”*
 - *“My commute is long, so more frequent trains are important to make sure I’m on time without having to leave home hours before my shift”*

- Trips are faster
 - *“My commute is always short because of frequent trains.”*
 - *“it actually made my life easier because I get everywhere faster.”*
 - *“Cuts down my commute and increases time home with family!”*

- Using Metro is good for the environment
 - *“It not only saves me from headaches from having to figure out how to get places when it’s not peak hours, it also makes it easier for me and my friends to commit to more environmentally sustainable choices and lifestyles.”*
 - *“A greener option: more people will want to metro vs driving. Less cars on the road.”*
 - *“I don’t have to drive, I get to cut my carbon footprint and parking/roads should be turned into green spaces.”*

- These improvements make a car-free lifestyle more possible
 - *“Makes it easier for me to get to work and see friends, especially since I am car free.”*
 - *“It makes it easier for me to move about the city for my work since I don’t have a car.”*
 - *“Makes it so much easier to get around town! I sold my car when I moved from NoVA to DC partially because the Metro’s so good here.”*
 - *“I can live happily without a car”*

- More space on trains helps with social distancing
 - *“Having 8-car trains makes it possible for more people to get to work without having to be packed in like sardines, especially considering the current pandemic.”*
 - *“It means there is less crowding, which during COVID is less chances of exposure and germ spread.”*

- Criticisms & suggestions
 - *“If the Metro ran more often (like every 5 minutes or less), I would be able to take that, because the commute time would be about the same or less. But as it is, that’s not an option.”*
 - *“Not enough trains. Would rather have very frequent 6 car trains than infrequent 8 car trains.”*

PROVIDE MORE TELECOMMUTING OPTIONS & OTHER COMMUTING OPTIONS

What we asked:

This Aspirational Initiative calls for programs to double the number of people who telework, along with other demand management measures to reduce driving.

The QR signs about this initiative asked: “How important is having options to work from home to you?”

Only 10 responses were submitted in response to this question. This low response rate was probably due to the nature of the Aspirational Initiative itself.

Overall, this QR code outreach activity was designed to catch people in the moments when they are actively engaging in one of the Aspirational Initiatives. But for the teleworking initiative this approach was less appropriate; people who are teleworking are at home and not in a place where a QR sign is going to grab their attention. The public engagement team hoped that putting the signs in libraries, coffee shops, and food courts in malls would attract attention, but this approach had limited success.



What people told us:

All respondents said that this initiative was either moderately, very, or extremely important and they described the positive impacts this initiative could have or does have in their personal lives. Respondents spoke of the ‘flexibility’ or ‘freedom’ provided by teleworking, and particularly noted the time they saved by not having to commute. The most common code or theme used in analyzing this initiative was “family and quality of life.” In illustrating the personal value of teleworking, participants described the additional time they have to spend with family and friends, as well as the money they are saving on childcare costs. Respondents said they would like to continue teleworking after the pandemic, if possible.

In their own words:

- Teleworking saves valuable time
 - *“I will save 4 hours of daily commute and no more before and aftercare payment.”*
 - *“Pretty positively! More time for me, more time for my family.”*
- Quality of life has improved
 - *“It has greatly benefited my life. I am more patient because I am spending less time in traffic, more efficient because I’m not rushing to finish to beat traffic to get home. And, I’m saving money by not purchasing as much gas for my car.”*
 - *“It cuts down on commute time and lets me visit my garden on breaks.”*

EXPAND EXPRESS HIGHWAY NETWORK

What we asked:

This Aspirational Initiative calls for the addition of toll lanes to existing highways throughout the region.

The QR sign asked: “Express toll lanes as an option: how does this affect your life?” The signs were placed in park and ride lots around the region.

Only 18 people sent responses to these signs. Similar to the response rate for the telework initiative, the small number of responses was likely due to the nature of the Aspirational Initiative itself.

People who use express lanes were probably less likely to see and respond to the QR posters as they moved quickly through park and ride lots. Perhaps most important, these lots were extremely underused because of the pandemic. In contrast, people engaging in the other Aspirational Initiatives, such as those that relate to trails or transit, probably had more time and opportunity to respond to the outreach.



What we heard:

The relatively small number of people who shared their thoughts about toll roads had very mixed feelings. A sizable number had very negative opinions about the initiative.

Generally, respondents that spoke positively about expanding express toll lanes noted the importance of time management. They said toll roads help them save time and spend less time in traffic. Traffic congestion was mentioned frequently within the responses for this initiative as a concern, and some respondents think express toll lanes will provide a solution for congestion across the region. Others, who indicated dissatisfaction with this initiative, shared concerns about the affordability of toll lanes and environmental impacts.

In their own words:

- Good to have the option if needed
 - *“Having options to use express lanes is certainly a positive effect on the undeniable traffic congestion of the DC Metro and surrounding area.”*
- Saving time to do other things
 - *“Allows me to decide how important it is to save time when traveling.”*
 - *“Less time commuting”*
- Criticisms & suggestions
 - *“Costs too much”*
 - *“It increases human suffering because the average citizen cannot afford \$10-\$20 tolls increase yet another short cuts for the rich.”*

IMPROVE WALK AND BIKE ACCESS TO TRANSIT

What we asked:

This initiative calls for more sidewalks, crosswalks, trails, and other improvements to make it easier to get to a train or bus on foot or by bike.

The QR sign asked: “How does having an easy walk or bike ride to your bus or train affect your life?” The signs were placed in the areas around Metrorail and commuter rail stations that have a lot of foot traffic. A total of 134 people responded to this sign – the most feedback for any of the seven Aspirational Initiatives.



What we heard:

Responses were largely enthusiastic and positive. When asked how satisfied they were with the current number of paths to transit, three out of four said they were satisfied. Nearly all respondents said an easy walk or bike ride to transit was important to them.

In their written comments, respondents spoke about the importance of connectivity to the transportation system. These comments conveyed a general understanding that first- and last-mile connections to transit are integral components of the region’s transit system. Another common theme was a desire for convenience when walking or biking to transit. Respondents indicated that they want their connection to transit to be “easy,” “safe,” or “comfortable.”

Some respondents said that they enjoy the lifestyle of not owning a car or the option to use their car less. In addition to saving money and getting exercise, they appreciated the environmental impacts of walking and biking to transit. A number of respondents said they made their housing decisions based on how well they will be able to walk or bike to transit, which they said improved their quality of life.

In their own words:

- Walking and biking options increase the likelihood of using transit
 - “Being able to access transit easily makes me more likely to take it.”
 - “Makes it more likely for me to take mass transit, which I feel good about.”
 - “If the walk to the metro was more difficult... I’d be less inclined to take metro and just drive. Because it’s an easy walk, I take the metro.”
 - “Having an easy walk to my train significantly improves my satisfaction with public transportation.”
- It’s a key factor in choosing where to live
 - “The easy walk to the metro was made and what made my partner and I choose to live here. We can easily get to work, entertainment, shopping, and visit friends and family via the numerous transit pads, which makes our quality of life very high. Can’t imagine living in any place with fewer transit options!”
 - “I use the metro every day to get to work. It allows me to live outside of downtown DC which ultimately saves me money.”

- *“Having a sidewalk with a crosswalk was very important to me when I was deciding where to move in the DMV.”*
- *Very much affects my life, picked housing based on that factor.”*
- Reducing car dependency
 - *“It allows for not needing to use a car which reduces traffic and helps the environment.”*
- Saving money
 - *“The ease of transport was why I moved into Crystal City. I wanted to save money and not need a car, so the easier the access the better.”*
 - *“A car free lifestyle has save me hundreds of dollars and gets me in better shape by walking more.”*
- Health benefits of walking and biking
 - *“Getting exercise. Improves mood relieves stress.”*
 - *“Same amount of time to get to work. Do not need as much time in the gym.”*
 - *“Besides providing the only type of routine exercise I can fit into my work schedule, it allows me to clear my mind and prepare for the day.”*
 - *“... Walking keeps me active and healthy, plus then I’m more likely to support a local business and meet a new cool person on my way to the metro (my favorite part of living in DC!)”*
- Feeling safer
 - *“Definitely adds convenience and a feeling of safety to my day.”*
 - *“Ease of access, visibility, and lighting feel safer than a mud-ridden path without any sort of visibility.”*
 - *“It makes it so I don’t have to worry about drinking and driving because I can take the metro. It keeps us all safer!”*
 - *“Having an easy walk to the train makes me feel much safer using the metro at night. In areas where I cannot do this, I have to use Ubers instead of the metro.”*
- Expanded access to non-work opportunities
 - *“It greatly facilitates my meeting up with friends who live in different parts of the area, both the District and NoVa.”*
 - *“Very easy to get up and go places in the city!”*
- Environmental benefits
 - *“Having an easy walk to the metro and bus is a huge reason for why I do not own a car that contributes to global warming.”*
- Criticisms & suggestions
 - *“Currently it’s about a 20-minute walk at a narrow sidewalk to my nearest metro station, easier access to mass transit would be a huge benefit.”*
 - *“Many areas in Vienna lack sidewalks where you can safely walk in... I could definitely enjoy my walks better if they were more sidewalks on both sides of the roads.”*
 - *“There are good sidewalks, but no protected bike lanes without protected bike lanes, I won’t travel on main roads to transit.”*
 - *“... Traveling sometimes involves walking on the side of highways that don’t have any or adequate sidewalks, which feels very unsafe.”*

- *“One of the things that is annoying to me is how the signals on my walk to the metro are timed for drivers and not pedestrians ... It is yet another reminder that I am not the priority of transportation planners, the roads are designed for the interests of car drivers and not for people like me.”*

COMPLETE THE NATIONAL CAPITAL TRAIL NETWORK

What we asked:

Through this Aspirational Initiative, the TPB has called upon the region to complete the National Capital Trail Network, a long-distance, continuous network of low-stress, mostly off-road bicycle and pedestrian trails that will serve the entire metropolitan Washington Region.

The QR sign for this initiative asked: “How does having a connected network of regional trail affect your life?” The signs were placed along major regional trails throughout the region. A total of 55 people responded to this sign.



What we heard:

Respondents expressed positive feelings about their current trail experience and a desire to have more connectivity. Roughly half of respondents said they are very satisfied with current trails, while approximately one-third said they are somewhat satisfied – which seems to suggest a desire for continued improvement.

In their written comments, respondents shared how the varied uses for trails allow for recreation, fitness, and time in nature, as well as serving a transportation purpose. An overwhelming theme found in the analysis identified health and personal well-being as an important benefit of trails. Respondents view access to trails as a connection to a healthy lifestyle and ‘improved morale.’

Those respondents who use trails for cycling spoke about trails as a safer alternative than being on the road, and they specifically noted that trails are safer options for families and younger children when they use their bikes. There were some respondents that use trails to get to work as an alternative to using their vehicle on congested roadways.

In their own words:

- Useful for transportation (not just recreation)
 - *“It allows me not to have a car, and to get most everything I need on a bike.”*
 - *“It’s vital to connect neighborhoods with business districts and public transportation.”*
 - *“More trails, especially trails that lead to centers of business, shopping, and dining, means I am spending less time on the beltway, reducing emissions, and improving my health.”*

- *“Bicycle trails that go anywhere where anyone needs or wants to go is essential. They must be more than for out and back leisurely rides.”*
- Health benefits of walking and biking
 - *“I am so thankful in a time of shut-downs that I have the space to listen to my music and nature, and to walk.”*
- Good for the environment
 - *“It enables me to stay active and it is good for the environment”*
- Connecting communities
 - *“The trail is nice because it connects Maryland with old town and DC.”*
 - *“I like having the ability to go to Alexandria from National Harbor without using the bus or driving.”*
- Recreational value, appreciating nature
 - *“I now have 7 miles of nature trails to enjoy my morning exercise instead of riding on congested roadways.”*
 - *“It helps me get outside more often and keeps me healthier, knowing I have high-quality, well-maintained trails close to where I live and work :-)”*
- Criticisms & suggestions
 - *“I would like to see more routes designed for efficient commuting in my area, not just recreation.”*
 - *“I have safety concerns about cycling in places where I share roads that aren’t designed for me and my bike with drivers who are unaccommodating.”*
 - *“Please make trails more accessible for a lower-income people by putting them more in low-income areas.”*

NEXT STEPS

The findings from this report will be integrated into the Visualize 2045 plan update, which is scheduled for TPB approval in June 2022. A variety of quotes from the Voices of the Region outreach conducted for the plan update will be woven into the plan document. This inclusion of authentic human voices in the plan document will help to make the case that the plan’s objectives are vital for the region’s future.

The personal experiences documented in this report help to make the case that the regional policies embodied in the TPB’s Aspirational Initiatives are already making a difference in people’s lives – and could potentially be even more impactful if implementation were accelerated. This input, along with the other outreach conducted for the plan, will help to establish a starting point for future long-range transportation planning activities of the TPB.

APPENDIX A

Memorable Narratives from the Aspiration to Implementation Outreach

BRING JOBS & HOUSING CLOSER TOGETHER

Quote	Age	Race	Location
My quality of life is greatly improved when I have multiple affordable public transportation options available to me, and furthermore I love the environmental implications of public transit. I'd consider living/working in a much greater set of areas if there were more transportation and other sorts of things (shops, restaurants, concert venues, etc) available to me! I also love the addition of bike lanes every time they spring up. I sincerely hope these plans are made with equity in mind, allowing people of all income levels and races to have the opportunity to live closer to jobs schools and shops.	18-24 years old	White	Wiehle Reston Metro Station
I pay a lot for child care... the longer I sit in traffic, it's like I am paying double: once for gas and once for the babysitters and pay more in loss of time with my family (my 4 year old son).	45-54 years old	White, Black or African American	Reston
Having options to live near my job and school is very impactful on my life. It means that I not only have multiple options on where I can potentially work, but the initiative ensures I can make it to school on time and safely. I go to school at George Mason University, and since there is so much reliable transportation namely the metro and cue buses in the area, it makes it easy for me to make it to class and when I study with friends or need to meet a professor.	18-24 years old	White	Wiehle Reston Metro Stration

EXPAND BUS RAPID TRANSIT AND TRANSITWAYS REGIONWIDE

Quote	Age	Race	Location
Not everyone wants, needs, or can afford to take Metrorail so we need to get our buses to important destinations for the riding public quickly. BRT is the answer.	45-54 years old	White	Sterling
BRT would provide a viable alternative to driving a car. It would decrease air pollution and address climate change. It would reduce car accidents, injuries, and death. It would reduce the space needed for parking cars. It would reduce wear and tear on the roads and the subsequent tax burden.	65 years or older	White	Bethesda

MOVE MORE PEOPLE ON METRORAIL

Quote	Age	Race	Location
Many people use Metrorail. Having frequent Metrorail especially during rush hour lessens the amount of time people spend commuting to and from work because they aren't waiting as much. Additionally having 8-car trains makes it possible for more people to get to work without having to be packed in like sardines, especially considering the current pandemic.	25-34 years old	Black or African American	Largo
Having more frequent 8-car trains not only makes it more convenient to travel, but it makes me feel safer. I can more easily keep my distance from people when there's more space to spread out.	25-34 years old	White	Rosslyn
I've found that 8 car trains help a lot with the quality of the commute. Previously cars were more often than not stuffed with people, but now on most occasions there is plenty of seating and this makes for a more relaxed ride.	Less than 18 years old	White	Arlington

PROVIDE MORE TELECOMMUTING OPTIONS & OTHER COMMUTING OPTIONS

Quote	Age	Race	Location
I will save 4 hours of daily commute and no more before and aftercare payment. Better life for my children who no longer need to be up early to be dropped off.	55-64 years old	Black or African American	Waldorf
I have a 30 Min commute to work. With little kids, pandemic, I was on a tight schedule. No daycare or trying to save allowed me to hybrid work.	25-34 years old	Asian	Waldorf
The pandemic has forced a good deal of work to be done by telework. While not everyone can benefit from it, many white-collar workers can. Flexible telework allows me to structure my days more creatively to get both work and personal affairs done more efficiently.	55-64 years old	Black or African American	Montclair

EXPAND EXPRESS HIGHWAY NETWORK

Quote	Age	Race	Location
Toll lanes will provide opportunity for expanded commuter bus service between Frederick and the region!	55-64 years old	White	Frederick
Do not add toll lanes. This makes the expense of driving to work even higher – cutting back on how much I make per day. This especially effects people with hourly positions who aren't making that much per hour. I am afraid that soon all the roads will be toll roads which is ridiculous because we already pay for road maintenance- now we have to pay to get places faster? Only a luxury for those with enough money	25-34 years old	White	Manassas

IMPROVE WALK AND BIKE ACCESS TO TRANSIT

Quote	Age	Race	Location
Knowing that my walk to my transit stops reliable lets me plan my commute with confidence. The fact that my house is near a station or stop also makes it easier to use public transportation when the weather is bad. That consistency lets me keep transit and climate change in my mind.	25-34 years old	Hispanic, Latino/a/x, Spanish origin	District of Columbia
It has greatly benefited my life. I am more patient because I am spending less time in traffic, more efficient because I'm not rushing to finish to beat traffic to get home. And, I'm saving money by not purchasing as much gas for my car.	35-44 years old	White	Wood-bridge
Having an easy walk or bike ride means that I'm more likely to go out to the movies, eat out, sit in the parks, and meet my neighbors. It means fewer trips done by car to see friends and get to work and less pollution in my neighborhood and in the region overall. It helps me stay fit and mobile even with post-COVID health issues. It helps me improve my mood being able to move my body as part of my travel or commute.	25-34 years old	White, Black or African American	Silver Spring
Having a clear cut path/route to a bus stop and metro station is essential. In inclement weather walking through mud/dirt/grass/etc to get to a bus stop I shouldn't be necessary. Ease of access, visibility, and lighting feels safer than a mud ridden path without any sort of visibility.	18-24 years old	Hispanic, Latino/a/x, Spanish origin	Merrifield, Dunn Loring

COMPLETE THE NATIONAL CAPITAL TRAIL NETWORK

Quote	Age	Race	Location
It is a great initiative which will definitely help to develop the area more functionally and enhance the living resources in the neighborhood, as particularly we like to have a walks with my 4 year old son with development delay and explore the new unknown destinations and be closer to the nature.	35-44 years old	White	Vienna, Dunn Loring
Safe, well-maintained regional trails impact me massively. Cycling is my preferred mode of transportation, so more trails-especially trails that lead to centers of business, shopping, and dining-means I'm spending less time on the beltway, reducing emissions, and improving my health. As an overweight guy, I cherish any opportunity to fit some exercise into a busy schedule.	35-44 years old	White, Hispanic, Latino/a/x, Spanish origin	Woodrow Wilson Bridge
I just moved here from an abusive relationship and have been able to peacefully go for a morning and evening walk every day for a week. I am so thankful in a time of shutdowns that I have this space to listen to my music and nature and walk. I've seen ground hogs and baby bunnies everyday. It is helping me heal so much. Thank you for having this space and maintaining it.	25-34 years old	White	Frederick
Currently I use the trails mainly for fitness and recreation. I would prefer to use my bicycle for transportation whenever possible, and I use the trails when available. Some of the trails connect areas in better, safer ways to where I'd like to go, but there are some routes they do not cover that are dangerous to ride by bike. I would like to see more routes designed for efficient commuting in my area, not just recreation.	25-34 years old	White	Frederick



MEMORANDUM

TO: Transportation Planning Board
FROM: Nicholas Ramfos, Director, Transportation Operations Programs
SUBJECT: Commuter Connections Regional TDM Recovery Marketing Campaign
DATE: February 10, 2021

The intent of this memorandum is to provide a summary of the regional Commuter Connections TDM Recovery Marketing campaign which was launched in late December 2021. It was developed in conjunction with the state funding agencies and regional Commuter Connections stakeholders.

The purpose of the campaign is to promote free services offered by Commuter Connections to assist commuters with making mobility choices about their commuting needs as they return to the office post-pandemic. The campaign includes messaging on ridematching to help commuters find carpool partners and seats in vanpools, as well as using transit and biking or walking to work.

The call to action of the campaign is for commuters to register or renew for Commuter Connections programs and services, mainly Ridesharing and Guaranteed Ride Home as well as any incentive programs and to encourage past carpool/vanpool users to adopt their use again when heading back to their offices, even if following a hybrid schedule. This will help with managing congestion levels and help with improving air quality.

The campaign components will include streaming video (television), radio (streaming/broadcast), Social/Digital Media (organic & paid including LinkedIn messaging and ads for employers, YouTube, Instagram, TikTok influencers, influencers/blogs, messaging to business through a thought piece (used on LinkedIn and business publication like the WBJ), email blasts to the commuter database, a direct mailer to households, partnerships with transit properties for outdoor advertising and messaging on their websites, and other forms of communications to their customers, and an informational "Commuter with Confidence" Live Discussion video series (3-5 minutes each) with guests such as TPB's Chair, Commuter Connections Subcommittee Chair, and commuters that are currently or have been using alternative forms of transportation to get to and from work.

Commuters will be directed to either call 800-745-RIDE and/or visit www.commuterconnections.org to obtain additional information and sign up for these free Commuter Connections program services. The marketing campaign will be running through the end of the fiscal year.



MEMORANDUM

TO: Transportation Planning Board
FROM: John Swanson, TPB Transportation Planner
Jon Schermann, TPB Transportation Planner
SUBJECT: TLC and RRSP Programs: Application periods this year
DATE: February 10, 2022

The TPB is now accepting applications for the Transportation Land-Use Connections (TLC) Program and soon will be accepting applications for the Regional Roadway Safety Program (RRSP).

Key dates and deadlines

Transportation Land-Use Connections Program (TLC)

- Application period began: December 17, 2021
- Applications due: February 22, 2022
- TPB approval of projects: April 20, 2022

Regional Roadway Safety Program (RRSP)

- Application period began: January 17, 2022
- Applications due: March 18, 2022
- TPB approval of projects: May 18 or June 15, 2022

Common features of both programs

- Short-term consultant services are provided for small planning and design projects.
- Any local jurisdiction in the National Capital Region that is a member of the TPB is eligible to apply. Non-profits and non-member jurisdictions in the region may apply as secondary recipients to a TPB member jurisdiction.
- Projects are eligible to receive planning assistance valued between \$30,000 and \$60,000 for planning projects, and up to \$80,000 for design projects.
- Projects typically last 7-9 months.
- Recipients receive short-term consultant services and no direct financial assistance.

Program funding priorities

Transportation Land-Use Connections Program (TLC)

The TPB encourages TLC applications that promote vibrant communities by:

- Expanding Multimodal Transportation Options
- Supporting Land-Use Enhancements in Activity Centers and Near High-Capacity Transit
- Increasing Access for Low-Income and Minority Communities

- Enhancing Bike/Ped Access to Transit
- Developing Key Regional Trails

Regional Roadway Safety Program (RRSP)

The TPB encourages applications that address one or more of the following regional safety priorities:

- Improve safety for low-income and minority communities
- Improving road user behavior
- Identifying and designing safety countermeasures
- Understanding safety data
- Cross-jurisdictional safety improvements

Other competitive application opportunities

The two application periods listed above – for TLC and RRSP – will be the only solicitations this year for the TPB’s local technical assistance programs. The Transit Within Reach program, which also provides local technical assistance, is operating on a two-year cycle and will next solicit applications in calendar year 2023.

Later this spring, the application periods for federal grants through the Transportation Alternatives Set-Aside Program (TAP) will be open for Maryland and the District of Columbia. TAP provides funding for smaller-scale capital improvement projects such as pedestrian and bicycle facilities, trails, safe routes to school (SRTS) projects, environmental mitigation, and other community improvements. Although the TAP grants are administered by state DOTs, the TPB is provided with a suballocation of TAP funding every year under federal law.

The TAP application periods for both Maryland and the District of Columbia are expected to be open between April and May of this year. The TPB is currently scheduled to approve Maryland and D.C. TAP projects in July. Virginia conducts TAP solicitations every two years. The next application period for Virginia will be in calendar year 2023.

For more information:

- TLC and TAP: John Swanson (jswanson@mwkog.org)
- RRSP: Jon Schermann (jschermann@mwkog.org) or Janie Nham (jnham@mwkog.org)