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June 2, 2023

The Honorable Reuben B. Collins, Chairman
National Capital Region Transportation Planning Board
c/o, Mr. Kanti Srikanth, Director Department of Transportation Planning
Metropolitan Washington Council of Governments
777 North Capital Street, NW, Suite 300
Washington, D.C. 20002-4201

Dear Chairman Collins:

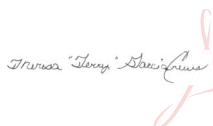
This letter notifies you that the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly certify the planning process for the Metropolitan Washington Council of Governments National Capital Transportation Planning Board (MWCOG/TPB) Transportation Management Area (TMA) and Fredericksburg Area Metropolitan Planning Organization (FAMPO). This certification is based on the findings from the Federal Certification Review conducted on March 9th and 10th of 2023.

The overall conclusion of the certification review is that the planning process for the Washington, District of Columbia TMA complies with the spirit and intent of Federal metropolitan transportation planning laws and regulations under 23 U.S.C. 134 and 49 U.S.C. 5303. The planning process at MWCOG/TPB is a continuing, cooperative, and comprehensive process and reflects a significant professional commitment to deliver quality in transportation planning.

We would like to thank Transportation Planning Director Kanathur Srikanth and his staff for their time and assistance in planning and conducting the review. Enclosed is a report that documents the results of this review and offers several recommendations for continuing quality improvements and enhancements to the planning process.

If you have any questions regarding this certification action, please direct them to either Ms. Sandra Jackson, Community Planner of the FHWA, DC Division, at (202) 493-7031 or Mr. Daniel Koenig Community Planner of the FTA Region III DC Metro Office, at (202) 366-8224.

Sincerely,

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Terry Garcia Crews
Regional Administrator
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U.S. Department
of Transportation

Federal Highway
Administration

Federal Transit
Administration

Transportation Management Area Planning Certification Review

Metropolitan Washington, D.C.

Transportation Management Area



June 2, 2023

Summary Report



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1.0 EXECUTIVE SUMMARY

On March 8th-9th, 2023, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conducted the certification review of the transportation planning process for the Washington, DC-VA-MD Transportation Management Area (TMA). FHWA and FTA are required to jointly review and evaluate the transportation planning process for each urbanized area (UZA) over 200,000 in population at least every four years to determine if the process meets the Federal metropolitan planning requirements.

1.1 Previous Findings and Disposition

The first certification review of the National Capital Region Transportation Planning Board (TPB) UZA was conducted in 1994. Subsequent reviews were conducted in 1999, 2002, 2005, 2010, 2014, and 2019. The 2010 certification review was the first time FHWA and FTA included a formal review of the Fredericksburg Area Metropolitan Planning Organization (FAMPO) planning and programming process as part of the TPB certification review. Since 2010, FAMPO has been included as part of the TPB certification review. The results of the last certification review, completed in 2019, are provided in Appendix B and summarized in the table below with outcomes based on the recommendations from FHWA and FTA. As shown in the table below, the TPB and FAMPO addressed all of the recommendations from the 2019 certification review. The 2023 certification review was the first to be held in a hybrid format allowing for both virtual and in-person participation.

Since the 2019 certification review the TPB and FAMPO made improvements to their metropolitan planning process by addressing recommendations from the Federal review team and continuing their efforts to ensure a comprehensive, continuing, and cooperative (3C) planning process. Aside from addressing the recommendations in the table below, the TPB has undertaken additional efforts to help ensure a 3C planning process. Some highlights since the 2019 certification review include the TPB Board affirming the *Region United: Metropolitan Washington Planning Framework for 2030*; undertaking efforts to address the region's unmet housing needs with release of the *Regional Fair Housing Plan*; continued coordination with the state departments of transportations (DOT) on implementation of performance targets in urbanized areas; re-affirming aspirational initiatives; adopting climate change mitigation as a goal; enhancing public outreach on the long-range transportation plan (LRTP); and initiating work on the Visualize 2050 LRTP update. For FAMPO, executing the updated May 2021 planning memorandum of understanding (MOU) and renewing relationships with TPB highlight significant accomplishments since the 2019 certification review. FAMPO is also the first metropolitan planning organization (MPO) in the state of Virginia to complete their 2050 LRTP update.

Table 1: 2019 Certification Review Summary

Finding	Action	Status
MPO Structures and Agreements	Recommendation	Updated the 2004 FAMPO agreement in May 2021.
UPWP	Recommendation	TPB now includes previous year's accomplishments in the UPWP.
Metropolitan Transportation Plan	Recommendation	Provide continued commitment to maintenance and operations and state of good repair.
Transportation Improvement Program	Recommendation	Implementation of the e-TIP (InfoTrak) program with the State STIPs.
Public Participation	Recommendation	Updated the PPP in 2020.
Civil Rights	Recommendation	The Title VI Plan and Program were updated and approved by the COG Board in 2021, 2022, and 2023. COG/TPB staff met with all oversight agencies, including FHWA and FTA Civil Rights staff, in March 2021 to review the draft Title VI Plan and Program.
Financial Planning	Recommendation	Continued oversight of financial assumptions to fiscal constraint. Clarification on how projected revenues and expenditures in the MTP financial plan are consistent with TIP efforts.
Acronyms in this table are defined in Appendix D		

1.2 Summary of Current Findings

The 2023 certification review found that the metropolitan transportation planning process conducted in the National Capital Region TPB UZA meets Federal metropolitan planning requirements. The transportation planning process carried out by the TPB for the National Capital Region TMA is certified as meeting the requirements as described in 23 Code of Federal Register Part 450, Subpart C and 49 Code of Federal Register Part 613.

There are no Corrective Actions for TPB or FAMPO from this certification review. There are however several recommendations for improvement in this report, as well as commendations where the TPB is exceeding expectations. FAMPO is not a TMA, so this certification review only evaluated planning aspects related to North Stafford County that is within the TPB's planning boundary. There are no recommendations for FAMPO as a result of this certification review. FAMPO and TPB have demonstrated a renewed commitment to their planning relationship, as

demonstrated by the execution of the May 2021 planning MOU. It is also generally understood that should the 2030 Census result in FAMPO becoming a TMA, TPB and FAMPO would revisit their planning MOU.

Table 2: 2023 Certification Review Summary

Review Area	Finding	Recommendation/ Commendations
Organizational Structure, Board Membership, Agreements, and Planning Boundaries 23 CFR 450.314 23CFR 450.314(f). 23CFR 450.314(g), 23CFR450.314(b)] 23 CFR 450.314(h)	The TPB meets the Federal requirements	None.
Unified Planning Work Program 23 CFR 450.314, 420.109	The TPB meets the Federal requirements	None.
Metropolitan Transportation Plan Plan 23 U.S.C. 134(c), (h)&(i) 23 CFR 450.324	The TPB meets the Federal requirements	<p>The TPB is commended for embarking on an innovative and inclusive approach to planning transportation investments in their region as demonstrated with the 2045 MTP’s “Future Factors” including Equity, Climate Change and Transportation Safety etc., to guide decision-making across modes. These comprehensive measures help illuminate a robust set of benefits inherently unique to transit and non-motorized projects (but often discounted in traditional MPO ranking processes) to better shape communities in the Washington DC planning area.</p> <p>The review team recommends that the next update of the RTPP align with current adopted goals and initiatives. While the broad goals and priorities reflected in the 2014 RTPP remain supported by TPB efforts, by aligning the next RTPP, the TPB may better reach adopted GHG, housing, and equity goals for the region. In addition, the TPB should update its 2023 Policy Framework to reflect all the regional policy priorities into a single document.</p>

Review Area	Finding	Recommendation/ Commendations
Transportation Improvement Program 23 U.S.C. 134(c),(h)&(j) 23 U.S.C. 134(j)(7) 23 CFR 450.334 23 CFR 450.326	The TPB meets the Federal requirements.	None.
Public Participation 23 U.S.C. 134(i)(6) 23 CFR 450.316	The TPB meets the Federal requirements	The TPB is commended for its robust efforts with the “Voices of the Region” survey and methods for increasing public involvement. The methodology used, including the survey, focus groups, and QR code poster campaign, represent innovative techniques to reach public participants. Despite the Covid-19 pandemic, the TPB was able to broaden outreach collecting input throughout the region.
Civil Rights (Title VI, LEP, ADA) Title VI Civil Rights Act 23 U.S.C. 324, Age Discrimination Act, Sec. 504 Rehabilitation Act, Americans with Disabilities Act Requirements under ADA: § 35.105 Self-evaluation. a(b) (c)(1(2) (3) (d) § 35.106 Notice § 35.107 § 35.150 (d)	The TPB meets the Federal requirements.	ADA - The review team recommends that the TPB develop an ADA transition plan that explains how they make their programs, services, and activities accessible to persons with disabilities.
Environmental Justice Executive Orders 12898 and 13166	The TPB meets the Federal requirements	The review team commends TPB for its continued emphasis on environmental justice considerations in the region and for continuing to refine the methodology for examining potential impacts on environmental justice populations. The TPB’s use of TAZs to determine average accessibility and average mobility measures is innovative and helps inform regional decision-making at large. This work provides TPB an equity framework that goes beyond analyzing the LRTP and to informing and influencing local and regional efforts and projects.

Review Area	Finding	Recommendation/ Commendations
Congestion Management Process/Management and Operations 23 U.S.C. 134(k)(3) 23 CFR 450.322 23 CFR 450.324(f)(5)	The TPB meets the Federal requirements.	TPB is commended for maintaining the data clearinghouse and data delivery efforts that provide the TPB partners the ability to track and evaluate congestion methods that support system capacity expansion.
Performance Based Planning and Programming 23 U.S.C 134(h)(2) 23 CFR 450.306(d), 450.314(h),450.324(f), 450.326(d) & 450.340.	The TPB meets the Federal requirements.	The TPB is commended for coordinating and setting true regional targets based on all providers and modes throughout the region. TPB has specifically updated its summaries of measures and targets for Highway Safety, Pavement and Bridge Condition, Highway System Performance, Congestion Mitigation and Air Quality Program, and TAM.
Financial Planning and Fiscal Constraint (23 U.S.C. 134 (j) (2) (B)) (23 U.S.C. 135 (g)(5)(F)) [23 CFR 450.324(h) and 23 CFR 450.216(m)]	The TPB meets the Federal requirements.	The TPB is commended for identifying and graphically demonstrating how system-level estimates of income are reasonably expected to be available to adequately operate and maintain the highways and public transportation systems in the DC region. The review team recommends that as part of the Visualize 2050 financial plan update process, the TPB should reevaluate financial assumptions in the financial plan, including inflation rate as a result of the current economic climate. TPB should also evaluate revenue estimates from BIL funding levels reasonably available to support transportation planning.
Multimodal Planning/Integration in Freight Planning	The TPB meets the Federal requirements.	None.
Climate Change Planning/Energy Initiatives 23 CFR 450.206(a)(9) and 23 CFR 450.306(b)(9) 23 CFR 450.324(f)(7) 23 CFR 450.316(b)	The TPB meets the Federal requirements.	The TPB is commended for its collective efforts and adopted goals on climate change, particularly with respect to GHG reductions. Additionally, the TPB is commended for incorporating

Review Area	Finding	Recommendation/ Commendations
		climate change goals into its LRTP and resiliency efforts with member agencies to understand efforts to harden the transportation system. The TPB's hire of a Transportation Resiliency Planner is commendable demonstrating a commitment to the MPO's role in addressing climate change goals for the region.
Acronyms in this table are defined in Appendix D		

Details of the certification findings for the risk-based areas of the above items are contained in this report.

2.0 INTRODUCTION

2.1 Background

Pursuant to 23 U.S.C. 134(k) and 49 U.S.C. 5303(k), FHWA and FTA must jointly certify the metropolitan transportation planning process in TMAs at least every four years. A TMA is defined as a UZA with a population over 200,000. TMAs are defined by the U.S. Census Bureau after each decennial census and officially designated by the Secretary of Transportation. In Spring/Summer 2023, USDOT (FHWA and FTA) will publish a Federal Register notice identifying TMAs for urban areas with populations more than 200,000, as determined by the Census Bureau and the results of the 2020 Decennial Census.

Certification reviews focus on compliance with Federal law and regulations, challenges, successes, and experiences of the cooperative relationship between the MPO, the State DOT(s), and public transportation operator(s) participating in the metropolitan transportation planning process. Joint FTA/FHWA certification review guidelines provide agency field reviewers with latitude and flexibility to tailor the review to reflect regional issues and needs. Therefore, the scope and depth of the certification review reports can vary significantly.

While the certification review report itself may not fully document those many intermediate and ongoing checkpoints, the “findings” of certification review are, in fact, based upon the cumulative findings of the entire review effort.

The three categories of Federal actions that the Federal review team uses when evaluating performance of the MPO and its planning partners are 1) Corrective Actions (fails to meet compliance); 2) Recommendations (meets compliance and are suggested as process improvements); and 3) Commendations (exceeds expectations).

Federal reviewers prepare certification reports to document the results of the review process. The reports and final actions are the joint responsibility of the appropriate FHWA and FTA field offices, and their content will vary to reflect the planning process reviewed. FHWA and FTA then issue the certification report, including a letter, which certifies the metropolitan area planning process. If needed, FHWA and FTA then coordinate with the MPO and its planning partners to develop and implement strategies for resolving areas identified as Corrective Actions and monitoring progress through ongoing oversight. The FHWA and FTA may monitor recommendations and share resources or additional information to help the MPO and its planning partners continually enhance the metropolitan transportation planning process in the region. The FHWA and FTA may also share commendations as examples of effective practice.

2.2 Purpose and Objective

The TPB is the Federally designated MPO for the metropolitan area, leading the 3C planning process in cooperation with FAMPO, which is the designated MPO for a portion of the National Capital Region TMA in Virginia. Implementing agencies working in partnership with TPB and FAMPO in the planning process include the state DOTs (the District of Columbia and the states of Maryland and Virginia) and area public transportation operators. The TPB became associated with the Metropolitan Washington Council of Governments (COG) in 1966. Although the TPB is an independent body, its staff is provided by COG's Department of Transportation Planning. COG was established in 1957 by local cities and counties to deal with regional concerns including growth, housing, environment, public health, and safety - as well as transportation. For purposes of this report, use of the term "TPB" refers to the MPO subject to this certification review and it can refer to both TPB and COG staff. Additionally, the acronyms "LRTP" and "MTP" (referring to the long-range transportation plan (LRTP) and the metropolitan transportation plan (MTP), respectively) may be used interchangeably in this report when discussing the long-range plan.

Established in 1993, FAMPO is the Federally designated MPO for the Fredericksburg UZA. Though the northern portion of Stafford County was incorporated into the National Capital Region TMA after the 2000 census, with the concurrence of the Federal Partners, FAMPO elected to expand its planning area boundaries to include the three jurisdictions of the Counties of Caroline, Stafford, and Spotsylvania in their entirety. FAMPO has a four-part structure consisting of a Policy Committee, a FAMPO Technical Advisory Committee, a Citizens Transportation Advisory Committee, and a Bicycle and Pedestrian Advisory Committee. Committees may at times establish sub-committees and working groups for specific work products and processes. The Policy Committee serves as the decision-making body. Each Committee meets on a regular basis and the meetings are open to the public with participation being encouraged.

Although FAMPO is an independent body, its staff is provided by the George Washington Regional Planning District Commission (GWRC). While the GWRC serves as the lead technical staff for the MPO, some aspects of the technical transportation planning process (i.e., conformity, travel demand modeling, etc.) are performed and managed by the Virginia Department of Transportation (VDOT) or through contracts with consultants. The GWRC serves as the administrative and financial agent for FAMPO under an agreement with VDOT. Although FAMPO is an independent body, staffed by the GWRC. FAMPO administers a Unified Planning Work Program (UPWP) in accordance with the requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21). GWRC and FAMPO have a MOU, most recently updated in 2021, that outlines specific duties and obligations of each organization.

The TPB's 3,558 square-mile planning area covers the District of Columbia and surrounding jurisdictions. In Maryland, these jurisdictions include Charles County, Frederick County, Montgomery County, and Prince George's County, plus the cities of Bowie, College Park, Frederick, Gaithersburg, Greenbelt, Rockville, and Takoma Park. In Virginia, the planning area

includes Arlington County, Fairfax County, Fauquier County, Loudoun County, and Prince William County, plus the cities of Alexandria, Fairfax, Falls Church, Manassas, and Manassas Park. This planning area has changed slightly as a result of the 2020 Census. Members of the TPB include representatives of City and County governments, State transportation agencies, the Maryland and Virginia legislatures, the Washington Metropolitan Area Transit Authority (WMATA), and non-voting members from the Metropolitan Washington Airports Authority and Federal agencies. The members of the TPB and its executive and technical committees are appointed by their respective jurisdiction or agency. All jurisdictions and all modes are represented on the TPB, and its task forces, committees, and subcommittees. The FHWA and the FTA are ex-officio members in a non-voting capacity.

Certification of the transportation planning process is a prerequisite to the approval of Federal funding for transportation projects. The certification review is also an opportunity to help new programs and to enhance the ability of the metropolitan transportation planning process to provide decision makers with the knowledge they need to make well-informed and equitable capital and operating investment decisions.

3.0 SCOPE AND METHODOLOGY

3.1 Review Process

The 2023 certification review consisted of a risk-based desk document review, a site visit, and a public involvement opportunity, conducted in March 2023. Participants in the review included representatives of FHWA, FTA, and District Department of Transportation (DDOT), Virginia Department of Transportation (VDOT), Maryland Department of Transportation (MDOT), WMATA, and TPB staff. A full list of participants is included in Appendix A. The 2023 certification review was conducted in a hybrid format allowing for both virtual and in-person attendance.

A TMA risk-based certification review focuses on the high-risk areas, both challenges, and opportunities, and does not attempt to cover every planning topic. FHWA and FTA provide regular stewardship and oversight to its TMA planning partners, reviewing and approving planning products, conducting Division/Region Office Risk Assessments, participating in select MPO meetings, providing technical assistance, and promoting best practices throughout the year. In order to conduct the risk-based desk document review, TPB staff provided a website of resources pertinent to the certification review. Documents from FAMPO were sourced from their website and participation in select MPO meetings.

The findings, from the review, include both commendations for quality activities and recommendations for improvement of the regional planning process. In some subject areas, the Federal review team indicated areas where the TPB is performing noteworthy activities that represent areas in which the MPO is performing activities that may have proved difficult to accomplish for other MPOs nationally. These terms are defined as follows:

Key Definitions:

Commendations: Elements that demonstrate well thought-out procedure for implementing the metropolitan planning requirements.

Corrective Actions: Items that fail to meet the requirements of the Federal regulations seriously affecting the outcome of the overall process. There are no Corrective Actions for TPB or FAMPO.

Recommendations: Less substantial items not requiring action, but holds relevancy to FHWA and FTA, with expectation that State and local officials may consider a Federal request. Typically, the recommendations involve the state of the practice instead of regulatory requirements.

The certification review covers the transportation planning process conducted cooperatively by the MPO, State, and public transportation operators. Background information, status, key findings, and recommendations are summarized in the body of the report for the following subject areas selected by FHWA and FTA staff for the on-site review:

- Organizational Structure, Board Membership, Agreements, and Planning Boundaries
- Unified Planning Work Program
- Metropolitan Transportation Plan
- Transportation Improvement Program
- Public Participation
- Civil Rights (Title VI, Limited English Proficiency, Americans with Disabilities Act)
- Environmental Justice
- Congestion Management Process/Management and Operations
- Performance Based Planning and Programming
- Financial Planning and Fiscal Constraint
- Multimodal Planning/Freight Planning
- Climate Change Planning/Energy Initiatives

3.2 Documents Reviewed

The following MPO documents were evaluated as part of this planning process review:

<https://www.mwcog.org/transportation/2023-us-dot-federal-certification-reference-list/>

FAMPO documents reviewed include:

- 2050 Long Range Transportation Plan (March 28, 2022)
- Fiscal year (FY) 2021-2024 Transportation Improvement Program (amendment January 25, 2021)
- FY 2023 Unified Planning Work Program (May 23, 2022)

- 2022 FAMPO Congestion Management Process (March 28, 2022)
- Public Participation Plan (May 15, 2017)
- The Community Engagement and Equity Plan (June 2021)

4.0 PROGRAM REVIEW

4.1 Organizational Structure, Board Membership, Agreements and Planning Boundaries

4.1.1 Regulatory Basis

Organizational Structure/Board Membership

Federal legislation (23 U.S.C. 134(d)) requires the designation of an MPO for each UZA with a population of more than 50,000 individuals. When an MPO representing all or part of a TMA is initially designated or redesignated, the Policy Board of the MPO shall consist of (a) local elected officials; (b) officials of public agencies that administer or operate major modes of transportation within the metropolitan area, including representation by providers of public transportation; and (c) appropriate State transportation officials, according to 23 CFR 450.310(d). The voting membership of an MPO that was designated or redesignated previously, will remain valid until a new MPO is redesignated. Redesignation is required whenever the existing MPO seeks to substantially change the proportion of voting members or the decision-making authority or procedures established under the MPO's bylaws. Any one of the MPO members can assert that a change in Policy Board structure is substantial and requires formal redesignation. The addition of jurisdictional or political bodies into the MPO or of members to the Policy Board generally does not require a redesignation of the MPO.

Agreements

23 U.S.C. 134(d) and 23 CFR 450.314(a) state the MPO, the State, and the public transportation operators shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. These responsibilities shall be clearly identified in written agreements among the MPO, the State, and public transportation operators serving the metropolitan planning area (MPA). Additionally, 23 CFR 450.314(h) states that the MPO, the State, and public transportation operators shall jointly develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plans for the National Highway System. Furthermore, 23 CFR 450.314(g) states if part of an UZA that has been designated as a TMA overlap into an adjacent MPA serving an UZA that is not designated as a TMA, the adjacent UZA shall not be treated as a TMA. However, a written agreement shall be established between the MPOs with MPA boundaries, including a portion of the TMA, which

clearly identifies the roles and responsibilities of each MPO in meeting specific TMA requirements (e.g., congestion management process, Surface Transportation Program funds sub-allocated to the UZA over 200,000 population, and project selection).

Planning Boundaries

The MPA boundary refers to the geographic area in which the metropolitan transportation planning process must be carried out. The MPA shall, at a minimum, cover Census-defined, UZAs and the contiguous geographic area(s) likely to become urbanized within the 20-year forecast period covered by the MTP. Adjustments to the UZA as a result of the transportation planning process are typically referred to by FHWA and FTA as the UZA boundary. In accordance with 23 U.S.C. 134(e), the boundary should foster an effective planning process that ensures connectivity between modes and promotes overall efficiency. The boundary should include Environmental Protection Agency defined nonattainment and/or maintenance areas, if applicable, in accordance with the National Ambient Air Quality Standard for ozone or carbon monoxide.

4.1.2 Current Status

Organizational Structure/Board Membership

The TPB board contains roughly 40 members and there are a total of 14 committees in the current MPO structure. The TPB is composed of: One (1) elected member from each of the local governing bodies of the cities and counties in Maryland and Virginia contained within the UZA served by the TPB and the appropriate state officials. In addition, membership may include one (1) elected member from the governing body of any other city or county outside of the TPB's planning area recommended for membership by a majority vote of the TPB. Participation of such members shall be conditioned on such jurisdiction contributing to the financial support of the planning process in an amount determined by the TPB. Those cities or counties of Maryland and Virginia that participate in the TPB and which have a population greater than 400,000 shall have one (1) additional member selected as follows: A. The County Executive or his designated representative, if the form of government includes an elected County Executive, or one (1) additional elected member of the local governing body, if the form of government does not include an elected County Executive. Four (4) members from the Government of the District of Columbia, two (2) of whom shall be members of the Council, and two (2) from the executive branch. One (1) of the executive branch members shall be from the District DOT. One (1) member from each of the DOTs of Maryland and Virginia, and one (1) member representing WMATA. One (1) member each from the House and Senate of the Maryland and Virginia General Assemblies, respectively, and one (1) additional member from the Council of the District of Columbia. Such members and their alternates are selected from the members of the General Assemblies representing portions of the Washington Metropolitan Area, and the Council of the District of Columbia, respectively. Alternates for these members shall also be members of the General Assemblies or the Council of the District of Columbia, respectively. One (1) member each from the National Capital Planning Commission, the Metropolitan

Washington Airports Authority, FHWA, FTA, the Federal Aviation Administration, and the National Park Service. Each member in this category is non-voting but is entitled to offer and second motions and resolutions and otherwise enter deliberations of the TPB. The TPB includes only one transit agency on its Board, and it remains somewhat unclear how other transit agencies are represented. All new Board members are provided with a New Member Orientation and the opportunity for a one-on-one meeting to learn about the TPB and metropolitan transportation planning process.

The FAMPO Policy Committee is comprised of eleven elected and non-elected voting members. The Fredericksburg District Commonwealth Transportation Board Representative and the Citizens Transportation Advisory Group Chairman serves as ex officio members. FAMPO includes four standing committees (Policy, Technical Advisory, Citizens Transportation Advisory, and Bicycle and Pedestrian Advisory) and some temporary sub-committees. A booklet is provided to new committee members and coordination with towns regarding membership is conducted. New members have the opportunity to meet with the FAMPO director. The TPB bylaws were amended in September 2022. FAMPO's bylaws were updated in August 2022. All operators in the FAMPO region are on the Technical Advisory committee including the Potomac Rappahannock the Potomac and Rappahannock Transportation Commission (PRTC).

Agreements

The TPB has established relationships through agreements with the State DOTs and the regional transit agencies including the Virginia Department of Rail and Transit (DRPT), the Northern Virginia Transportation Commission (NVTC), and WMATA. There are four agreements signed which govern how TPB conducts planning in the region. The 3C Agreement updated in April 2018 governs the transportation planning process. DRPT is a signatory to the 3C agreement while WMATA is explicitly mentioned in the agreement, but not a signatory. The Master Funding Agreement updated on July 29, 2019 governs the reimbursement of work for the UPWP. It is signed by the designated recipients of FHWA PL funding and FTA Section 5303 funding and by the COG Executive Director as COG is the fiscal agent. This agreement outlines legal and contracting responsibilities and the more complicated funding mechanics for all three States and the WMATA Compact.

In 2000 the DC-MD-VA UZA expanded south into Stafford County, and in 2004 the TPB and FAMPO executed an agreement on how to conduct the transportation planning process for northern Stafford County. The 2004 TPB and FAMPO MOU was updated in May 2021 and defines how the metropolitan planning process is performed for the portion of Washington UZA that overlaps the FAMPO planning area, which is the northern portion of Stafford County.

TPB and FAMPO staff review each other's agendas and planning efforts and the FAMPO Executive Director and TPB Transportation Director speak monthly regarding the process. Both are also officers on Virginia Area Metropolitan Planning Organizations which provides an opportunity for increased coordination.

The Calvert-St. Mary's MPO was formed in 2013 and the TPB will continue to run the air quality conformity analysis for the Calvert-St. Mary's MPO until the attainment status officially changes, then the agreement can be revisited. TPB staff will review all planning agreements including the 3C agreement, the TMA planning MOU with FAMPO, and the MPO "planning area trade" agreements with the Baltimore Regional Transportation Board (BRTB). As a result of the 2020 Census, there is no immediate need to change the FAMPO MPA or jurisdictional membership of FAMPO currently.

In order to ensure a 3C planning process, the TPB has separate performance-based planning and programming (PBPP) letters from 2018 with FAMPO and BRTB that describe the relationship and process for performance target setting in overlapping planning areas.

Planning Boundaries

TPB will coordinate with VDOT and MDOT on the MPO planning area determinations consistent with the 2020 Census. This will include consultation with Fauquier County about the continued inclusion of its urban area in the TPB planning area. The TPB and FAMPO are intending to update any agreements that are impacted because of the 2020 Census urban area designations. The agreements that could be revisited include the 2015 TPB/BRTB agreement regarding the distribution of PL and Section 5303 funds, and the May 2021 TPB/FAMPO planning MOU.

4.1.3 Findings

Organizational Structure/Board Membership

The Federal review team encourages the TPB to describe the process through which coordination of public transit, WMATA, other smaller bus operators, as well as other transportation "modes" like VRE or human-service/mobility providers have representation in the decision-making process.

The Federal review team encourages FAMPO to consider revising the names of its committees to eliminate the use of the term "citizen" which could limit public involvement and inclusivity. This would be consistent with the TPB changing the name of the "Citizens Advisory Committee" to the "Community Advisory Committee" following the 2019 Federal certification review.

Agreements

The Federal review team suggests that the next version of the master planning agreement, descriptions of how transit operators are represented in the metropolitan transportation planning process should be included.

Planning Boundaries

There is a small change to the urban area covering the northern Stafford County portion of the TMA. TPB and FAMPO documentation related to the TMA portion in Stafford should be

updated to include new maps and urban area determinations. With respect to the updated May 2021 MOU between the TPB/FAMPO, only minor updates to the maps and graphics are anticipated. It's generally understood that if the 2030 Census results in FAMPO becoming a TMA, the May 2021 MOU would be revisited.

With the December 29, 2022, release of the 2020 urban area delineations from the Census Bureau, the TPB (in cooperation with the State and public transportation operators) should review their MPA boundary to determine if existing boundaries include all territory in urban areas with populations more than 50,000, as determined by the Census Bureau, and should adjust them as necessary. This is standard practice for all MPOs following a census update.

The TPB and FAMPO meet the Federal requirements for their Organizational Structure, Board Membership, Agreements, and Planning Boundaries.

Commendation: None.

Corrective Action: None.

Recommendations: None.

Organizational Structure/Board Membership: None.

Proposed FHWA/FTA Technical Assistance: Please see for a complete schedule of census related events for MPO.

https://www.fhwa.dot.gov/planning/census_issues/urbanized_areas_and_mpo_tma/schedule/

4.2 Unified Planning Work Program

4.2.1 Regulatory Basis

23 CFR 450.308 and 23 CFR 420 set the requirement that planning activities performed under Titles 23 and 49 U.S.C. be documented in a UPWP. The MPO, in cooperation with the State and public transportation operators, shall develop a UPWP that includes a discussion of the planning priorities facing the MPA and the work proposed for the next one- or two-year period by major activity and task in sufficient detail to indicate the agency that will perform the work, the schedule for completing the work, the resulting products, the proposed funding, and sources of funds.

4.2.2 Current Status

The TPB cooperatively develops an annual UPWP that describes all transportation planning activities utilizing Federal funding, including Title I Section 112 metropolitan planning funds,

Title III Section 5303 metropolitan planning funds, and Federal Aviation Administration Continuing Airport System Planning funds. It identifies State and local matching dollars for these Federal planning programs, as well as other closely related planning projects utilizing State and local funds. Other factors that influence activities are regional in scope and the UPWP is adjusted annually to focus on new and emerging priorities. In 2020, the TPB approved three resolutions renewing commitments to safety, equity, and climate change. These goals are still highlighted as important and are reflected in the 2022 UPWP document through the list of prioritized projects. The UPWP incorporates, in one document, all federally assisted state, regional, and local transportation planning activities proposed to be undertaken in the region from July 1, 2022, through June 30, 2023.

When the FY23 UPWP was finalized in March 2022, input from the states on the full amount of BIL funding was not yet known so the FY23 UPWP assumed the same funding levels as the prior FY year. As a result, the FY24 UPWP had extra funding for FY24 UPWP tasks and the states helped provide feedback on which additional areas to study. The additional study areas in the FY24 UPWP include:

- Transportation Resiliency Planning Activities
- New motor vehicle emissions budgets
- Data purchases and enhanced data collection programs
- Responding to the 2023 Federal certification review findings
- Transit electrification/decarbonization planning
- Climate change mitigation.

4.2.3 Findings

The UPWP has all the required elements including all transportation planning and transportation air-quality planning activities. The TPB also includes equity and environmental justice transportation planning, complete streets, public involvement, strategic highway network, Federal lands, planning and environmental linkages, data collection for transportation planning, and PBPP tasks into the UPWP process. In response to the 2019 certification review, the TPB has also created a section noting accomplishments, policy goals, and participation achievements.

The UPWP responds to requests for technical assistance from the state and local governments and transit operating agencies. This activity takes the form of technical work tasks in which TPB-developed tools, techniques, data, and capabilities are used to support DDOT, MDOT, VDOT, and regional transit agencies' sub-area planning, travel monitoring, travel modeling, and data collection efforts related to regional transportation planning priorities. The UPWP details the planning activities that must be accomplished to address the annual metropolitan planning requirements such as preparing the Transportation Improvement Program (TIP) and a

Congestion Management Process (CMP). The format of the UPWP is acceptable and the descriptions of the work to be undertaken is thorough.

During the site visit, TPB staff indicated that for the 2024 UPWP, the TPB is proposing an in-depth research and analysis of socioeconomic, demographic, and transportation/mobility characteristics of disadvantaged populations to identify their unmet mobility and accessibility needs. The purpose of this study will be to provide TPB member agencies, local governments, and transit agencies with findings and considerations as they identify future projects, programs, and policies as part of their transportation planning activities.

TPB meets the regulatory requirements for the UPWP.

Commendation: None.

Corrective Action: None.

Recommendations: None.

Proposed FHWA/FTA Technical Assistance: None.

4.3 Metropolitan Transportation Plan

4.3.1 Regulatory Basis

23 U.S.C. 134(c), (h) & (i) and 23 CFR 450.324 set forth requirements for the development and content of the MTP. Among the requirements are that the MTP address at least a 20-year planning horizon and that it includes both long- and short-range strategies that lead to the development of an integrated and multi-modal system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

The MTP is required to provide a 3C multimodal transportation planning process. The plan needs to consider all applicable issues related to the transportation system's development, land use, employment, economic development, natural environment, and housing and community development.

23 CFR 450.324(c) requires the MPO to review and update the MTP at least every 4 years in air quality nonattainment and maintenance areas, and at least every 5 years in attainment areas, to reflect current and forecasted transportation, population, land use, employment, congestion, and economic conditions and trends.

Under 23 CFR 450.324(f), the MTP is required, at a minimum, to consider the following:

- Projected transportation demand
- Existing and proposed transportation facilities
- Operational and management strategies
- A description of the performance measures and performance targets used
- A system performance report
- Congestion management process
- Capital investment and strategies to preserve transportation infrastructure and provide for multimodal capacity
- Design concept and design scope descriptions of proposed transportation facilities
- Potential environmental mitigation activities
- Pedestrian walkway and bicycle transportation facilities
- Transportation and transit enhancements
- A financial plan

4.3.2 Current Status

The TPB planning area comprises approximately 3,500 square miles including urban, suburban, and exurban to rural areas. This diverse region was described in the current MTP (Visualizes 2045) as one of the most affluent in the country, and is expected to gain over 7 million people, an increase of 23 percent by 2045.

The Visualize 2045 MTP was approved in December 2018 and addresses how the TPB, and its members address challenges facing the region, gather public opinion, and advance the most effective strategies to make progress on the region’s goals today and in the future. Each transportation agency in the region plans and funds programs, policies, and projects that respond to regional and local goals. Those projects that rise to regional significance are included in the project list, so long as sufficient revenue is available to pay for the projects. Visualize 2045 reports on the performance of the transportation system based on the TPB’s regional analysis. This enables the region to set priorities and develop strategies to maintain, improve, and enhance the transportation system.

A 2022 update of the Visualize 2045 plan was completed and approved by the TPB board on June 15, 2022. The updated Visualize 2045 plan is robust and comprehensive and includes the required federal elements; 20-year planning period; strategies/actions that lead to the development of an integrated multimodal transportation system; clearly identified transportation investments and services; incorporation of measures, targets, and actual condition; system performance report addressing PBPP requirements; and a financial plan that demonstrates how the adopted MTP can be implemented. The TPB staff updated Visualize 2045 with input from the TPB members, their technical staff, and the public. Public outreach for the Visualize 2045 update included a targeted campaign called “Aspiration to Implementation” to solicit feedback on project and policies linked to the Aspirational Initiatives that include:

- 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

The Visualize 2050 plan process is currently ongoing with adoption most likely to occur in 2024 (or before 2025). Technical input solicitation was recently completed with no comments and the updated plan will rely on a “zero-based budgeting” approach. Each project in the 2050 plan will be re-examined (approximately 200) to determine consistency with regional planning priorities. TPB intends to retain projects from the current 2045 plan that are under construction or have Federal/State/local/private funding allocated. TPB goals and priorities can be used to influence the scope of these projects. All projects for Visualize 2050 will be re-examined by January 2024. The TPB and its member agencies will examine all projects, programs, and policies, “scrubbing” the plan utilizing the “zero-based budgeting” approach. Air quality conformity will be completed as part of the Visualize 2050 plan process.

The TPB is currently developing the Visualize 2050 plan with outreach scheduled for the Fall 2023 and Fall 2024. As part of the “Voices of the Region” survey, the TPB received public input requesting additional opportunities to weigh-in on the projects in the LRTP prior to their being included in the plan. It is anticipated that this feedback will help shape investments outlined in the Visualize 2050 plan update. The 2050 Visualize Plan will also include a new program “The Regional Resiliency” program with a newly hired resiliency staff person, to better measure performance toward this Federal Planning Factor.

4.3.3 Findings

Projects in the Visualize 2045 plan are developed at the state and local levels by member jurisdictions. The TPB requires member jurisdictions to submit forms for project inclusion in the financially constrained element of the MTP. The TPB asks sponsor agencies to document how they support regional goals. For each project submitted to the plan, the project sponsors indicate how their project helps to advance TPB’s vision, goals, aspirational initiatives, and respond to the planning factors.

The TPB has set a number of ambitious goals and initiatives including greenhouse gas (GHG) reduction, unmet housing needs, climate resiliency, equity, and safety priorities. Currently, the TPB does not have an internal prioritization process for projects in the MTP. The TPB utilizes established overarching goals and priorities and relies on the project prioritization processes used by each of its member agencies at the local, state, and sub-regional levels. The TPB is

encouraged to consider a process where the prioritization metrics are consistent among all the different jurisdictions and agencies and more directly correspond to the TPB's regional goals and priorities. Doing so could better help the TPB in achieving its adopted goals and initiatives. Under BIL, FHWA is supporting a Prioritization Process Pilot Program to selected MPOs to fund the development and implementation of publicly accessible, transparent prioritization processes to assess and score projects according to locally determined priorities, and to use such evaluations to inform the selection of projects to include in transportation plans.

Visualize 2045 included a comprehensive system performance report evaluating the conditions and performance of the transportation system with respect to PBPP requirements. Both the performance target descriptions and system report help inform the public and decision-makers on the condition of transportation assets in the region and the funding necessary to maintain a state of good repair.

During the site visit, TPB staff also noted the continued role of the 2014 Regional Transportation Priorities Plan (RTPP) and how it's used in helping to provide an overlay of high-level goals for the Region and that it will be used for the Visualize 2050 update. The TPB adopted the RTPP in January 2014 and it is used with the TPB Vision (1998) and the Aspirational Initiatives (2018) to provide an overarching framework for the TPB. It focuses on a handful of transportation priorities and feasible strategies with the greatest potential to advance regional goals rooted in the TPB Vision. The goals in the RTPP are frequently referenced in TPB planning activities, including the work of the LRTP Task Force which shaped what are now the TPB's Aspirational Initiatives. The RTPP goals are also used for the submission forms for projects in the financially constrained element of the plan. The 2014 RTPP has relevance and similarities to some current TPB priorities and the aspirational initiatives. However, it does not align or reflect more recent initiatives like adopted GHG goals, equity factors, housing goals, and the Region United: Metropolitan Washington Planning Framework for 2030.

The TPB, state DOT, and transit agencies meet Federal regulations for the MTP.

Commendation: The TPB is commended for embarking on an innovative and inclusive approach to planning transportation investments in their region as demonstrated with the 2045 MTP's "Future Factors" including Equity, Climate Change and Transportation Safety etc., to guide decision-making across modes. These comprehensive measures help illuminate a robust set of benefits inherently unique to transit and non-motorized projects (but often discounted in traditional MPO ranking processes) to better shape communities in the Washington DC planning area.

Corrective Action: None.

Recommendations: The review team recommends that the next update of the RTPP align with current adopted goals and initiatives. While the broad goals and priorities reflected in the 2014 RTPP remain supported by TPB efforts, by aligning the next RTPP, the TPB may better reach

adopted GHG, housing, and equity goals for the region. In addition, the TPB should update its 2023 Policy Framework to reflect all the regional policy priorities into a single document.

Proposed FHWA/FTA Technical Assistance: None.

4.4 Transportation Improvement Program

4.4.1 Regulatory Basis

23 U.S.C. 134(c), (h) & (j) set forth requirements for the MPO to cooperatively develop a TIP. Under 23 CFR 450.326, the TIP must meet the following requirements:

- Must cover at least a four-year horizon and be updated at least every four years.
- Surface transportation projects funded under Title 23 U.S.C. or Title 49 U.S.C., except as noted in the regulations, are required to be included in the TIP.
- Make progress toward achieving the performance targets.
- A description of the anticipated effect of the TIP toward achieving the performance targets (to the maximum extent practicable).
- List project description, cost, funding source, and identification of the agency responsible for carrying out each project.
- Projects need to be consistent with the adopted MTP.
- Must be fiscally constrained.
- The MPO must provide all interested parties with a reasonable opportunity to comment on the proposed TIP.

4.4.2 Current Status

On December 16, 2020, the TPB began the development of the financially constrained element of the 2022 update to Visualize 2045 by releasing the Technical Inputs Solicitation Submission Guide. The guide requested that the transportation implementing agencies explicitly consider the Vision, the RTTP, the ten planning factors, and other policy documents and studies as the policy framework when they submitted projects and programs for inclusion in the financially constrained element of Visualize 2045. The FY 2023–2026 TIP was developed with the assistance of the MDOT, DDOT, VDOT, the region’s transit agencies, and staff from local jurisdictions. The TPB approved the FY 2023–2026 TIP on June 15, 2022. It includes over 300 projects and programs with more than \$11 billion in funding from federal, state, local, private, and other sources. The projects listed in the TIP have been vetted under a project selection process and align with the LRTP demonstrating progress towards achieving performance targets.

The TIP's content and structure has been redeveloped as a core document with the TIP tables included as appendices. The TPB carries out several types of actions during the development of the TIP that impact the project selection process. The TPB begins each TIP cycle by issuing and approving the "Call for Projects" solicitation document. In response, agencies submit information on new and existing projects. The TPB approves these project inputs and spends several months reviewing and analyzing the data to ensure that the project inputs are consistent with the region's air quality requirements. Once the analysis is complete the TPB makes a final approval of the constrained LRTP, TIP, and air quality analysis.

Annual List of Obligated Projects

Currently, the TPB utilizes InfoTrak as the e-TIP software to generate a list of obligated funds for projects. This information is partly generated from access that the TPB has to FHWA's grant management system. TPB is still seeking a way to access FTA's grant management system to better generate a list of yearly obligated transit projects. FTA's grant management system is different from FHWA's making the ability to access transit recipients' annual obligations more challenging. TPB staff plan to enhance the documentation of the Annual List of Federally Obligated Projects to include more analytical data looking at linkages between federal obligations and environmental justice and equity related matters.

Project Prioritization

During the site visit TPB described the process of reviewing and approving projects to be included in its LRTP and TIP. It was noted that project prioritization for the TPB's LRTP and TIP happens at the jurisdictional level, with the transportation agencies (highway and transit) responsible for the project being the lead. As such, the projects received by TPB for consideration for its LRTP and TIP may have already undergone a statewide prioritization process. The implementing agencies submit project information to the TPB that documents how the project advances the regional goals and priorities. Then, TPB staff reviews the projects to ensure fiscal constraint.

The TPB's project approval process is primarily qualitative and based on a set of comprehensive, multi-modal, multi-sector policy priority and goals, developed through a 3C process. The TPB, as part of its review and approval of projects to be included in the LRTP and TIP, may send back project submittals to the sponsoring agency for enhancement to better meet the TPB's priorities and goals before accepting the project submittal, which was done, for example, for both the Virginia Express Lanes project and Maryland's Opportunity Lanes project.

TPB staff have completed implementation of the Project InfoTrak LRTP and TIP project database, using a SaaS platform. InfoTrak as the e-TIP platform has helped improve the development of the TIP and TIP related processes.

4.4.3 Findings

The TPB acknowledged during the site visit that their prioritization and selection process (for the LRTP and TIP) is not a quantitative prioritization process. The Federal review team sought additional clarity on how the assumptions for fiscal constraint for the jurisdictions and their submitted projects is performed. The TPB provided supplemental information following the site visit that clarified how projects are prioritized regionally. The FY 2023-2026 TIP meet the financial plan requirements to show the consistency of the proposed projects with already available and projected sources of transportation revenues while the existing transportation system is being adequately operated and maintained.

The TPB's TIP includes a description of how the investments in the TIP make progress toward achievement of performance targets. The TIP includes funding under the Highway Safety Improvement Program (HSIP) for priority HSIP projects as programmed by the three states. On average, the TPB approves amendments and administrative modifications to 350 project and program records in the TIP each year. Amendments are processed and approved by as many as 4 or 5 TIP Actions over the course of each month. TPB staff use the remainder of each month to process and approve administrative modifications from all agencies. The TPB will work with the consultant that provides its InfoTrak/e-TIP software solution to upgrade from its current platform in September 2023, which will allow TPB to perform more customizations and queries, allowing TPB more autonomy and flexibility rather than being dependent upon consultant help.

TPB meets the regulatory requirements for the Transportation Improvement Program.

Commendation: None.

Corrective Action: None.

Recommendations: None.

Proposed FHWA/FTA Technical Assistance: None.

4.5 Public Participation

4.5.1 Regulatory Basis

Sections 134(i)(6), 134(j)(1)(B) of Title 23 and Section 5303(i)(5) and 5303(j)(1)(B) of Title 49, United States Code, require a MPO to provide adequate opportunity for the public to participate in and comment on the products and planning processes of the MPO. The requirements for public involvement are detailed in 23 CFR 450.316, which requires the MPO to develop and use a documented participation plan that includes explicit procedures and

strategies to include the public and other interested parties in the transportation planning process.

Specific requirements include giving adequate and timely notice of opportunities to participate in or comment on transportation issues and processes, employing visualization techniques to describe metropolitan transportation plans and TIPS, making public information readily available in electronically accessible formats and means such as the online meetings, holding public meetings at convenient and accessible locations and times, demonstrating explicit consideration and response to public input, and periodically reviewing the effectiveness of the public participation plan (PPP).

4.5.2 Current Status

TPB's PPP was updated in October 2020 in response to the 2019 certification review. In addition, the TPB rebranded its "Citizens Advisory Committee" to the "Community Advisory Committee (CAC)" in response to Federal review team input during the 2019 certification review. The structure of the CAC was also overhauled since the 2019 certification review to get more representation from throughout the region. Overall, the current PPP describes the TPB's policies, goals, procedures, and principles for engagement with the public in the metropolitan transportation planning process. The plan was developed in consultation with interested parties and various representatives of the community. From the onset The TPB does make efforts to ensure that traditionally underrepresented communities and persons with disabilities, are afforded opportunities to participate in the transportation planning process. TPB staff acknowledged during the site visit that participation from low-income and minority populations has historically been difficult, so their outreach efforts have tried to help target and engage those populations.

The October 2022 TPB Board meeting was the first since the onset of the Covid-19 pandemic to accept live public comment. Going forward, the TPB will continue to accept pre-submitted comments for all meetings and provide the opportunity for live public comment only at in-person meetings. Public comments help inform the TPB Board's activities and actions. TPB discussed some ways that public engagement has been optimized recently, including no longer live tweeting Board meetings and instead relying on Retweets that has increased meaningful engagement.

The TPB conducted an evaluation of the entire public participation program in 2018 and again November 2022. The evaluation in 2022 focused on two parts - the general public participation process and the LRTP process and outreach methods used for Visualize 2045. The evaluation examined current committee structures and communication channels, newsletters, and social media. The evaluation resulted in short-term, mid-term, and long-term recommendations. Some short-term recommendations included website language changes, using plain language, and tweaks to how social media is used. One outcome of note from the evaluation is for the TPB to conduct public outreach following the completion of projects to keep the public aware

of progress. For CAC recruitment, the TPB performed “boosted” Facebook posts that may have helped recruit new CAC members.

During the site visit, the TPB stated that while the PPP is a relatively static document, it’s not entirely reflective of the extent of the outreach work being accomplished. The TPB strives to reach communities with face-to-face interaction and is also optimizing virtual public involvement by streaming MPO meetings and using social media. The TPB has also reactivated their Community Leadership Institute that invites members of the public to learn about the metropolitan planning process. The next offering of this 3-day training about metropolitan planning is in 2024.

During the Covid-19 pandemic, the TPB undertook a robust and unique outreach effort called “Voices of the Region” that included three methods for collecting input including a survey, focus groups, and a QR code poster campaign. This survey effort was part of the update to the Visualize 2045 plan and was intended to reach thousands of the region’s residents. The first method for collecting input was a public opinion survey that was sent randomly to residents in the region. Some of the questions were about climate change, potential driverless cars, and general attitudes towards the transportation system. A total of 2,407 surveys were completed exceeding the anticipated target of 2,000. Respondents had the option of English or Spanish for the survey and telephone responses were also accepted. The second method utilized was the use of focus groups with 112 people participating from the around region. The TPB prioritized participants from historically underrepresented population groups. The last method for outreach was a QR code campaign with posters and signs in over 40 locations in the region’s jurisdictions. The intent was to make the QR code campaign an open period for comment and not invite only like the survey or focus groups.

The TPB also collected comment and provided other opportunities to participate in the Visualize 2045 plan update. TPB staff conducted multiple public comment periods including an online public input survey to receive comments or ideas about transportation in the region. There were over 6,000 responses to the online survey. TPB also conducted twelve public forums and held three open houses as part of their public outreach efforts to obtain comments on the LRTP.

4.5.3 Findings

The Federal review team observed that there are many opportunities and ways for the public to become involved and informed throughout the metropolitan transportation planning process. The TPB attempts to cast a wide net to provide public access and involvement in the development of the LRTP and TIP through non-traditional outreach means including seeking comment at festivals, fairs, and other community activities. TPB has made several improvements to its public outreach activities including: a bi-weekly newsletter, online streaming of TPB Board meetings, established two staff positions dedicated to public involvement, development of social media presence, use of interactive web-based surveys, and

facilitated group discussions to obtain feedback on planning issues. The TPB has created and maintained a spreadsheet to track public participation data. TPB has also begun to produce a report to document the evaluation of its public participation activities.

While the TPB has made tremendous efforts with respect to public outreach, the Federal review team suggests updating the Citizens Guide to Transportation Decision Making in the Washington Metropolitan Region published in 2008. The explanations, format, and content of the 2008 guide, are still very informative, but this plan should reflect current practice and evolutions in public outreach, including social media.

FAMPO adopted a joint Title VI and PPP in June 2021 noting that the two often have interrelated efforts for outreach. Implementation of the plan began January 1, 2022 once the 2020 Census data was available. The delay in implementation was to allow FAMPO to create demographic profiles of its planning area utilizing the results of the 2020 Census. The demographic allows staff to identify underrepresented populations within their planning area and potential outreach strategies. It's unclear how this effort dovetails with the TPB's outreach efforts for the northern Stafford County portion that overlaps the two MPOs.

TPB and FAMPO meet the regulatory requirements for public participation.

Commendation: The TPB is commended for its robust efforts with the "Voices of the Region" survey and methods for increasing public involvement. The methodology used, including the survey, focus groups, and QR code poster campaign, represent innovative techniques to reach public participants. Despite the Covid-19 pandemic, the TPB was able to broaden outreach collecting input throughout the region.

Corrective Action: None.

Recommendations: None.

Proposed FHWA/FTA Technical Assistance: None.

4.6 Civil Rights (Title VI, LEP, ADA)

4.6.1 Regulatory Basis

Title VI of the Civil Rights Act of 1964, prohibits discrimination based upon race, color, and national origin. Specifically, 42 U.S.C. 2000d states that "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." In addition to Title VI, there are other nondiscrimination statutes that afford legal protection. These statutes include the following: Section 162(a) of the Federal-Aid

Highway Act of 1973 (23 U.S.C. 324), the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990. Title VI applies to all the recipient's programs and activities, which includes those performed by contract (49 CFR 21.23(e) and then 49 CFR 21.5(b)(2), etc.).

Executive Order 13166 (Limited-English-Proficiency) requires agencies to ensure that limited English proficiency persons can meaningfully access the services provided consistent with and without unduly burdening the fundamental mission of each federal agency.

Title 49 CFR 21.7 (Title VI Assurances) requires that recipients provide Title VI assurances as a condition to receiving Federal financial assistance. U.S. DOT Order 1050.2A, DOT Standard Title VI Assurances and Non-Discrimination Provisions (April 2013) provide the content that the Assurances must include. Any changes to the Assurances are initiated by the USDOT operating administrations and must be coordinated by the Departmental Office of Civil Rights.

4.6.2 Current Status

Title VI

The Title VI Plan was approved May 2021 and the Title VI Program approved May 2021 with the effective period being August 1, 2021, through July 31, 2024. COG, as the administrative agency for TPB, is responsible for leading the development of the Title VI Plan and Program. All procurement-related Title VI and Disadvantaged Business Enterprise matters are managed through the Office of Finance and Administrative Services. Interaction with the public through the transportation planning process is managed by the COG Department of Transportation Planning, as most interaction with the public occurs through the transportation planning process and related Federal requirements.

Limited English Proficiency

The TPB website includes a link to the Accommodations Policy and the Google Translate option on each webpage. The following is a list of some of the TPB efforts made to provide language access:

- Advertise public comment periods in Spanish language news publications.
- Provide survey forms and web applications in multiple languages.
- Provide Spanish-speaking facilitators at forums and outreach events.
- Hire bilingual staff members.
- Google Translate is available on all COG webpages.
- Provide Spanish versions of key web pages.

ADA/Section 504

Title II of the ADA applies to all State and local governments and all departments, agencies, special purpose districts, and other instrumentalities of State or local government ("public entities"). It applies to all programs, services, or activities of public entities, from adoption

services to zoning regulation. Title II entities that contract with other entities to provide public services (such as non-profit organizations that operate drug treatment programs or convenience stores that sell state lottery tickets) also have an obligation to ensure that their contractors do not discriminate against people with disabilities.

The regulations at 28 CFR 35.104 defines what kinds of entities are required to have an ADA transition plan. "Public entity" is defined in these regulations as "Any State or local government; Any department, agency, special purpose district, or other instrumentality of a State or States or local government; and." An MPO is considered an "instrumentality" of a state or local government.

4.6.3 Findings

Title VI

The Federal review team could not verify how the TPB ensures its solicitation and awarding of consultant contract process is nondiscriminatory. The TPB should continue to ensure its self-certification is carried out pursuant to 23 CFR 450.335.

Limited English Proficiency

The Federal review team noted that the Limited English Proficiency (LEP) plan commonly uses the word "accommodate" which are made for persons with disabilities and is required under the ADA. "Language Access" is the term typically used to mean language services provided to LEP persons that will ensure meaningful access and participation and is required under Title VI of the Civil Rights Act of 1964. The Department of Justice has recommended that Google Translate not be used because the message context is typically not the same as the original message. The TPB should consider the accuracy of translations for their website, meeting announcements, and other documents to ensure meaningful access by LEP persons.

ADA/Section 504

MPOs are local public agencies, and as such, they also need to have either an ADA transition plan or program access plan. Additionally, the TPB does not have a staff person who is responsible for coordinating TPB's efforts to comply with the ADA.

The TPB meets the regulatory requirements for Civil Rights, ADA, and LEP.

Commendation: None

Corrective Action: None

Recommendations: The Federal Review team recommends that the TPB develop an ADA transition plan that explains how they make their programs, services, and activities accessible to persons with disabilities.

The TPB should develop procedures for the collection of statistical data (race, color, and national origin) of participants in, and beneficiaries of State highway programs, i.e., public participation meetings; public outreach; consultant selection, hiring and retention; impacted citizens and affected communities.

The TPB should conform to the State DOT's policies and reporting requirements in the State DOT's Title VI Implementation Plan (LEP, complaint procedures, etc.) and the TPB must develop its own written procedures.

Proposed FHWA/FTA Technical Assistance: Office of Civil Rights for FHWA to offer technical assistance and detailed guidance.

4.7 Environmental Justice

4.7.1 Regulatory Basis

Executive Order 12898 directs federal agencies to develop strategies to address disproportionately high and adverse human health or environmental effects of their programs on minority and low-income populations. In compliance with this Executive Order, USDOT and FHWA issued orders to establish policies and procedures for addressing environmental justice in minority and low-income populations. The planning regulations, at 23 CFR 450.316(a)(1)(vii), require that the needs of those "traditionally underserved" by existing transportation systems, such as low-income and/or minority households, be sought out and considered.

4.7.2 Current Status

Since the 2019 Certification Review, the TPB has continued to strengthen its environmental justice analysis and ways the analysis is used with stakeholders throughout the region. In order to assess benefits and burdens to environmental justice populations, the TPB utilizes two phases of evaluation with Phase 1 being the identification of small areas with above average concentrations of "low-income" populations, "minority" populations or both, referred to as Equity Emphasis Areas (EEAs). The EEAs were created in consultation with the Access for All committee, transportation and land use officials, and data in the most recent Census data at the time of their development. Phase 2 evaluation utilizes outputs from the TPB's travel demand model which forecasts where, when, and how people will travel around the region throughout the future years covered by the Visualize 2045 plan. To make its predictions, the model relies on the latest regional population, household, and job growth forecasts.

For the Phase 2 analysis, the TPB first identifies a Transportation Analysis Zone (TAZ) equivalency for the U.S. Census tract-level EEAs identified in Phase 1. TAZs are the level of analysis used by the TPB for conducting a "four-step" regional travel demand model. Using a geographic information system, a TAZ is identified as an EEA tract-level equivalent when its

centroid is located within an EEA tract. The TPB MPA as-a-whole, the aggregated TAZ-level EEA equivalents, and the aggregated rest of the region are used as unique geographies to calculate average accessibility and average mobility measures for the three identified scenarios. For accessibility measures, the average for an origin zone is calculated by averaging the number of opportunities (e.g., jobs) for all destination zones weighted by the household population of each zone. The analysis developed has quantitative estimates for the above measures for three geographic areas: (1) the entire TPB MPA, (2) the EEAs as a whole and for (3) the rest of the region (excluding the EEAs). The estimates are then examined to identify benefits and burdens in all three areas; comparing benefits and burdens within EEAs relative to the rest of the region and determine if a disproportionately high and adverse impact on “low-income” and “minority” populations exists.

Overall, there are 35 measures used to assess burdens and benefits to environmental justice populations from projects adopted in the LRTP and there is a high-level analysis looking at access to jobs, medical facilities, higher education institutions, and then access to transportation including all modes. The more detailed analysis looks at barriers to transportation access including bus access and the ability of environmental justice populations to have access to high-capacity transit (HCT) station areas and regional activity centers. HCTs station areas comprise several modes of public transportation, including Metrorail, commuter rail, light rail, streetcar, and bus rapid transit.

In 2020, the TPB approved three resolutions renewing commitments to safety, equity, and climate change. The TPB’s equity resolution affirms equity as a foundational principle that are woven throughout TPB’s analyses, operations, procurement, programs, and priorities.

4.7.3 Findings

The Federal review team noted the considerable efforts of the TPB related to environmental justice and equity considerations including use of HCT station areas in planning decisions. There are 225 HCT stations areas that are currently in place or will be by 2030. HCT station areas and EEAs are areas that represent opportunities for special consideration and tools to promote creating Transit-Oriented Communities, a strategy for leveraging the land around transit stations to promote prosperity, accessibility, livability, and sustainability.

The results of the analysis demonstrate that Visualize 2045 does not have a disproportionately high and adverse impact on environmental justice populations. This regional environmental justice evaluation leads to additional policy observations which continue promoting the full, fair, and equitable treatment of all individuals, including low-income populations, racial and ethnic minorities, people with disabilities, and older adults.

The TPB’s environmental justice analysis on the Visualize 2045 plan was provided to the TPB Board in March 2023. The Visualize 2050 plan update will incorporate greater consideration of environmental justice populations and the EEAs. EEAs are already helping to inform the

household travel survey sampling strategy and are currently considered with TPB's Enhanced Mobility and Transportation Land Community grant programs and are used in several planning activities by regional stakeholders.

Moving forward, TPB staff will undertake an analysis to compare the new Justice 40 disadvantaged communities, identified by the FHWA tool, within the TPB's MPA with the EEAs. The TPB staff recognize that the criteria used by USDOT to define its Justice 40 disadvantaged communities differ from those used by the TPB to identify EEAs. The TPB will also continue to advance its equity work by evaluating impediments to travel for environmental justice populations. The [US DOT Equitable Transportation Community Explorer](#) is an interactive web application that uses 2020 census tracts and data, to explore the cumulative burden communities experience, as a result of underinvestment in transportation.

In its annual self-certification, the TPB should include reference to FTA's Final Circular 4703.1 Environmental Justice Policy Guidance for FTA Recipients from 2012.

TPB meets the regulatory requirements for Environmental Justice.

Commendation: The Federal review team commends TPB for its continued emphasis on environmental justice considerations in the region and for continuing to refine the methodology for examining potential impacts on environmental justice populations. The TPB's use of TAZs to determine average accessibility and average mobility measures is innovative and helps inform regional decision-making at large. This work provides TPB an equity framework that goes beyond analyzing the LRTP and to informing and influencing local and regional efforts and projects.

Corrective Action: None.

Recommendations: None.

Proposed FHWA/FTA Technical Assistance: None.

4.8 Congestion Management Process/Management and Operations

4.8.1 Regulatory Basis

23 U.S.C. 134(k)(3) and 23 CFR 450.322 set forth requirements for the CMP in TMAs. The CMP is a systematic approach for managing congestion through a process that provides for a safe and effective integrated management and operation of the multimodal transportation system. TMAs designated as non-attainment for ozone must also provide an analysis of the need for additional capacity for a proposed improvement over travel demand reduction, and operational management strategies.

23 CFR 450.324(f)(5) requires the MTP to include Management and Operations of the transportation network as an integrated, multimodal approach to optimize the performance of the existing transportation infrastructure. Effective Management and Operations strategies include measurable regional operations goals and objectives and specific performance measures to optimize system performance.

4.8.2 Current Status

TPB maintains a regional CMP in accordance with federal law (U.S.C. Titles 23 and 49) and associated regulations. FAMPO maintains a CMP for its portion of TMA UZA and TPB maintains the CMP for the remainder of the area. It is notable that FAMPO and TPB CMPs differ because the agency roles in project selection differ, FAMPO by action within a single state, TPB's multi-state approach by calling attention to technical CMP information (and other technical information) in TPB's Technical Inputs Solicitation call for projects. FAMPO updated its CMP plan in 2022, which includes an interactive Web App showing various CMP measure layers.

CMP has four main components:

- Congestion monitoring of major highways.
- Identification and analysis of strategies to alleviate congestion.
- Implementation of reasonable strategies and an assessment of their effectiveness.
- Integration of strategies into major roadway construction projects.

With the CMP, the TPB aims to use existing and future transportation facilities efficiently and effectively, reducing the need for highway capacity increases for single-occupant vehicles (SOVs). CMP documentation is included in the TPB's process for soliciting projects from implementing agencies for the Constrained MTP and TIP. CMP documentation is largely contained within Chapter 8 of Visualize 2045 where overarching strategies to implement CMP and travel demand are described. The TPB strives to integrate CMP and PBPP efforts and this is evident from Chapter 8 of Visualize 2045. Appendix E of Visualize 2045 clarifies the way the CMP process has led to the development of projects and programs in the LRTP. The TPB produces a CMP technical report every two years with the last being completed in 2022. The transportation implementing agencies are required to submit a Congestion Management documentation form for each project or action proposing an increase in SOV capacity. The implementing agencies submit documentation of CMP strategies considered in conjunction with significant federally funded constrained MTP or TIP projects.

Chapter 6 of the Visualize 2045 plan addresses Management and Operations and the TPB has continued its longstanding partnership with the Metropolitan Area Transportation Operations Coordination Program. Commuter Connections is the primary transportation demand management strategy for the TPB. Commuter Connections serves as an umbrella resource that provides support services to network organizations and individuals who currently drive alone,

and to facilitate those who are seeking to change SOV behavior by providing information about commute alternatives. The TPB has a number of incentive programs for carpooling/vanpooling, promoting telework/car free day, and also hosts the region's bike-to-work day as part of Commuter Connections. The TPB maintains a Congestion Dashboard reflecting quarterly regional congestion trends. The TPB also maintains the Regional Transportation Data Clearinghouse which is an online resource for transportation data, maps, and applications. TPB staff have collected transportation data from various sources, primarily member jurisdictions, state agencies, and transit authorities that serves as a clearinghouse to share data throughout the region on a number of different transportation factors in the region. GWRideConnect operations vanpool service in FAMPO region and as a result of the Covid-19 pandemic, ridership on vanpools has been reduced.

4.8.3 Findings

Federal regulations require consideration of congestion management strategies in cases where SOV capacity is proposed. Major SOV capacity-increasing projects in the constrained MTP include information on how alternatives to SOV capacity were considered in the study or proposal for the project. Along with TPB's CMP in the Visualize 2045 plan, TPB staff produced biennial CMP Technical Reports in 2020 and 2022. These reports provided a wealth of information on congestion conditions, as well as congestion management strategies considered or pursued in the region addressing both demand management (featuring TPB's Commuter Connections Program) and operations management. TPB recommended review of the reports technical information as member agencies consider their inputs to the Technical Inputs Solicitation. Post-pandemic, work patterns have changed which has ultimately decreased participation in some aspects of the Commuter Connections program. The TPB has embarked on an educational campaign to remind commuters of non-SOV options available to them. The TPB maintains a robust set of reports and documents related to CMP and Management and Operations and consideration should be given for creating summary documents that help the public better understand the wealth of information the TPB compiles for these topic areas.

During the Covid-19 pandemic, the TPB maintained the "COVID-19 Travel Monitoring Snapshot" which illustrates how the pandemic impacted travel in the Washington DC region from March of 2020 and December of 2022. The charts show changes in roadway traffic and enplanements as compared with 2019 levels.

FAMPO monitors highway congestion data from VDOT and the ridership of transit agencies serving the FAMPO region. The FAMPO policy committee gets quarterly updates on highway congestion data and transit trends since the onset of the Covid-19 pandemic. The introduction of fare free buses by FRED transit, had an immediate increase in transit ridership which is relayed to the FAMPO Policy Committee. The GWRideConnect program is the largest vanpool service in the state of Virginia. Recently, FAMPO has observed an uptick in ridership on vanpools through GWRideConnect. FAMPO, unlike the TPB, does administer CMAQ and Surface

Transportation Block Grant (STBG) funding and has an application process in-place for these funds; however, FAMPO is planning to update its application process for these funds to ensure that applications are fulfilling the purpose and eligibility requirements for CMAQ and STBG funds.

TPB and FAMPO meet the regulatory requirements for CMP/Management and Operations.

Commendation: TPB is commended for maintaining the data clearinghouse and data delivery efforts that provide the TPB partners the ability to track and evaluate congestion methods that support system capacity expansion.

Corrective Action: None.

Recommendations: None.

Proposed FHWA/FTA Technical Assistance: None.

4.9 Performance Based Planning and Programming

4.9.1 Regulatory Basis

23 U.S.C. 150(b) identifies the following national goals for the focus of the Federal-aid highway program: Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, Environmental Sustainability, and Reduced Project Delivery Delays. Under 23 U.S.C. 134(h)(2), the metropolitan planning process shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the national goals, including the establishment of performance targets.

23 CFR 450.306(d) states that each MPO shall establish performance targets to support the national goals and track progress towards the attainment of critical outcomes. Each MPO shall coordinate with the relevant State to ensure consistency, to the maximum extent practicable, and establish performance targets not later than 180 days after the State or provider of public transportation establishes its performance targets. The selection of performance targets that address performance measures described in 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d) shall be coordinated to the maximum extent practicable, with public transportation providers to ensure consistency with the performance targets that public transportation providers establish under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d). Additionally, each MPO shall integrate the goals, objectives, performance measures, and targets from other performance-based plans and programs integrated into the metropolitan transportation planning process.

23 CFR 450.314(h) states that the MPO, the State, and the public transportation operator shall jointly develop specific written provisions PBPP, which can either be documented as part of the metropolitan planning agreements or in some other means.

4.9.2 Current Status

To implement PBPP in coordination with partners, the TPB is tasked with setting and monitoring progress toward targets for 26 performance measures. The TPB is responsible for determining how to calculate measures and set targets for the MPA. The Covid-19 pandemic had a significant impact on when, how, and to what extent the transportation system was used as well as transit service levels and ridership. Performance trends reported for 2020 did reflect these changes. Four-year targets for 2022-2025 were set by October 1, 2022. In January 2023, a revised Appendix D of the System Performance Plan was prepared, which captures performance data and targets through the end of 2022. The 2022 update to Visualize 2045 plan was the first TPB quadrennial plan that reports data and includes discussions on progress toward PBPP targets in the System Performance Plan.

The TPB and its member agencies still have a PBPP Letter of Agreement that defines PBPP responsibilities between the TPB, each State DOT, and applicable providers of public transportation. The TPB has performance measures established for each area including:

- Highway Safety
- Highway Assets: Pavement and Bridge Condition
- Highway System Performance
- Vehicle Emissions
- Transit Asset Management (TAM)
- Transit Safety.

For each of these six performance areas, the TPB is responsible for determining how to calculate measures and set targets for the MPA. The LRTP and the TIP are required to include a description of the performance measures and targets used in assessing the performance of the transportation system. The LRTP is also required to include a system performance report evaluating the condition and performance of the transportation system with respect to the established targets. The TIP is also required to include a description of the anticipated effect of the TIP toward achieving the performance targets set in the plan. The LRTP and TIP are compliant with these requirements. The e-TIP software InfoTrak was recently updated with a new module enabling TPB staff to add customized questions to project description forms. Visualize 2045's Chapter 8: Planning for Performance tied together TPB's longstanding CMP activities with PBPP and data analyses activities. A new system performance report will be prepared for the Visualize 2050 plan. Starting in 2019, the regional TAM targets were developed with a single target for each asset class in the region. The regional targets calculate

the total number of each asset class and the associated target based on the targets of each provider of public transportation.

The final Public Transportation Agency Safety Plan (PTASP) rule was published on January 18, 2017, which specified the transit safety performance measures. In response to the Covid-19 pandemic, FTA announced on April 23, 2020 that it would give providers of public transportation more time to meet the requirements of the PTASP regulation. Some transit providers in the region utilized the PTASP waiver, while others did not. The TPB utilizes National Transit Database Safety and Transit data for bus operators in the Northern Virginia area that do not receive Federal funding in order to help set and establish regional performance. The 2022 regional transit safety targets were based on the targets adopted, which include WMATA (Metrorail, Metrobus, and MetroAccess), DDOT (DC Circulator and DC Streetcar), MDOT-MTA (MTA Commuter Bus), and PRTC (Bus and paratransit). Similarly, annual highway safety targets were adopted by the TPB Board in December 2022.

In order to ensure a 3C planning process, the TPB has separate PBPP letters from 2018 with FAMPO and BRTB that describe the relationship and process for performance target setting in overlapping planning areas. With respect to PBPP in northern Stafford County area that overlaps FAMPO and TPB's planning area, FAMPO and TPB share what targets each MPO is setting. Once the TPB Board approves targets, they're jointly shared with FAMPO and BRTB because of the overlapping UZAs. FAMPO generally accepts targets set by TPB and those from VDOT instead of setting new performance targets. This is generally done because of how small an area of northern Stafford County that falls within the TPB MPA. In recent years FAMPO has improved its internal processes for accepting statewide targets from VDOT. FAMPO in March 2023 sent its target setting letters to its Policy Board for approval.

4.9.3 Findings

TPB continues to work with the states and public transportation providers to collect data, make forecasts for performance, and update performance targets in support of those measures. The TPB demonstrates a high degree of coordination and resourcefulness in order to establish the various performance targets for the region. The TPB TIP reflects the adopted PBPP targets developed by the TPB, which are not just targets that are set by the states. The TPB is monitoring overall transit ridership as some ridership starts to rebound following the Covid-19 pandemic. For TAM and safety performance, decreased transit ridership has affected overall performance towards these targets. Auto travel trends are generally back to pre-Covid-19 levels, but the TPB will continue to monitor trends as it relates to highway safety performance targets. For Highway Assets (Pavement and Bridge Condition) TPB completed several analyses of the region's bridge and pavement data, available through the National Bridge Inventory and the Highway Performance Monitoring System. The state DOTs have adopted targets that the TPB adopted into the MPA. For Highway System performance targets set for the UZA, including travel reliability and delay measures, the TPB has taken the lead in making forecasts and

developing targets which are then utilized by the state DOTs. The TPB has also put together data visualization to graphically depict conditions of roadways, pavements, and bridges and their condition as good, fair, or poor. Highway safety measures continue to get the most attention from the TPB Board and requires close coordination with the state DOTs and various highway safety offices. The TPB administers the regional roadway safety program to provide short-term consultant services to member jurisdictions or agencies to assist with planning for projects that will improve safety. The program is in its third year and provides consultant assistance of up to \$80,000 per project. For FY 2024, the program funded eight projects for a total of \$550,000.

As a result of the Federal certification review, it is clear that the TPB establishes performance targets that address the performance measures pursuant to 23 450.306(d)(2) and tracks outcomes to demonstrate progress, or not, towards performance measures. Going forward, the TPB intends to utilize obligation reports to help determine whether expenditures went towards improvements that support performance targets and measures.

TPB and FAMPO meets the regulatory requirements for PBPP.

Commendation: The TPB is commended for coordinating and setting true regional targets based on all providers and modes throughout the region. TPB has specifically updated its summaries of measures and targets for Highway Safety, Pavement and Bridge Condition, Highway System Performance, Congestion Mitigation and Air Quality (CMAQ) Program, and TAM.

Corrective Action: None.

Recommendations: None.

Proposed FHWA/FTA Technical Assistance: None.

4.10 Financial Planning and Fiscal Constraint

4.10.1 Regulatory Basis

The metropolitan planning statutes state that the LRTP and TIP (23 U.S.C. 134 (j) (2) (B)) must include a "financial plan" that "indicates resources from public and private sources that are reasonably expected to be available to carry out the program." The purpose of the financial plan is to demonstrate fiscal constraint. These requirements are implemented in transportation planning regulations for the metropolitan long-range transportation plan, TIP, and STIP. These regulations provide that a LRTP and TIP can include only projects for which funding "can reasonably be expected to be available" [23 CFR 450.322(f) (10) (metropolitan long-range transportation plan), 23 CFR 450.324(h) (TIP), and 23 CFR 450.216(m)(STIP)]. In addition, the

regulations provide that projects in air quality nonattainment and maintenance areas can be included in the first two years of the TIP and STIP only if funds are "available or committed" [23 CFR 450.324(h) and 23 CFR 450.216(m)]. Finally, the Clean Air Act's transportation conformity regulations specify that a conformity determination can only be made on a fiscally constrained long-range transportation plan and TIP [40 CFR 93.108].

4.10.2 Current Status

The Visualize 2045 financial plan (Appendix A) is largely produced from inputs from the 24 member jurisdictions (state DOTs, public transportation providers, and local governments) cooperatively working with TPB staff to develop reasonably available and projected sources of Federal, state, local, and private revenues, as well as the costs of implementing proposed transportation improvements through 2045. Estimates for revenue and expenditures were developed by the TPB and reviewed by a working group and the TPB Technical Committee. The expenditure and revenue estimates for the WMATA transit system were developed with inputs from both WMATA and its members. Similarly, the financial plan includes expenditure and revenue estimates that were developed and reviewed for the commuter rail and the local transit services. Passage of BIL has resulted in more financial certainty of, particularly for transit projects, Federal funding with approximately \$550 billion from FY 2022 - 2026.

The 2021 revenue and expenditure forecasts were largely based on pre-pandemic travel patterns and trends.

4.10.3 Findings

The current LRTP demonstrates fiscal constraint with consistency between reasonably available and projected sources of Federal, State, and local, revenues and the costs of implementing proposed transportation system improvements. Some financial assumptions appear to be incongruent in a post-Covid world given hybrid work that are impacting travel patterns. Decreased transit revenue as a result of the Covid-19 pandemic is not reflected in the Visualize 2045 financial plan including decreased transit ridership and its subsequent effect on transit revenue forecasts. As the TPB continues development of the Visualize 2050 plan, the TPB should plan and account for the anticipated decreases in transit revenues as a result of changes in telework and travel patterns resulting for the Covid-19 pandemic.

While anticipated revenue and expenditure estimates are in year of expenditure dollars, the rate of inflation documented in the LRTP was established at 2.4%. Concerns persist about predicting inflation rates in the coming years because of current volatility with interest rates. Compared to current and anticipated near-term economic conditions, this rate appears low especially considering labor and supply shortages driving up project and procurement costs. With increasing costs, revenues too would need to increase to maintain constraint. Interestingly, the financial plan mentioned "... the additional revenues of the federal Bipartisan

Infrastructure Law are not included in this financial analysis.” This increase in BIL funding leaves out a projected \$12 to \$19 billion in additional funding for the region over the lifetime of the LRTP.

The TPB generally does a good job demonstrating and analyzing how the LRTP’s expenditures are going toward operations and maintenance of the region’s transportation system. This helps illustrate for the public what major highway or transit infrastructure investments can realistically be built including new capacity projects.

TPB meets the regulatory requirements for Financial Planning and Fiscal Constraint.

Commendation: The TPB has done an exceptional job identifying and graphically demonstrating how system-level estimates of costs and revenue sources are reasonably expected to be available to adequately operate and maintain the highways and public transportation systems in the DC region.

Corrective Action: None.

Recommendations: The review team recommends that as part of the Visualize 2050 financial plan update process, the TPB should reevaluate financial assumptions in the financial plan, including inflation rate as a result of the current economic climate. TPB should also evaluate revenue estimates from BIL funding levels reasonably available to support transportation planning.

Proposed FHWA/FTA Technical Assistance: None.

4.11 Multimodal Planning/Integration in Freight Planning

4.11.1 Regulatory Basis

23 U.S.C. 167 a policy to improve the condition and performance of the national freight network and achieve goals related to economic competitiveness and efficiency; congestion; productivity; safety, security, and resilience of freight movement; infrastructure condition; use of advanced technology; performance, innovation, competition, and accountability, while reducing environmental impacts. In addition, 23 U.S.C. 134 and 23 CFR 450.306 specifically identify the need to address freight movement as part of the metropolitan transportation planning process. Specific requirements include giving adequate and timely notice of opportunities to participate in or comment on transportation issues and processes, employing visualization techniques to describe metropolitan transportation plans and TIPs, making public information readily available in electronically accessible formats and means such as the world wide web, holding public meetings at convenient and accessible locations and times, demonstrating explicit consideration and response to public input, and a periodically reviewing

of the effectiveness of the participation plan.

4.11.2 Current Status

TPB has maintained the National Capital Region Freight Plan, as a technical reference on the region's freight network and trends, for local jurisdictions and state partners, and based on analyses of national and locally sourced data. The most recent 2016 update of the plan added 17 policies that guide freight planning and decisions at the jurisdictional and state levels. The TPB has additionally encouraged member jurisdictions to consider freight in their planning and land use decisions. Since 2008, the TPB's Freight Subcommittee has served as a forum for information sharing and coordination on freight topics and advised the TPB Technical Committee and the Transportation Planning Board on freight issues.

The TPB conducted multi-modal planning, featuring bicycle and pedestrian planning and regional public transportation planning, in support of the Visualize 2045 (2022) LRTP. Results of this planning are described in Visualize 2045's Chapter 6: Strategies for a Brighter Future. Visualize 2045 emphasizes the need for transportation options, programs, and policies that will help the region work together to address climate change, improve safety, and advance equity in the region, including access to more transportation choices, such as riding transit, walking, or biking.

At the May 2022 TPB Board meeting, the 2022 Bicycle and Pedestrian Plan Update was approved. This updated bicycle and pedestrian plan evaluated needs of cyclists and pedestrians of all ages and ability and the plan addressed the relative increase in e-bike usage.

4.11.3 Findings

The TPB subcommittee meetings and regional forums have provided regular opportunities to explore freight planning best practices. TPB has made "curb side" management a focus area reflecting the increased freight and e-commerce traffic within city/urban centers together with transportation network companies. In 2019, TPB rolled out their National Safety Plan heightening enhancements on safety planning activities. The TPB has also enhanced its safety planning activities including conducting "deep dive" data analyses and sharing results; adopting a safety and equity policy including recommendations of specific safety strategies; and initiating a Regional Roadway Safety Program of planning assistance to member jurisdictions to address roadway safety issues.

With respect to multimodal planning, Chapter 6 of Visualize 2045 highlights the results of bicycle, pedestrian, and transit planning throughout the region. The FY 2023 UPWP also addresses multimodal planning within the planning elements task. Going forward, both FHWA and FTA have approved waivers of the non-federal match for metropolitan planning funds going toward planning activities conducted by MPOs (or states) on Complete Street planning

activities identified under BIL §11206(c)). The 2022 *Bicycle and Pedestrian Plan Update* also demonstrates the TPB's commitment to multimodal planning efforts.

The TPB meets the Federal requirements for multimodal transportation planning and integration of freight into the planning process.

Commendation: None.

Corrective Action: None.

Recommendations: None.

Proposed FHWA/FTA Technical Assistance: None.

4.12 Climate Change Planning/Energy Initiatives

4.12.1 Regulatory Basis

23 CFR 450.206(a)(9) and 23 CFR 450.306(b)(9) designate improving the resilience and reliability of the transportation system as one of the planning factors that States and MPOs must consider when developing their plans & programs.

23 CFR 450.324(f)(7) states that an MPO's metropolitan transportation plan, or MTP, shall assess capital investment and other strategies that can reduce the vulnerability of the existing transportation infrastructure to natural disasters.

23 CFR 450.316(b) states that MPOs should consult with agencies and officials responsible for natural disaster risk reduction when developing the MTP and TIP.

4.12.2 Current Status

Greenhouse Gas Emissions/Climate Change

The TPB is currently not required to report GHG emissions for its LRTP per federal regulations; however, the TPB has been involved with climate change mitigation planning since 2008. The TPB began with the development of the National Capital Region Climate Change Report in 2008. The TPB then completed its own scenario study on GHG emissions in 2010 and participated in a joint study with the Metropolitan Washington Air Quality Committee in 2015-2016. Since 2010, the TPB has voluntarily reported estimated on-road GHG emissions as part of the performance analysis of the LRTP. Beginning with the Call for Projects for the 2015 LRTP, the TPB has included a question asking whether the project is "expected to contribute to reductions in emissions of greenhouse gases." TPB staff provide on-road transportation sector emissions for

COG's periodic Metropolitan Washington Community-wide Greenhouse Gas Inventory. TPB staff provide data, as requested, to local jurisdictions to support their climate planning efforts.

The TPB is also performing a regional electric vehicle (EV) infrastructure deployment plan. The intent is to identify how EV goals can be attained by forecasting the amount and type of EV chargers needed, as well as charger locations.

Climate Resiliency

TPB remain committed to providing support to all TPB member jurisdictions to help move the region forward with climate resilience goals. The TPB completed the Transportation Resiliency Study in 2022, building upon the planning and capital-programming activities that the TPB member jurisdictions and partners are undertaking to prepare the transportation system to be resilient. Among topics of focus are regional vulnerabilities to natural hazards, strategies for resilience, ensuring equity in resiliency planning, and TPB roles in resiliency planning efforts.

A report was included as an appendix to the Visualize 2045 update, describing how the TPB is incorporating resilience into its LRTP planning. The overall purpose of the report was to understand the current landscape of resilience-related work for transportation infrastructure so the TPB can identify next steps and resilience strategies to undertake or support in the future.

4.12.3 Findings

The TPB has taken significant steps to set goals for GHG goals and to evaluate potential climate resiliency challenges in the future. As the TPB continues to strive towards reaching ambitious GHG goals, consideration should be given for developing a transparent prioritization process among the states and transit agencies that help the TPB meet its GHG goals.

A noteworthy practice for the TPB is its upcoming EV inventory and efforts to understand infrastructure needs for EV fleets in the region. Overall, the TPB is taking meaningful action with respect to energy initiatives and climate change.

GHG Emissions/Climate Change

The TPB has undertaken significant actions with respect to climate change mitigation. In June 2022, the TPB adopted on-road transportation-sector GHG reduction goals of 50 percent below 2005 levels by 2030 and 80 percent below 2005 levels by 2050, which are commensurate with the region's non-sector specific goals. The TPB was the first MPO in the country to voluntarily adopt GHG goals for the on-road transportation sector. Part of the approval was adoption of seven GHG reduction strategies and identification of seven other GHG reduction strategies that have the potential to reduce on-road GHG emissions that merit further discussion by the TPB member jurisdictions.

The TPB climate change goals also address the need to incorporate equity principles and

expand education on climate change to reach the climate mitigation and resiliency goals. The TPB endorsed the goal at its October 2020 meeting. The TPB's Climate, Energy, and Environment Policy Committee finalized the Metropolitan Washington 2030 Climate and Energy Plan in November 2020, which establishes priority collaborative actions for the region to work together to make progress towards the 2030 goal.

TPB staff commissioned a study, the Climate Change Mitigation Study (CCMS) of 2021, to examine in more detail what strategies and actions could be taken solely by the transportation sector to help the region meet the multi-sector regional goals. The CCMS findings were presented to the TPB at a special work session and its regular meeting in December 2021. The CCMS did not show a realistic pathway to achieve either the regional 2030 or 2050 goal within the on-road transportation sector despite examining very aggressive groupings of strategies. Additional work sessions on the topic were held before the April and May meetings before the goals and strategies were finally adopted in June 2022.

Climate Resiliency

The TPB intends to develop a regional resilience plan along with interactive mapping to support regional and local resiliency planning, leveraging the TPB Climate Risk and Vulnerability Assessment framework that would overlay major resiliency hazards with the transportation system (existing, planned), current and planned resilience projects, EEAS, etc. This effort is part of TPB's Phase II TPB Transportation Resiliency Study, which will expand upon the Phase I Study, informing future planning and programming. This work will focus on adaptation measures to current and potential impacts of natural hazards to the regional transportation systems.

The TPB is also performing a regional EV infrastructure deployment plan. This study will be a joint TPB and COG study. The intent is identifying how the EV goals can be attained, through forecasting the amount and type of EV chargers needed, as well as charger locations.

The TPB meet regulatory requirements for resiliency planning.

Commendation: The TPB is commended for its collective efforts and adopted goals on climate change, particularly with respect to GHG reductions. Additionally, the TPB is commended for incorporating climate change goals into its LRTP and resiliency efforts with member agencies to understand efforts to harden the transportation system. The TPB's hire of a Transportation Resiliency Planner is commendable demonstrating a commitment to the MPO's role in addressing climate change goals for the region.

Corrective Action: None.

Recommendations: None.

Proposed FHWA/FTA Technical Assistance: None.

5.0 CONCLUSION AND RECOMMENDATIONS

The FHWA and FTA review found that the metropolitan transportation planning process conducted in the Washington, DC-VA-MD UZA meets Federal metropolitan planning requirements.

5.1 Commendations

The following are noteworthy practices that the TPB is doing well in the transportation planning process:

- 1) Metropolitan Transportation Plan – The TPB is commended for embarking on an innovative and inclusive approach to planning transportation investments in their region as demonstrated with the 2045 MTP’s “Future Factors” including Equity, Climate Change and Transportation Safety etc., to guide decision-making across modes. These comprehensive measures help illuminate a robust set of benefits inherently unique to transit and non-motorized projects (but often discounted in traditional MPO ranking processes) to better shape communities in the Washington DC planning area.
- 2) Environmental Justice – The Federal review team commends TPB for its continued emphasis on environmental justice considerations in the region and for continuing to refine the methodology for examining potential impacts on environmental justice populations. The TPB’s use of TAZs to determine average accessibility and average mobility measures is innovative and helps inform regional decision-making at large. This work provides TPB an equity framework that goes beyond analyzing the LRTP and to informing and influencing local and regional efforts and projects.
- 3) Public Participation – The TPB is commended for its robust efforts with the “Voices of the Region” survey and methods for increasing public involvement. The methodology used, including the survey, focus groups, and QR code poster campaign, represent innovative techniques to reach public participants. Despite the Covid-19 pandemic, the TPB was able to broaden outreach collecting input throughout the region.
- 4) CMP – TPB is commended for maintaining the data clearinghouse and data delivery efforts that provide the TPB partners the ability to track and evaluate congestion methods that support system capacity expansion.
- 5) PBPP – The TPB is commended for coordinating and setting true regional targets based on all providers and modes throughout the region. TPB has specifically updated its summaries of measures and targets for Highway Safety, Pavement and Bridge Condition, Highway System Performance, Congestion Mitigation and Air Quality Program, and TAM.
- 6) Financial Planning and Fiscal Constraint - The TPB is commended for identifying and graphically demonstrating how system-level estimates of income are reasonably expected to be available to adequately operate and maintain the highways and public transportation systems in the DC region.
- 7) Climate Change Planning/Energy Initiatives – The TPB is commended for its collective efforts and adopted goals on climate change, particularly with respect to GHG reductions. Additionally, the TPB is commended for incorporating climate change goals into its LRTP and resiliency efforts

with member agencies to understand efforts to harden the transportation system. The TPB's hire of a Transportation Resiliency Planner is commendable demonstrating a commitment to the MPO's role in addressing climate change goals for the region.

5.2 Corrective Actions

There are no corrective actions that the TPB or FAMPO must take to comply with Federal Regulations.

5.3 Recommendations

The following are recommendations that would improve the transportation planning process for the TPB:

- 1) Metropolitan Transportation Plan – The review team recommends that the next update of the RTPP align with current adopted goals and initiatives. While the broad goals and priorities reflected in the 2014 RTPP remain supported by TPB efforts, by aligning the next RTPP, the TPB may better reach adopted GHG, housing, and equity goals for the region. In addition, the TPB should update its 2023 Policy Framework to reflect all the regional policy priorities into a single document.
- 2) ADA – The review team recommends that the TPB develop an ADA transition plan that explains how they make their programs, services, and activities accessible to persons with disabilities.
- 3) Financial Planning and Fiscal Constraint – The review team recommends that as part of the Visualize 2050 financial plan update process, the TPB should reevaluate financial assumptions in the financial plan, including inflation rate as a result of the current economic climate. TPB should also evaluate revenue estimates from BIL funding levels reasonably available to support transportation planning.

5.4 Training/Technical Assistance

The following training and technical assistance are recommended to assist the TPB with improvements to the transportation planning process:

- 1) Office of Civil Rights for FHWA and FTA provide TPB with policies and technical assistance.

APPENDIX A – PARTICIPANTS

The 2023 site visit was conducted in a hybrid format allowing for both virtual and in-person attendance. Many of the attendees participated both virtually and in-person across the two-day site visit.

The following individuals were involved in the Federal review team and participated in the site visit:

- Daniel Koenig, FTA
- Mark Wolanski, FTA
- Tonya Hollard, FTA
- Ryan Long, FTA
- Meg Young, FTA
- Sandra Jackson, FHWA
- Janine Ashe, FHWA
- Steven Minor, FHWA
- Mack Frost, FHWA
- Dr. Genese Harris, FHWA

- Washington, D.C. District Department of Transportation (DDOT)
- Maryland Department of Transportation (MDOT)
- Maryland State Highway Administration (MSHA)
- Virginia Department of Transportation (VDOT)
- Virginia Department of Rail and Public Transportation (DRPT)
- Washington Metropolitan Area Transit (WMATA)
- Fredericksburg Area Metropolitan Planning Organization (FAMPO)

The following individuals were in-person at the site visit:

- Kanti Srikanth, COG
- Lyn Erickson, COG
- Andrew Meese, COG
- Eric Randall, COG
- Erin Morrow, COG
- Jane Posey, COG
- John Swanson, COG
- Katherine Rainone, COG
- Kimberly Sutton, COG
- Leonardo Pineda, COG
- Marcela Moreno, COG
- Mark Moran, COG
- Nicholas Ramfos, COG

Nicole McCall, COG
Rachel Beyerle, COG
Sergio Ritacco, COG
Timothy Canan, COG
Ian Ollis, FAMPO
Amir Shahpar, VDOT

Virtual participants at the site visit:

Amy Garbarini, DRPT
Andrew Austin, COG
Charlene Howard, COG
Andrew Meese, COG
Dusan Vuksan, COG
Gary Erenrich, Montgomery County
Jamie Bufkin, COG
Jim Ponticello, VDOT
Justine Ivan, COG
Kari Snyder, MDOT
Margie Ray, VDOT
Marie Sinner, VDOT
Mark Rawling, DDOT
Paul DesJardin, COG
Pierre Gaunard, COG
Sharon Pandak, COG
Spencer Wagner, DDOT
Tyson Byrne, MDOT
Mark Phillips, WMATA
Justine Velez, COG

Public Meeting (March 2023):

The following individuals participated in the public meeting:

Ashley Hutson	Virginia	CAC Member	Yes
Carolyn Wilson	Maryland	CAC Member	Yes
Christina Farver	Virginia	CAC Member	Yes
Daniel Papiernik	Virginia	CAC Member	Yes
Felipe Francisco Millían	Maryland	CAC Member	Yes
Gail Sullivan	District of Columbia	CAC Member	Yes
Heather Gaona	Maryland	CAC Member	Yes
Jacqueline Overton Allen	Maryland	CAC Member	Yes
Jeffrey Parnes	Virginia	CAC Member	Yes
Kalli Krumpos	District of Columbia	CAC Member	Yes

Larkin Turman	District of Columbia	CAC Member	Yes
Lorena Rios	Virginia	CAC Member	Yes
Maribel Wong	Maryland	CAC Member	Yes
Mark Scheufler	Virginia	CAC Member	Yes
Nancy Abeles	Maryland	CAC Member	Yes
Ra Amin	District of Columbia	CAC Member	Yes
Richard Wallace	Maryland	Chair	Yes
Timothy Davis	Maryland	CAC Member	Yes
Marcela Moreno		TPB Staff	Yes
John Swanson		TPB Staff	Yes
Rachel Beyerle		TPB Staff	Yes
Kanti Srikanth		TPB Staff	Yes
Lyn Erickson		TPB Staff	Yes
Andy Meese		TPB Staff	Yes
Justine Velez		TPB Staff	Yes
Daniel Koenig		Federal review team	Yes
Sandra Jackson		Federal review team	Yes
Allison Horn	District of Columbia	CAC Member	No
Jason Stanford	Virginia	CAC Member	No
Noell Evans	Virginia	CAC Member	No
Rick Rybeck	District of Columbia	CAC Member	No
Tafadzwa Gwitira	Virginia	CAC Member	No
Vanesa Hercules	Maryland	CAC Member	No

Metropolitan Transportation Plan	The Federal Team recommends TPB continue or enhance its current level of Metropolitan Transportation Plan documentation of commitment to maintenance, operations and state of good repair.	TPB performed this in the update to the Visualize 2045 plan in 2022.
TIP	The Federal Team recommend TPB continue expeditiously with the efforts to implement the new e-TIP and progress in alignment of projects with each State STIPs.	The TPB successfully deployed a new and enhanced electronic TIP database system, called "Project InfoTrak", which was procured, customized, and in use since Fall 2020. Further customizations and trainings continue.
Public Outreach and Public Involvement	The Federal Team recommends that TPB update its PPP (currently dated 2014) in consideration of the results from the recent consultant review of their public outreach activities and PPP and to reference the current legislation and planning regulations.	The TPB's Participation Plan was approved in October 2020. The plan includes updated references to legislation and regulations, and reflects lessons learned from the consultant review.
Civil Rights	<p>The Federal Team recommends TPB meet with the FHWA Civil Rights Specialist to discuss technical assistance and/or training to improve specific Title VI Plan and program areas.</p> <p>The Federal Team recommend TPB update Title VI Program Plan to include the most recent assurance - US DOT Order 1050.2A. The language of the assurance should not be altered and should be signed annually and included in contractual agreements.</p>	<p>The Title VI Plan and Program were updated and approved by the COG Board in May 2021. COG/TPB staff met with all oversight agencies, including FHWA and FTA Civil Rights staff, in March 2021 to review the draft Title VI Plan and Program.</p> <p>New assurances were updated in October 2019 and signed each successive year. The Title VI Plan and Program were updated and approved by the COG Board in May 2021. The Title VI Program was submitted on time for the FTA Triennial Review (due June 1, 2021).</p>
Financial Planning/Fiscal Constraint	The Federal Team recommends TPB continue to provide increased stewardship and oversight to ensure that the financial assumptions for projects are reasonable. Along these lines, TPB should reconsider inclusion of some or all of the suburban Maryland BRT projects in its	The suburban Maryland BRT projects included in the 2018 long range transportation plan, Visualize 2045, were based on discussions with state and County staff and review of the financial plans for each project. The review found the financial assumptions for the projects were reasonable. The financial plan and

	<p>Financially Constrained element in the next Plan update, to better reflect realities associated with receiving Capital Investment Grant funds.</p> <p>The Federal Team recommends clarification on how projected revenues and expenditures from the Visualize 2045 financial plan contribute to and are consistent with the TIP development efforts.</p>	<p>assumptions for these BRT projects are being revisited as part of the next (2022) update to Visualize 2045.</p> <p>The TPB is currently doing this as part of the Visualize 2050 LRTP.</p>

APPENDIX C – PUBLIC COMMENTS

Basic Requirement: FHWA and FTA shall provide opportunities for public involvement or hold a public meeting as part of the quadrennial review of large MPOs and must consider the public input received in arriving at a certification action. [23 CFR 450.336(b)(4)]

FHWA and FTA Public Meeting: TPB Community Advisory Committee (CAC) on March 9th, 2023

Measuring the Effectiveness of Public Involvement

The CAC Met on March 9th, 2023 virtually with representatives from FHWA and FTA present. Prior to the meeting, the CAC members were provided with the below information and questions. Members of the Federal review team briefly presented information about the Washington DC TMA's Certification Review. Members of the Federal review team posed six questions to the CAC prior to the meeting for discussion:

- 1) How effective is public involvement in transportation planning conducted by the National Capital Region TPB and its partner transportation agencies?
- 2) What methods to encourage involvement are working and what are not? Please provide examples and explanations.
- 3) How does public involvement assist the region to reach consensus on difficult and controversial issues related to transportation?
- 4) How can public views successfully be communicated to decision-makers in an area as large and complex as this?
- 5) Please describe situations where public involvement has had an impact on the planning process and decisions reached and where it has not. For example, consider how involvement contributes to developing strategies in the long-range plan, selecting investments in the TIP, or any other activities.
- 6) How might the TPB improve public involvement? For example, consider changes to the structure of advisory groups, use of media, use of facilitators, or efforts to reach a board range of groups, including minority and low-income communities.

Member comments and questions included the following:

Meeting communities where they are at and working with trusted community leaders/organizations. Several members provided comments that suggested that future

outreach efforts could target community members where they spend time. For example, one member mentioned that they had not noticed outreach in her community in the recent past. They later added that it is important for outreach to be located in areas where people are already using services – Metro, churches, or PTA meetings. Another member suggested places like athletic games and taking different audiences into account. Another member also suggested developing relationships with community leaders at the intersection of transportation issues (housing, climate, etc.) to be facilitators in the engagement process.

Greater emphasis on early and continuing public input as a regional priority. One member noted that they noticed that some local projects have few opportunities for engagement or are happening last minute. For Visualize 2045, they made a comment that raising awareness of local and state projects should have been an aspirational initiative. In addition, they suggested that the TPB should be an advocate for the public if they feel their input is not heard. Another member also noted that they find out about project or operational updates as they occur with little time to respond meaningfully. They added that they appreciate when they understand how agencies incorporate feedback into their work. Another member asked about the federal role in ensuring public input is incorporated into projects that have longer timelines.

Leveraging power in numbers and established groups and decision-makers. Several members discussed that effective public input involves mobilizing people around issues they care about through a variety of strategies including word of mouth or social media communication. One member noted the importance of being involved in your jurisdiction and other groups. They added that getting involved at this level means getting your view on the record or encouraging a group to take a position on a transportation issue. Another member mentioned the importance of working with elected officials and the efficacy of social media. Another member highlighted the diversity of experiences and interests of the CAC to inform the TPB.

Using technology for greater reach. One member suggested that technology can be used to reach community members by livestreaming or providing recordings of meetings. They also added that technology can be used to connect community members to project leads.

Questions about other MPO procedures. One member asked about how other MPOs approach the public involvement process, and whether other MPOs have CACs. The Federal review team advised that public outreach by other MPOs varies considerably based on the size of the MPO and area it serves.

**Federal Team Meeting with the Community Advisory Committee (CAC) to
the National Capital Region Transportation Planning Board**

**U.S. DOT Certification Review of the
Washington, D.C., Metropolitan Area
Transportation Planning Process**

Time: Thursday March 9th, 2023
6:00-7:00 p.m. during first half of CAC meeting

Location: Ronald F. Kirby Training Center
777 North Capital Street, NE
Washington, D.C. 20002

Background: The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are required to complete a certification review of each metropolitan planning organization (MPO) serving a transportation management area (TMA), which is an area with a population over 200,000, every four years. These reviews are carried out to ensure the metropolitan planning process adheres to federal statutes and regulations. Public comments are a vital element of these reviews, as they allow the public to provide direct input on the transportation planning process.

Purpose: The Federal review team will participate in the CAC scheduled meeting on March 9th from 6-7 pm and engage in open dialogue with members. The discussion will aim to address how successfully the public is able to participate in the transportation planning process in the metropolitan area.

Comments: Members of the public and CAC can send comments to daniel.koenig@dot.gov. **Note:** comments should focus on the planning and decision-making process and not on the merits of specific products or projects.

Format: The certification review provides an opportunity to provide advice and guidance to enhance the planning process and improve the quality of transportation decisions. Members of the CAC should consider the below questions that the Federal team will use to guide discussion.

1. How effective is public involvement in transportation planning conducted by the National Capital Region TPB and its partner transportation agencies?
2. What methods to encourage involvement are working and what are not? Please provide examples and explanations.
3. How does public involvement assist the region to reach consensus on difficult and controversial issues related to transportation?
4. How can public views successfully be communicated to decision-makers in an area as large and complex as this?

5. Please describe situations where public involvement has had an impact on the planning process and decisions reached and where it has not. For example, consider how involvement contributes to developing strategies in the long-range plan, selecting investments in the TIP, or any other activities.
6. How might the TPB improve public involvement? For example, consider changes to the structure of advisory groups, use of media, use of facilitators, or efforts to reach a broad range of groups, including minority and low-income communities.

Following this discussion, the Federal Team informed the CAC of the opportunity to provide any other comments within 30-days. Three public comments were received following the March 9th, 2023 meeting and are included below.

Koenig, Daniel (FTA)

From: christina farver <cfarver16@gmail.com>
Sent: Friday, March 10, 2023 11:57 AM
To: Koenig, Daniel (FTA)
Subject: CAC

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi Daniel,

Thanks for all the great information at the meeting yesterday and for this opportunity to provide feedback.

I live in Loudoun Co and am a brand new CAC member. I was actually contacted by a member of the public with a request to provide the below feedback. Interestingly enough, both of these comments were raised by other members last night both during and after your presentation.

Suggestions to ease and encourage public participation in transportation planning:

- Provide contact information for each project
- Open upcoming planning meetings to the public via livestream

Thanks again,
Christina Farver

Koenig, Daniel (FTA)

From: glsullivan@verizon.net
Sent: Sunday, March 12, 2023 4:02 PM
To: Koenig, Daniel (FTA)
Subject: Federal review team (CAC meeting)

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Dan,

I am a member of the CAC, Gail Sullivan. I wanted to add a comment to your six questions. In the minority and low income areas of our jurisdictions the public input is usually heard after all the decision making is complete. The comments from the informed areas have already been heard and decisions made that never seems to include where they live, work or their children attend school. The area picked for roads, interstates, environmental harmful, issues are now in the least informed areas. Go into the areas where you want to cause the most disruption. Once you visit the area you will have the best personal experience and know where to advertise and ask for public comments. When decisions are made ask yourself Do I want this in my neighborhood?

Gail Sullivan

-----Original Message-----

From: Koenig, Daniel (FTA) <daniel.koenig@dot.gov>
To: Marcela Moreno <mmoreno@mwccog.org>; alisonphorn@gmail.com <alisonphorn@gmail.com>; ashley.hutson.10@gmail.com <ashley.hutson.10@gmail.com>; carolynwilson22207@gmail.com <carolynwilson22207@gmail.com>; cfarver16@gmail.com <cfarver16@gmail.com>; daniel@papiernik.com <daniel@papiernik.com>; fmillanlalhoun@gmail.com <fmillanlalhoun@gmail.com>; glsullivan@verizon.net <glsullivan@verizon.net>; heathwms@gmail.com <heathwms@gmail.com>; Ophine17@gmail.com <Ophine17@gmail.com>; jason.f.stanford@gmail.com <jason.f.stanford@gmail.com>; jeff@parnes.net <jeff@parnes.net>; kallik.krumpos@gmail.com <kallik.krumpos@gmail.com>; larkin.turman@gmail.com <larkin.turman@gmail.com>; hypatia@argonnex.com <hypatia@argonnex.com>; maribelnwong@gmail.com <maribelnwong@gmail.com>; scheufler@gmail.com <scheufler@gmail.com>; nancy.abeles <thinkyedeas@aol.com>; evansnd17@gmail.com <evansnd17@gmail.com>; raamin50@gmail.com <raamin50@gmail.com>; unityja@yahoo.com <unityja@yahoo.com>; r.rybeck@justeconomicsllc.com <r.rybeck@justeconomicsllc.com>; taffygwitira@yahoo.com <taffygwitira@yahoo.com>; trekker01@yahoo.com <trekker01@yahoo.com>; vnhercules@gmail.com <vnhercules@gmail.com>
Cc: Lyn Erickson <lerickson@mwccog.org>; ksrikanth@mwccog.org <ksrikanth@mwccog.org>; Rachel Beyerle <rbeyerle@mwccog.org>; John Swanson <jswanson@mwccog.org>
Sent: Fri, Mar 10, 2023 9:04 am
Subject: RE: V2045/2050 Resources and Contact Info for Federal Certification Team

All,

I just wanted to correct my email address from Marcela's email below. To make comments, please email me: daniel.koenig@dot.gov. The below provided address by Marcela is not correct. Thank you again for everyone's participation last night.

-Dan

From: Marcela Moreno <mmoreno@mwccog.org>
Sent: Friday, March 10, 2023 8:51 AM
To: alisonphorn@gmail.com; ashley.hutson.10@gmail.com; carolynwilson22207@gmail.com; cfarver16@gmail.com; daniel@papiernik.com; fmillanlalhoun@gmail.com; glsullivan@verizon.net; heathwms@gmail.com;



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Prosperity | Sustainability | Equity

From: r.rybeck@justeconomicsllc.com
To: [Koenig, Daniel \(FTA\)](#)
Cc: [Marcela Moreno](#)
Subject: Washington DC TMA Certification Review - Public Involvement
Date: Tuesday, March 21, 2023 1:28:04 PM
Attachments: [Outlook-k3aa3vbp.jpg](#)

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Dear Daniel,

Sorry to have missed your presentation on March 9th at the Citizen Advisory Committee (CAC) meeting. However, I saw the recording and reviewed your presentation.

Regarding my background, I am new to the CAC this year. However, from 1987 until 1996, I assisted the Honorable Hilda Mason on the DC Council regarding her duties on the WMATA Board of Directors. From 1997 until 2009, I was the Deputy Associate Director for Transportation Policy & Planning at the District Department of Transportation (DDOT). Working for both Councilmember Mason and DDOT, I interacted with MWCOG and TPB. During my tenure at DDOT, I represented DDOT at the TPB and served on the TPB Technical Committee. Since 2009, I have run my own public policy consulting firm that helps communities harmonize economic incentives with policy objectives for affordable housing, job creation, transportation efficiency and sustainable development. (I have a law degree and a master's degree in real estate and urban development.)

You structured your inquiry around six questions. CAC members offered many insightful comments. In this e-mail, I will address only two questions:

#1. Is the TPB public involvement process effective?

#6. How might the TPB improve the public involvement process?

Let's imagine a person isn't feeling very well. They go to a doctor. The doctor says, "It's lunch time. Let's go out on the street and see what people think." The doctor and patient go outside to the busy sidewalk. The patient, in a loud voice announces his/her symptoms -- headache, chronic fatigue, achy joints. The doctor shouts out: What do you recommend? Without hesitation, some passersby begin to offer suggestions:

- Exercise
- Aspirin
- Ibuprofen
- acetaminophen
- caffeine
- Red Bull

- methamphetamines
- naproxen
- gall bladder surgery
- penicillin
- antibiotics
- liquid bleach

Many different conditions and diseases have similar symptoms. Treating only the symptoms can fail to cure the underlying condition or disease. In some cases, treating the symptoms will make the underlying condition or disease worse. And, although liquid bleach is a powerful disinfectant that kills germs, it should not be taken internally. Of course, there's a reason why we ask a doctor's advice and not the general public.

In times past, many people would tell doctors their symptoms and wait for the doctor to issue instructions as if the doctor was all-knowing. This also resulted in poor outcomes, particularly regarding an over-reliance on drugs and surgical interventions. In more recent times, many people feel that the patient and not the doctor should be ultimately responsible for the patient's own health. This requires doctors to use their expertise to run the necessary tests and then explain to their patients what are the likely causes of the problems and what are the pros and cons of different treatment approaches, particularly in light of each patient's unique biology, medical history and tolerances. Thus, the doctor is responsible for empowering the patient to make informed healthcare decisions.

Too often, public involvement consists of asking people what they think about transportation problems (symptoms) and what they think about proposed solutions (road expansions, intersection reconfiguration, transit service adjustments, etc.). Unfortunately, there's often a lack of understanding about the underlying causes of the transportation problems. As you know, transportation problems are often symptoms of bad land use decisions. In such cases, transportation problems might not have "transportation" solutions. Likewise, the relationships between underlying causes and proposed solutions are often assumed and not clearly understood.

For public involvement to be effective and help create consensus, there needs to be better education (in primary and secondary schools) about the economic, social and environmental foundations for and consequences of urbanization. Particular emphasis should be placed on land use regulations and land speculation as hidden forces that shape the effectiveness and efficiency of transportation systems. Likewise, emphasis should be placed on the effects of infrastructure subsidies, user fees and access fees. Fees and subsidies determine not only how infrastructure is paid for and by whom, but taxes and fees can also influence land use and transportation behavior with significant consequences for the convenience, affordability, efficiency, effectiveness, safety, equity and sustainability (both environmental and financial) of

urban, suburban and rural communities.

Unfortunately, there tends to be an over-emphasis on the approval or disapproval of individual transportation projects. It's also true that, by the time projects are submitted to the TPB for inclusion in a constrained long-range plan (CLRP) and/or transportation improvement program (TIP), the projects have already been substantially approved by the state or local agency sponsors. Therefore, meaningful public involvement must focus to a greater degree on the state and local processes for establishing both operating and capital budgets and programs.

It would be very helpful if the state and local transportation agencies (and MWCOG/TPB) could help the public think about transportation (and infrastructure more generally) in terms of a systems approach. For people who do not receive this training in school (i.e., most of us), TPB should create some online overviews of key transportation & land use topics. Scenario planning and games might be used to facilitate this approach. This requires very sophisticated facilitation and directing participants to involve themselves in the state and local budget processes BEFORE projects are submitted to TPB. But I believe that it would produce better results.

I've written a brief article that takes a stab at part of the land use-transportation connection. See <https://www.shareable.net/land-value-return-and-building-a-more-equitable-economy/>.



"Land value return" and building a more equitable economy

We create infrastructure to facilitate development. But, when infrastructure is well-designed and well-executed, it increases the price of nearby land.

www.shareable.net

I don't consider myself to be an expert on public involvement, but people must be empowered to participate in a meaningful way. I want to express my gratitude to the TPB staff that work very hard and with great insight and compassion to motivate and empower many stakeholders to have impactful participation in regional transportation decision making.

Please let me know if you have any questions or concerns about my remarks.

Rick Rybeck, Director
r.rybeck@justeconomicsllc.com

APPENDIX D – LIST OF ACRONYMS

ADA: Americans with Disabilities Act
BIL: Bipartisan Infrastructure Law
BRTB: Baltimore Regional Transportation Board
CAC: Community Advisory Committee
CCMS: Climate Change Mitigation Study
CFR: Code of Federal Regulations
CMAQ: Congestion Mitigation and Air Quality
CMP: Congestion Management Process
COG: Council of Governments
DOT: Department of Transportation
DDOT: District Department of Transportation
DRPT: Virginia Department of Rail and Transit
EV: Electric Vehicle
FAST: Fixing America’s Surface Transportation Act
FAMPO: Fredericksburg Area Metropolitan Planning Organization
FHWA: Federal Highway Administration
FTA: Federal Transit Administration
FY: Fiscal Year
GWRC: George Washington Regional Planning District Commission
HCT: High-Capacity Transit
HSIP: Highway Safety Improvement Program
ISTEA: Intermodal Surface Transportation Efficiency Act
LEP: Limited-English-Proficiency
LRTP: Long Range Transportation Plan
M&O: Management and Operations
MDOT: Maryland Department of Transportation
MOU: Memorandum of Understanding
MPA: Metropolitan Planning Area
MPO: Metropolitan Planning Organization
MTP: Metropolitan Transportation Plan
NVTC: Northern Virginia Transportation Commission
PBPP: Performance Based Planning and Programming
PRTC: Rappahannock the Potomac and Rappahannock Transportation Commission
PTASP: Public Transportation Agency Safety Plan
RTPP: Regional Transportation Priorities Plan
SAFETEA-LU: Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SOV: Single-Occupant Vehicle
STBG: Surface Transportation Block Grant
STIP: State Transportation Improvement Program

TAM: Transit Asset Management
TAZ: Transportation Analysis Zone
TPB: Transportation Planning Board
TDM: Travel Demand Management
TIP: Transportation Improvement Program
TMA: Transportation Management Area
TPM: Transportation Performance Management
UZA: Urbanized Area
U.S.C.: United States Code
UPWP: Unified Planning Work Program
USDOT: United States Department of Transportation
VDOT: Virginia Department of Transportation
WMATA: Washington Metropolitan Area Transit Authority



Report prepared by:

District of Columbia FHWA
Division Office/FTA Region 3