



MEMORANDUM

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

The attached materials include:

- Letters Sent/Received
- Announcements and Updates



MEMORANDUM

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

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



National Capital Region
Transportation Planning Board

November 30, 2020

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

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

Dear Chair Posner:

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

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

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

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

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

Sincerely,

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

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

Mr. Phil Posner
November 30, 2020

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

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

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

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



November 9, 2020

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

Dear Kanti:

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

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

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

**Washington
Metropolitan Area
Transit Authority**

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

wmata.com

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

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

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

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

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

Sincerely,



Shyam Kannan
Vice President
Office of Planning

November 18, 2020

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

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

Dear Chair Russell,

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

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

TPB "Aspirational Objectives" should be direct requirements

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

Linking the RTPP and Performance Measures and Tracking

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

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

Sincerely,

Stewart Schwartz
Executive Director

Bill Pugh
Senior Policy Fellow

December 4, 2020

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

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

Dear Chair Russell,

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

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

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

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

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

Submission Guide

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

Project Description Form

Regional Policy & Federal Planning Factor Support

#32. Activity Centers

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

#34. Operations

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

#41. Additional Written Information on Aspirational Initiatives

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

#43. Environmental Mitigations

- Add question regarding mitigation of climate impacts:

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

Justification for these changes:

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

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

Sincerely,

Stewart Schwartz
Executive Director

Bill Pugh
Senior Policy Fellow

Attachment: CSG Climate and Transportation Issue Brief Executive Summary

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

Executive Summary (Full Issue Brief forthcoming)

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

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

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

Specific Actions Needed:

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



MEMORANDUM

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

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



MEMORANDUM

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

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

PURPOSE

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

DATE AND TIME

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

AGENDA

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