



Porter Street Underpass in Rock Creek Park (Joe Flood/[Flickr](#))

TRANSPORTATION PLANNING BOARD MEETING PACKET

May 17, 2023

12:00 P.M. – 2:00 P.M.

Virtual Meeting



National Capital Region
Transportation Planning Board



TRANSPORTATION PLANNING BOARD

Wednesday, May 17, 2023
12:00 P.M. - 2:00 P.M.

Virtual Meeting

AGENDA

- 12:00 P.M. 1. PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND PUBLIC COMMENT OPPORTUNITY**
Reuben Collins, TPB Chair
- For any member of the public who wishes to address the board on the day of the meeting, they may do so by emailing comments to TPBcomment@mwkog.org with the subject line "Item 1 Virtual Comment Opportunity" or call and leave a phone message at (202) 962-3315. Comments will be summarized and shared with TPB members as part of their published meeting materials. These statements must be received by staff no later than 12:00 P.M. (Noon) on Tuesday, May 16, 2023, to be relayed to the board at the meeting.
- 12:15 P.M. 2. APPROVAL OF THE APRIL 19, 2023 MEETING MINUTES**
Reuben Collins, TPB Chair
- 12:20 P.M. 3. TECHNICAL COMMITTEE REPORT**
Mark Rawlings, TPB Technical Committee Chair
- 12:25 P.M. 4. COMMUNITY ADVISORY COMMITTEE REPORT AND ACCESS FOR ALL COMMITTEE REPORT**
Richard Wallace, CAC Chair
Christina Henderson, AFA Chair
- 12:35 P.M. 5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**
Kanti Srikanth, TPB Staff Director
- This agenda item includes Steering Committee actions, letters sent/received, and announcements and updates.
- 12:45 P.M. 6. CHAIRMAN'S REMARKS**
Reuben Collins, TPB Chair

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

ACTION ITEMS

- 12:50 P.M. 7. COORDINATED HUMAN SERVICE TRANSPORTATION PLAN UPDATE**
Sergio Ritacco, TPB Transportation Planner
- The Coordinated Plan guides the Federal Transit Administration’s Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program for the Washington DC-VA-MD Urbanized Area. The TPB administers the grant with COG as the federal designated recipient. The draft Coordinated Plan was updated this year under the guidance of the Access for All Advisory Committee. The plan was released for a 30-day public comment period from April 13 through May 13. The board will be asked to approve this plan.
- Action: Adopt Resolution R11-2023 to approve the 2023 Update to the Coordinated Human Service Transportation Plan.**

- 1:00 P.M. 8. REGIONAL ROADWAY SAFETY PROGRAM PROJECT APPROVALS**
Janie Nham, TPB Transportation Planner
- Staff will brief the board on the projects recommended by the Regional Roadway Safety Program (RRSP) Selection Panel to receive technical assistance in the fourth round of the program. The board will be asked to approve the recommended projects.
- Action: Approve the Regional Roadway Safety Program Projects.**

INFORMATIONAL ITEMS

- 1:20 P.M. 9. CONGESTION MANAGEMENT PROCESS UPDATE**
Andrew Meese, TPB Systems Performance Planning Program Director
- Staff will review recent Congestion Management Process (CMP) activities, including the background of the CMP, highlights from the 2022 CMP Technical Report, and a recent twelve-year regional bottlenecks analysis.

- 1:45 P.M. 10. TPB’S TRANSPORTATION RESILIENCY PLANNING PROGRAM**
Katherine Rainone, TPB Transportation Planner
- Staff will provide an update on the TPB’s transportation resiliency planning program, including a brief overview of key terms, current status of the regional transportation resiliency study and accompanying working group, and expected timeline for completion of the study.

- 2:00 P.M. 11. ADJOURN**
- The next meeting is scheduled for June 21, 2023.

MEETING VIDEO

Watch and listen to live video of TPB meetings and listen to the recorded video from past meetings at:
www.mwcog.org/TPBmtg

**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

April 19, 2023

MEMBERS AND ALTERNATES PRESENT

Reuben Collins – Charles County
Charles Allen – DC Council
Christina Henderson – DC Council
Heather Edelman – DC Council
Mark Rawlings – DDOT
Sakina Khan – DC Office of Planning
Denise Mitchell – College Park
Mark Mishler – Frederick County
Kelly Russell – City of Frederick
David Edmondson – City of Frederick
Neil Harris – Gaithersburg
Dennis Enslinger - Gaithersburg
Brian Lee – Laurel
Marilyn Balcombe – Montgomery County
Gary Erenrich– Montgomery County Executive
Christopher Conklin – Montgomery County Executive
Oluseyi Olugbenle – Prince George’s County Executive
Victor Weisberg – Prince George’s County Executive
Bridget Newton - Rockville
Cindy Dyballa – Takoma Park
Shana Fulcher –Takoma Park
Heather Murphy – MDOT
Marc Korman – Maryland House
Kris Fair – Maryland House
Canek Aguirre – Alexandria
Dan Malouff - Alexandria
Takis Karantonis – Arlington County
Catherine Read – City of Fairfax
Walter Alcorn – Fairfax County - Legislative
James Walkinshaw – Fairfax County Legislative
David Snyder – Falls Church
Adam Shellenberger – Fauquier County
Kristen Umstattd – Loudoun County
Pamela Sebesky – Manassas
Jeannette Rishell – Manassas Park
Ann B. Wheeler – Prince William County
Victor Angry – Prince William County
Paolo Belita – Prince William County
John Lynch - VDOT
Maria Sinner - VDOT
Bill Cuttler – VDOT
David A. Reid – Virginia House
David Marsden – Virginia Senate
Allison Davis – WMATA
Mark Phillips - WMATA
Julia Koster - NCPC

MWCOG STAFF – EX OFFICIO/NON-VOTING AND OTHERS PRESENT

Kanti Srikanth
Clark Mercer
Lyn Erickson
Mark Moran
Tim Canan
Paul DesJardin
Andrew Meese
Leo Pineda
John Swanson
Sergio Ritacco
Andrew Austin
Christina Finch
Rachel Beyerle
Marcela Moreno
Deborah Etheridge
Kim Sutton
Eric Randall
Dusan Vuksan
Simone Ellis
Erin Morrow
Rachel Beyerle
Katherine Rainone
Jane Posey
Jamie Bufkin
Charlene Howard
Nicholas Ramfos
Richard Wallace – CAC Chair
Deborah Kerson Bilek – ULI
Sandra Marks - DDOT
Kari Snyder – MDOT
Tyson Byrne – MDOT
Allen Fye – NOVA Transit
Raka Choudhury – WMATA
Amy Mesrobian – WMATA
Regina Sullivan – WMATA
Jeff Hiott - WMATA
Leroy Jones – WMATA
D. Taylor - WMATA

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

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

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

Lyn Erickson said that between the March TPB meeting and noon on April 18, the TPB received 11 comments submitted via email and 13 comments submitted from our Visualize 2045 initial project list

feedback form. She said a memo with summary of each comment, as well as the entire 63 pages of comments, was posted on the TPB meeting page. She reminded the board that staff has created a project list feedback form on the comment page to help share specific project comments with project sponsors. She summarized the comments, originals of which were included in the posted material.

2. APPROVAL OF THE MARCH 15, 2023 MEETING MINUTES

Denise Mitchell moved approval of the minutes. The motion was seconded by Pam Sebesky and was approved unanimously.

3. TECHNICAL COMMITTEE REPORT

Referring to the posted material, Mark Rawlings, 2023 chair of the Technical Committee, said the committee met on April the 7. He said that four items were reviewed for inclusion on the TPB agenda:

- A briefing on the TPB's upcoming approval of the Regional Bike to Work Day 2023 proclamation.
- A briefing on the Visualize 2050, specifically including the updated schedule approval, comments received to date, and the March listening sessions takeaways.
- A briefing on the TPB's upcoming approval of the FY 2024 Transportation Land Use Connections (TLC) program technical assistance recipients.
- A briefing on the TPB's coordinated human services transportation plan update.

He said that three items were presented for information and discussion.

- A briefing on Ride On Reimagined, a comprehensive assessment of the bus network in Montgomery County based on current and future needs.
- A briefing on the carbon reduction program, which was established by the bipartisan infrastructure law and provides funds for projects designed to reduce carbon dioxide emissions from on-road transportation.
- A briefing on staff efforts to develop new motor vehicle emissions budgets which are required for use in the air quality conformity analysis for long-range transportation plans and transportation improvements program.

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

Referring to the posted material, Richard Wallace, 2023 chair of the CAC, said the committee met on April 13. He said the committee received a briefing on the Coordinated Plan. Members asked clarifying questions about the Enhanced Mobility grant program and expressed enthusiasm for sharing the plan with the community.

Richard Wallace said the committee also received a briefing about the TPB and CAC roles in the long-range planning process. He said the committee had a robust discussion about a variety of topics, including anticipated land use and travel patterns, the need to pay attention to communities that are more reliant on automobiles, the need to rethink how we build infrastructure, uncertainty around the future of telework, clarifying questions about exempt and non-exempt projects, and WMATA's role in the plan.

5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

Referring to the posted material, Kanti Srikanth said the Steering Committee met on April 7 and approved four amendments to the FY 2023-2026 Transportation Improvement Program (TIP). The first, at the request of DDOT, added about \$432 million total for three separate projects. The second, requested by DDOT on

behalf of the TPB, programmed \$100,000 for a federal grant that the TPB received from FTA's Innovative Coordinated Access and Mobility (ICAM) program. The grant will be used to make improvements to a tool that the TPB created a few years ago that provides information on transportation services available for older adults and people with disabilities. The third amendment, requested by MDOT, added about \$1.9 million for a new transit-oriented development project along the Purple Line corridor. The fourth amendment, requested by VDOT, added about \$59 million for the ongoing project, the Northstar Boulevard extension.

Under "Letters Sent and Received" materials, Kanti Srikanth noted letters of support issued by the TPB on behalf of member agencies, including Charles County, WMATA, and Montgomery County. He also drew attention to a comment letter from the Metropolitan Washington Air Quality Committee (MWAQC) to the U.S. EPA regarding updated guidance on developing contingency measures in State Implementation Plans (SIPs) for attainment of federal air quality standards. Finally, Kanti Srikanth drew attention to a letter from WMATA announcing that on April 17, Metro unveiled its draft visionary bus network which is part of the WMATA bus network redesign project, and this proposed bus network has been released for public comment. He said this last letter, from WMATA, had been received after the official posting date for the meeting material, but it was posted on the website.

Under "Announcements and Updates" materials, Kanti Srikanth said that TPB staff would be conducting a public webinar on April 20 to showcase some of the recent examples of the TPB's TLC and RRSP programs. He said a recording of the webinar would be posted on the TPB website. He also announced that the application period for Maryland funding from the Transportation Alternatives Set-Aside Program (TAP) was open between April 14 and May 15. In addition, he said that MDOT is currently seeking public input for the 2050 Maryland Transportation Plan and VDOT is seeking input for their Six-Year Transportation Program (SYIP). He noted that a public input session on the SYIP in Northern Virginia was scheduled for May 1. He said TPB was invited to this session.

Highlighting a few other points not included in the posted material, Kanti Srikanth said the most recent COG podcast addressed the topic of roadway safety, and TPB member Kelly Russell was a featured speaker. He also said that on April 12, EPA announced proposed new rules for more stringent emissions standards for light-duty and medium-duty vehicles pertaining to greenhouse gases as well as emission standards and greenhouse gases for heavy-duty vehicles for model years 2027 through 2032. In addition, EPA is proposing standards for nitrogen oxides and non-methane organic gases. He said TPB staff is working with MWAQC staff to develop comments on these proposed rules.

Brian Lee asked about the app providing links to transportation services for people with disabilities, which was being enhanced with the FTA grant. He asked if the app could be included in apps provided at the municipal level.

Kanti Srikanth said staff would be happy to work with local jurisdictions to include the regional app on their local websites and apps.

David Snyder said he recently heard a report on the radio that was critical of the region's air quality. He said he believes the region has made significant progress on air quality in the past decades and he asked if COG could prepare information that board members could use in speaking with constituents and with media to share information on this progress.

Kanti Srikanth said he agreed that, while there is more work to be done, the region has made a lot of progress on air quality. He said he would work with MWAQC staff to respond to Dave Snyder's suggestion.

Allison Davis emphasized that WMATA is seeking public input for the next 50 days on their proposed visionary bus network. She thanked everyone for pushing out information about this work.

6. CHAIR'S REMARKS

Chair Collins said the work session that morning featured presentations and discussion about how the region's bus services can be improved. He said he was particularly interested in the efforts to implement bus priority treatments.

7. APPROVAL OF REGIONAL BIKE TO WORK DAY PROCLAMATION

Chair Collins introduced Nicholas Ramfos to present the Regional Bike to Work Day Proclamation.

Nicholas Ramfos, referring to the slide presentation, provided details on the history of Bike of Work Day, details about this year's event, and data demonstrating participation over the years. He shared results from the Bike to Work Day survey including participant demographic information and general feedback about the event. He said that TPB members would receive an invitation to register, and that more information is available online or through social media channels.

Chair Collins thanked Nicholas Ramfos for the presentation and asked for any nays or abstentions from the board.

The board unanimously consented to approve the proclamation for Bike to Work Day 2023.

Nicholas Ramfos thanked Chair Collins and asked local jurisdictions to pass similar proclamations.

8. WMATA REQUEST TO AMEND THE FY 2023-2026 TIP

Chair Collins recognized WMATA's TPB Representative, Allison Davis, to provide information about WMATA's request to amend the FY 2023 - 2026 TIP.

Allison Davis, VP of Planning for WMATA, provided background on WMATA's request to amend the FY 2023-2026 TIP to align it with the Metro budget and capital improvement program. She said that the WMATA board adopted their budget on Friday, April 14. She added that there were no public comments received nor changes from the amendment shared at the March TPB meeting.

Allison Davis moved approval of TPB Resolution R10-2023 to amend the FY 2023-2026 TIP. Takis Karantonis seconded the motion, which was approved unanimously.

9. VISUALIZE 2050: UPDATED SCHEDULE APPROVAL

Chair Collins introduced the item, an updated schedule for Visualize 2050. He noted that at the March meeting, staff informed the board of a proposal to provide additional time to accommodate the internal processes for the WMATA financial plan and Maryland Opportunity Express Lanes project. He said that he would support the updated schedule if it did not hinder meeting federal guidelines. He introduced Lyn Erickson to present the item.

Lyn Erickson introduced a new TPB staff member, Cristina Finch. She shared a brief overview of Cristina's background and welcomed her to the TPB.

Lyn Erickson, referring to the slide presentation, provided an overview of the proposed Visualize 2050 schedule. She summarized two major changes. She said the first change includes an additional six months

to the planning schedule, and the second updates the TIP years to 2026–2029. She asked the board to approve the attached schedule.

Chair Collins called for questions from the board.

Christopher Conklin asked for additional information about the need for a revised schedule.

Kanti Srikanth noted that the Maryland Opportunity Lanes and Metro are two of the largest projects in Visualize 2050 in terms of financial cost and impact on infrastructure scope. He added that in discussion with Maryland Department of Transportation (MDOT), TPB staff understood that the MDOT would benefit from additional time to conduct their review of the current project and complete outreach to stakeholders and the public before determining revisions to the project. He said that the additional time would ensure that the new administration and staff at MDOT had the additional time they needed. He said that the second project, Metro public transportation - WMATA is facing a significant budget deficit starting with fiscal year 2025. He shared that WMATA leadership advised that they needed additional time to consult with its members, and perhaps the region, on ways to balance the operational costs and revenues. The additional time would allow for this.

Cindy Dyballa asked for clarification about the public input opportunities.

Lyn Erickson shared several opportunities for public comment. She said the first is the 6 months of rolling public comment period that precedes the project input deadline in December. She noted that MPOs are only federally required to include one thirty-day public comment period, but TPB has two. She added that the first official public comment period on all project inputs will take place in March 2024.

John Lynch asked if there was an opportunity to maintain the December 2024 deadline, noting several projects may be impacted by the delay.

Kanti Srikanth said that because of the additional time needed to address unresolved issues with two major projects, staff is supportive of the schedule extension. He said that adding six months for project inputs and maintaining a deadline of December 2024 to complete all of the activities after the board approves the project inputs would be very challenging. He said that he believes a December 2024 completion with the additional time needed for the uncertain inputs was not feasible, but that staff would try to finish the analysis before June 2025. He added that a possibility would be amending Visualize 2045 for time-sensitive projects. He said any amendment would still require an emissions analysis that passes the federal emissions test, and that he would follow up with VDOT or other agencies with time-sensitive projects to explore the need to amend Visualize 2045.

Bridget Newton moved approval of the updated Visualize 2050 schedule. Kelly Russell seconded the motion, which was approved unanimously.

10. APPROVAL OF FY 2024 TLC TECHNICAL ASSISTANCE RECIPIENTS

Chair Collins introduced Deborah Kerson Bilek, the Chair of the FY 2024 TLC selection panel and John Swanson, TPB Transportation Planner, to present this year's project selections for the TLC program.

Deb Bilek provided an overview of the FY 2024 TLC selections and background on the TLC program. She added that the selections include initiatives such as multimodal corridor plans, trail designs, bus stop access studies, and others. She noted that some projects directly address current issues such as the pandemic and resilience.

John Swanson, referring to the slide presentation, provided an overview of the TLC program and detailed information about the ten selected projects. He noted that the solicitation received sixteen total applications, eight from both Maryland and Virginia. He noted new features to the program including that funding availability increased to \$80,000 per project, and that the solicitation was coordinated with the Regional Roadway Safety Program.

Julia Koster commended the selection group and staff, as well as the jurisdictions for proposing great projects. She added that the TLC program drives innovation and builds capacity for jurisdictions to achieve TPB goals.

Dave Snyder motioned to approve the TLC selections for FY 2024. John Lynch seconded the motion and was approved unanimously.

11. COORDINATED HUMAN SERVICES TRANSPORTATION PLAN UPDATE

Chair Collins recognized Sergio Ritacco, TPB Transportation Planner, to present an update on the Coordinated Human Services Transportation Plan.

Sergio Ritacco, referring to the slide presentation, defined the TPB's role, the purpose of the Coordinated Plan and reviewed the key elements in the updated draft. He said that the plan is out for public comment from April 13 – May 13, 2023, and TPB will be asked to approve the plan at their May meeting. He added that the next solicitation for Enhanced Mobility grant applications will occur in summer 2023.

Kanti Srikanth added that because of the Bipartisan Infrastructure Law, the funding available has doubled and TPB will award up to \$10 million in projects that provide services to older adults and people with disabilities.

12. WMATA BETTER BUS WORK SESSION RECAP

Chair Collins introduced Eric Randall, TPB Transportation Engineer, to recap the Better Bus work session that preceded the April TPB meeting.

Eric Randall provided background on the work session, noting that TPB received a presentation on Better Bus at their November 2022 meeting. He said that the work session was intended to provide an opportunity for members to ask questions about the initiative.

Eric Randall, referring to the slide presentation, gave an overview of the work session presentations from NVTC and WMATA. He added that the discussions covered three topics: bus priority/BRT, bus stops and customer amenities, and transitioning to a zero-emission fleet. He summarized actions that TPB and its members can take to support bus initiatives such as implementing bus priority lanes/BRT, supporting a common level of bus stop standards, and collectively addressing infrastructure needs for zero-emission buses.

Eric Randall said that questions raised from the work session will be addressed in more detail in a memorandum in the coming months.

Allison Davis said that because there are few rail projects in the immediate future, bus service is the best way to move people from their cars and all TPB members have a role in Better Bus.

Kanti Srikanth added that staff has budgeted for TPB led studies that will be resources for members interested in the Better Bus initiative. He said one study would be about transitioning to cleaner buses. He noted the interest in bus stop standards and said there was an opportunity to develop a resource on the topic.

13. ADJOURN

There being no other business, the meeting was adjourned at 1:50 P.M. The May 17 TPB meeting will be a virtual meeting.

Meeting Highlights TPB Technical Committee – May 5, 2023

The Technical Committee met on Friday, May 5, 2023. Meeting materials can be found here: <https://www.mwcog.org/events/2023/5/5/tpb-technical-committee/>

The following items were reviewed for inclusion on the TPB's May agenda.

TPB AGENDA ITEM 7 – COORDINATED HUMAN SERVICES TRANSPORTATION PLAN UPDATE

The Coordinated Plan guides the Federal Transit Administration's Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program for the Washington DC-VA-MD Urbanized Area. The TPB administers the grant with COG as the federal designated recipient. The draft Coordinated Plan was released for a 30-day public comment period from April 13 through May 13. Staff reported on comments received, and the board will be asked to approve this Plan at its May meeting.

TPB AGENDA ITEM 8 – REGIONAL ROADWAY SAFETY PROGRAM PROJECT APPROVALS

Staff briefed the committee on the projects recommended by the Regional Roadway Safety Program (RRSP) Selection Panel to receive technical assistance in the fourth round of the program. The board will be asked to approve the recommended projects at its May meeting.

TPB AGENDA ITEM 9 – CONGESTION MANAGEMENT PROCESS UPDATE

Staff reviewed the recent Congestion Management Process (CMP) activities, including the 2022 CMP Technical Report (reviewed by the committee in June and July 2022) and the subsequent twelve-year bottlenecks analysis (reviewed by the committee in December 2022).

TPB AGENDA ITEM 10 – TPB'S TRANSPORTATION RESILIENCY PLANNING PROGRAM

Staff provided an update on the TPB's transportation resiliency planning program including the current status of the regional transportation resiliency study and accompanying working group, and the expected timeline for completion of the study. Staff also provided a brief update on newly released guidance for federal funding opportunities as well as other expected resilience planning program activities.

The following items were presented for information and discussion:

VISUALIZE 2050: COMMENTS RECEIVED TO DATE, OTHER UPDATES

Staff reported on public comments received and asked members to share any public outreach they are doing on their project input development.

NATIONAL CAPITAL REGION FREIGHT PLAN UPDATE

Staff briefed the committee on the status of the National Capital Region Freight Plan update, underway with consultant assistance. At future meetings, the draft plan (updating the previous 2016 plan) will be presented to the committee, and subsequently to the TPB for approval.

OTHER BUSINESS

- Bike To Work Day May 19
- Transit Within Reach Announcement of funding (every 2 years) deadline July
- Maryland Transportation Alternative Program application period April 14 – May 15
- EPA Proposed Rules for LDV and HDV GHG Standards - 2 comment letters
- COG website enhancements
- Staff Update

ACCESS FOR ALL ADVISORY COMMITTEE REPORT

April 24, 2023

Christina Henderson, Chair

The Access for All Advisory Committee (AFA) met virtually on Monday, April 24. The committee discussed the draft 2023 Coordinated Plan, the FY 2024 Transportation Land Use Connection (TLC) program's recently approved projects, Healthcare Transportation roundtables held in Maryland, and the ongoing Montgomery County Ride On bus network redesign. The AFA advises the TPB on transportation issues and services important to low-income communities, underrepresented communities, people with limited English proficiency, people with disabilities, and older adults.

COORDINATED HUMAN SERVICES TRANSPORTATION PLAN (COORDINATED PLAN) UPDATE

Sergio Ritacco, TPB Transportation Planner presented new information related to the Coordinated Plan update, including an announcement for the April 13 – May 13 public comment period and timeline for TPB approval. In addition, he reviewed the Coordinated Plan development process and recognized AFA's role in providing input and guidance on the plan. The draft Coordinated Plan was presented to TPB at their April meeting and will be an action item in May. Comments and questions from the committee included:

- **Questions about the 2023 Enhanced Mobility (EM) grant solicitation.** Two members asked about where information will be available on the upcoming solicitation. TPB staff shared the link for the EM webpage: <https://www.mwcog.org/transportation/programs/enhanced-mobility/>

SELECTED PROJECTS FROM FY2024 TLC SOLICITATION

John Swanson, TPB Transportation Planner, presented the selected projects from the FY 2023 TLC solicitation, approved by TPB at their April meeting. Comments and questions from the committee included:

- **TLC projects should include people with disabilities and older adults early in the planning process to better address design choices that impact those communities (ex. floating bus stops, protected bike lanes, etc.), and understand peer agency approaches to bus stop accessibility.** One member suggested that people with disabilities and older adults should be consulted early on in project timeline before key design decisions are made. TPB staff responded that these projects usually include a stakeholder engagement component and referenced that the Prince George's County Bus Stop project application is focused on ADA accessibility at bus stops. Another member asked about the Prince George's County Bus Stop Project, asking if the project team would refer to other transit agencies that have studied bus stop accessibility as models (ex. Fairfax County, Arlington, Alexandria). They added that audible announcements are key for accessibility and to reconsider any floating bus stops.
- **Question about TLC project evaluation.** One member asked if TLC projects are evaluated and presented with recommended changes. TPB staff responded that periodic evaluations are conducted via phone interviews with past program participants.
- **Question about state-level project selections.** One member asked about the distribution of selections across DC, Maryland, and Virginia. TPB staff responded that while there were no applications for TLC from DC this year, there are currently two active TLC projects in DC.

UPDATE ON MARYLAND HEALTHCARE TRANSPORTATION ROUNDTABLE MEETINGS

Yolanda Hipski, Regional Transit Coordinator with Tri-County Council for Southern Maryland, presented about the Maryland Healthcare Transportation Roundtables held last fall. Her

presentation shared results from a survey about healthcare transportation, themes from the roundtables, and next steps. Comments and questions from the committee included:

- **An emphasis on challenges to mobility in Southern Maryland and possible partnership with the Naval Air Station Patuxent River (NAVAIR).** One member shared their experience living in Southern Maryland with limited public transportation options, and issues with inaccessible vehicles. The presenter shared an anecdote about clients unable to get to medical appointments on public transportation and relying on rideshare with costs of \$500 - \$550 one-way. The member suggested that NAVAIR attracted new people to the area and suggested that they could be a partner for future mobility projects.
- **Older adults need better information about the programs available to them and how to use them.** A member expressed a need for better information about transportation programs for older adults to understand their options and how to use them.
- **Suggestion to research Medicaid waiver program and disincentives to coordination.** One member suggested reviewing Medicaid's structure for funding transportation to understand possible disincentives to coordinated healthcare transportation encountered by past coordinating groups.
- **General support for the roundtables.** Several members shared their support for the Roundtables and interest in the findings from the survey and roundtable discussions.
- **Interest in a future presentation about transportation options in Southern Maryland.** One member expressed interest in a future presentation about public transportation options in Southern Maryland, especially on the Route 5 Corridor toward St. Mary's and Lexington Park.

RIDE ON REIMAGINED

Deanna Archey, Senior Transportation Planner for Montgomery County DOT, presented about Ride On Reimagined. The presentation included an overview of Montgomery County's bus network redesign, an overview of Phase I of the effort, and next steps.

- **Interest in a future presentation with updates from WMATA's Better Bus Redesign to understand MetroAccess impacts.** One member that also participates on WMATA's Accessibility Advisory Committee, expressed interest in WMATA presenting updates related to their Better Bus Redesign. They stated that changes to routes, frequency, and operating hours may impact MetroAccess.
- **Questions about how residents were engaged around potential traffic impacts from the redesign.** A member asked about how the redesign team engaged residents that may be impacted by new traffic patterns from service changes. The presenter shared that the redesign, beginning with the development of the scope of work, included opportunities for engagement through virtual comments, pop-up events, and focus groups.
- **Excitement about MetroAccess flat fares.** A member, also participating on WMATA's Accessibility Advisory Committee, shared that the recently approved WMATA budget includes a MetroAccess fare cap at \$4.

OTHER BUSINESS

- Marcela Moreno informed the committee that AFA meetings will be available for members of the public to watch and listen via a YouTube stream on the AFA meeting webpage. AFA members will receive the WebEx link to join the meeting via a calendar invite, the AFA agenda shared with them, and a courtesy email before the meeting.
- Marcela Moreno introduced a new staff member at TPB, Cristina Finch, who joined TPB as a Principal Planner/Technical Manager.
- Mohammad Khan shared information about the Enhanced Mobility Grantees Best Practices Forum being held at COG on April 25, 2023.

District of Columbia

Heather Edelman
Heather Foote
Nechama Masliansky
Brenda Richardson

Maryland

William Clements
Bong Delrosario
Deborah Fisher
Peter Flandrau
Sara Fought
Yolanda Hipski
Robert Malone
Sherri Mohebbi
Kari Snyder

Virginia

Emily Braley
Kinta Carter
Tom Furlong
Roger Hoskin
Peter Leisen
Valesca Maldonado

John Nemeth

Regional

Janine Ashe
Cecilia Castillo-Ayometzi
Glenn Millis
Angela White

TPB Staff

Jamie Bufkin
Rachel Beyerle
Lyn Erickson
Mohammad Khan
Marcela Moreno
Sergio Ritacco
Kanti Srikanth
John Swanson

Guests

Deanna Archey
Neville Waters

Chair

Christina Henderson, Council of the District of
Columbia



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: May 11, 2023

The attached materials include:

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



MEMORANDUM

TO: Transportation Planning Board
SUBJECT: Steering Committee Actions
FROM: Kanti Srikanth, TPB Staff Director
DATE: May 11, 2023

At its meeting on May 5, 2023, the TPB Steering Committee adopted one resolution approving amendments to the FY 2023-2026 Transportation Improvement Program (TIP) as requested by the Virginia Department of Transportation (VDOT), as described below:

- TPB SR26-2023 – requested by VDOT to add net total of \$91.3 million for nine transit projects and programs administered by Virginia Railway Express and three roadway projects for VDOT. The three roadway projects were included in the Air Quality Conformity Analysis of the 2022 Update of Visualize 2045 and the FY 2023-2026 TIP. The nine VRE transit projects and programs are exempt from the air quality conformity requirement.

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

Attachments:

- Adopted resolution SR26-2023 approving an amendment to the FY 2023-2026 TIP as requested by VDOT

TPB Steering Committee Attendance – May 5, 2023
(only voting members and alternates listed)

TPB Chair/MD rep.: Reuben Collins
TPB Vice Chair/DC Rep.: Heather Edelman (Alt.)
TPB 2nd Vice Chair/VA Rep.: James Walkinshaw
DDOT/Tech. Cmte. Chair: Mark Rawlings
MDOT: Kari Snyder
VDOT: Regina Moore
Amir Shapar

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-17.3 WHICH ADDS AND
REPROGRAMS FUNDING FOR NINE VIRGINIA RAILWAY EXPRESS (VRE) TRANSIT
PROJECTS AND PROGRAMS AND THREE ROADWAY PROJECTS AS REQUESTED BY
THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

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

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

WHEREAS, on June 15, 2022 the TPB adopted the FY 2023-2026 TIP; and

WHEREAS, VDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-17.3 which adds a net total of approximately \$91.3 million to the Northern Virginia portion of the TIP by adding a net total of approximately \$226.3 million for nine VRE transit projects or programs and by removing a net total of \$136 million from three roadway projects listed at the end of this resolution, and as described in the attached materials; and

WHEREAS, the attached materials include: Attachment A) Programming Overview reports showing how the projects and programs will appear in the TIP following approval, Attachment B) an Amendment Summary report showing the changes in total project cost or four-year program total, reason for the amendment, and a Change Summary providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and Attachment C) a letter from VDOT dated April 26, 2023 and a letter from the Potomac & Rappahannock Transportation Commission (PRTC) on behalf of VRE dated April 21, 2023 requesting the amendments; and

WHEREAS, these projects and programs have been updated in the TPB's Project InfoTrak database under TIP Action 23-17.3, creating the 17th amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, the Richmond Highway Corridor Improvements (T6443), the VA 7/VA 690 Interchange SMART18 (T6618) and University Blvd Extension (Edmonston to Sudley Manor) (T11635) projects are included in the air quality conformity analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP (CON IDs 653 and 631 respectively) and the nine VRE transit projects and programs are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

WHEREAS, this resolution and the amendments to the FY 2023-2026 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review and accept these materials at its next full meeting.

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-17.3 which adds a net total of \$91.3 million to the twelve projects and programs listed below, and as described in the attached materials.

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE
T11629	VRE Rolling Stock Acquisition – NVCC	*	\$135,950,660	\$135,950,660
T11631	VRE Rolling Stock Acquisition - Expansion Coaches	*	\$84,624,563	\$84,624,563
T4534	VRE Rolling Stock Acquisition - Debt Service	\$86,150,662	\$41,482,222	(\$44,668,440)
T4310	VRE Stations and Facilities	\$143,657,266	\$124,756,114	(\$18,901,152)
T4818	VRE Rolling Stock Modifications and Overhauls	\$23,462,168	\$22,846,523	(\$615,645)
T11632	VRE Backlick Road Station Improvements	*	\$8,454,206	\$8,454,206
T6368	VRE Woodbridge Station Improvements	\$4,061,618	\$2,923,123	(\$1,138,495)
T11630	VRE Franconia-Springfield Station Improvements	*	\$25,351,100	\$25,351,100
T11633	VRE Alexandria Station Improvements	*	\$37,288,433	\$37,288,433
	TOTAL:	\$257,331,714	\$483,676,944	\$226,345,230
T6443	Richmond Highway Corridor Improvements	\$414,924,744	\$258,948,692	(\$155,976,052)
T6618	VA Route 7/VA Route 690 Interchange	\$52,685,000	\$52,685,000	\$0
T11635	University Blvd Extension	*	\$20,949,735	\$20,949,735
	TOTAL:	\$467,609,744	\$332,583,427	(\$135,026,317)
	TIP ACTION 23-17.3 TOTAL:	\$724,941,458	\$816,260,371	\$91,318,913

* Indicates a new project or program record.

**Adopted by the TPB Steering Committee at its meeting on Friday, May 5, 2023.
Final approval following review by the full Board on Wednesday, May 17, 2023.**

TIP ID T6673
Project Name Alexandria 4th Track
Project Limits Control Point Rosslyn (CFP RO) near milepost 110.1 south of the George Washington Parkway to Control Point Alexandria (CFP AF) near milepost 104.3 south of Telegraph Road

Lead Agency VPRA - Virginia Passenger Rail Authority
County Arlington
Municipality City of Alexandria
Agency Project ID T23436
Project Type Transit - Metrorail/Heavy Rail
Total Cost \$210,451,772
Completion Date 2028

Description Construction of six (6) miles of fourth track from Control Point AF in Alexandria to the RO Interlocking near the south bank of the Potomac River in Arlington. This is part of the Northern Virginia Core Capacity Project (NVCC). Other NVCC Project components include the Long Bridge Project (T6727) with 4f mitigation The Long Bridge Pedestrian and Bicycle Bridge (T6807), and the acquisition of three (3) VRE trainsets - Rolling Stock Acquisition (T4534).

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	FRA EARMARK	-	\$4,182,570	\$6,254,022	-	-	-	\$10,436,592	\$10,436,592
PE	DC/STATE	\$966,093	\$2,601,450	-	-	-	-	\$2,601,450	\$3,567,543
	Total PE	\$966,093	\$6,784,020	\$6,254,022	-	-	-	\$13,038,042	\$14,004,135
ROW	DC/STATE	-	\$750,000	\$26,819,000	-	-	-	\$27,569,000	\$27,569,000
	Total ROW	-	\$750,000	\$26,819,000	-	-	-	\$27,569,000	\$27,569,000
CON	AMTRAK	-	-	-	-	-	\$10,000,000	-	\$10,000,000
CON	CMAQ	-	-	-	\$8,926,077	\$43,267,557	\$3,806,367	\$52,193,634	\$56,000,001
CON	FRA EARMARK	-	-	\$10,822,282	\$19,336,592	-	-	\$30,158,874	\$30,158,874
CON	DC/STATE	\$1,184,895	-	-	\$15,026,460	\$21,572	\$7,850,969	\$15,048,032	\$24,083,896
	Total CON	\$1,184,895	-	\$10,822,282	\$43,289,129	\$43,289,129	\$21,657,336	\$97,400,540	\$120,242,771
OTHER	FRA EARMARK	-	-	\$4,404,535	-	-	-	\$4,404,535	\$4,404,535
OTHER	DC/STATE	\$960,602	\$2,922,404	\$5,402,257	\$13,978,428	\$13,978,428	\$6,989,212	\$36,281,517	\$44,231,331
	Total Other	\$960,602	\$2,922,404	\$9,806,792	\$13,978,428	\$13,978,428	\$6,989,212	\$40,686,052	\$48,635,866
	Total Programmed	\$3,111,590	\$10,456,424	\$53,702,096	\$57,267,557	\$57,267,557	\$28,646,548	\$178,693,634	\$210,451,772



Version History

TIP Document	Adoption	MPO Approval	FHWA Approval	FTA Approval
23-00	2023-2026	06/15/2022	8/25/2022	8/25/2022
23-17.3	Amendment 2023-2026	05/17/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update

Funding Change(s):

Total project cost increased from \$185,000,000 to \$210,451,772
* ACCP is not part of the Total



TIP ID T6706
Project Name **Sub-Project of G1008** Franconia to Occoquan 3rd Track Project
Project Limits 1 mi. N. Franconia-Springfield VRE Station (CFP 98.8) to Approximately 400' N. of Furnace Rd, just N. of the Occoquan River (CFP (90.08))

Lead Agency	VPRA - Virginia Passenger Rail Authority	Project Type	Transit - Metrorail/Heavy Rail
County	Fairfax, Prince William	Total Cost	\$555,000,000
Municipality		Completion Date	2028
Agency Project ID	DRPT002		

Description Add approximately eight miles of a third main line track to an existing two-track portion of the RF&P rail corridor from one mile north of the Franconia-Springfield VRE station to approximately 400 feet north of Furnace Road, just north of the Occoquan River. Project includes a three-mile passenger rail bypass (flyover) at the northern end of the project limits

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	DC/STATE	-	\$691,000	-	-	-	-	\$691,000	\$691,000
PE	STATE/LOCAL	\$80,923,000	-	-	-	-	-	-	\$80,923,000
	Total PE	\$80,923,000	\$691,000	-	-	-	-	\$691,000	\$81,614,000
OTHER	TBD	-	-	-	-	\$473,386,000	-	\$473,386,000	\$473,386,000
	Total Other	-	-	-	-	\$473,386,000	-	\$473,386,000	\$473,386,000
	Total Programmed	\$80,923,000	\$691,000	-	-	-	\$473,386,000	\$691,000	\$555,000,000



Version History

TIP Document	Adoption	MPO Approval	FHWA Approval	FTA Approval
23-00	2023-2026	06/15/2022	8/25/2022	8/25/2022
23-17.3	Amendment 2023-2026	05/17/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

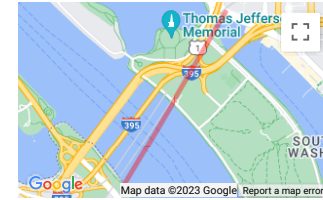
Total project cost stays the same \$555,000,000



TIP ID	T6727	Lead Agency	VPRA - Virginia Passenger Rail Authority	Project Type	Transit - Metrorail/Heavy Rail
Project Name	Long Bridge VA - DC	County	Arlington	Total Cost	\$2,227,000,407
Project Limits	Control Point LE Interlocking in Washington D.C. to Control Point RO in Arlington, VA	Municipality	District of Columbia	Completion Date	2030
		Agency Project ID			

Description Design and build of four railroad tracks, the Long Bridge Pedestrian and Bicycle Bridge (T6807), and related land and Potomac River crossings from Arlington, VA to Washington, DC. This is part of the Northern Virginia Core Capacity Project (NVCC). Other NVCC components include the Alexandria Fourth Track Project (T6673) and the acquisition of three VRE trainsets - Rolling Stock Acquisition (T4534).

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	FRA	EARMARK	-	-	-	\$20,000,000	-	-	\$20,000,000	\$20,000,000
PE	LOCAL		-	-	\$7,398,508	-	-	-	\$7,398,508	\$7,398,508
PE	PTF		-	-	\$4,500,000	-	-	-	\$4,500,000	\$4,500,000
PE	DC/STATE		-	-	\$3,464,083	\$3,043,887	\$7,681,295	-	\$14,189,265	\$14,189,265
		Total PE	-	-	\$15,362,591	\$23,043,887	\$7,681,295	-	\$46,087,773	\$46,087,773
ROW	DC/STATE		-	\$500,000	\$17,374,830	-	-	-	\$17,874,830	\$17,874,830
		Total ROW	-	\$500,000	\$17,374,830	-	-	-	\$17,874,830	\$17,874,830
CON	TBD		-	-	-	-	\$374,939,666	-	-	\$374,939,666
CON	LOCAL		-	-	\$7,504,833	\$7,501,250	\$27,500,917	-	\$15,006,083	\$42,507,000
CON	PTF		-	-	\$53,100,000	\$49,000,000	\$44,700,000	-	\$102,100,000	\$146,800,000
CON	DC/STATE		-	-	\$126,865,000	\$193,458,528	\$375,718,639	-	\$320,323,528	\$696,042,167
		Total CON	-	-	\$187,469,833	\$249,959,778	\$822,859,222	\$437,429,611	\$1,260,288,833	\$1,260,288,833
PLANNING	LOCAL		\$7,500,000	\$5,105,088	-	-	-	-	\$5,105,088	\$12,605,088
PLANNING	PTF		-	\$7,300,000	-	-	-	-	\$7,300,000	\$7,300,000
PLANNING	DC/STATE		\$3,987,101	\$3,371,792	-	-	-	-	\$3,371,792	\$7,358,893
		Total PLANNING	\$11,487,101	\$15,776,880	-	-	-	-	\$15,776,880	\$27,263,981
OTHER	TBD		-	-	-	-	\$14,313,400	-	-	\$14,313,400
OTHER	LOCAL		-	-	-	-	\$54,505,667	-	-	\$54,505,667
OTHER	PTF		-	-	-	-	\$141,633,334	-	-	\$141,633,334
OTHER	DC/STATE		\$3,381,218	\$13,584,531	\$25,091,592	\$123,182,405	\$159,761,585	\$340,031,258	\$321,620,113	\$665,032,589
		Total Other	\$3,381,218	\$13,584,531	\$25,091,592	\$123,182,405	\$159,761,585	\$550,483,659	\$321,620,113	\$875,484,990
		Total Programmed	\$14,868,319	\$29,861,411	\$57,829,013	\$333,696,125	\$417,402,658	\$1,373,342,881	\$838,789,207	\$2,227,000,407



Version History

TIP Document	Adoption	MPO Approval	FHWA Approval	FTA Approval
23-00	2023-2026	06/15/2022	8/25/2022	8/25/2022
23-17.3	Amendment 2023-2026	05/17/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update

Funding Change(s):

Total project cost increased from \$220,000,000 to \$2,227,000,407



TIP ID T11629
Project Name VRE Rolling Stock Acquisition - NVCC
Project Limits

Lead Agency VRE
County
Municipality
Agency Project ID

Project Type Transit - Capital
Total Cost \$135,950,660
Completion Date 2030

Description Acquire rolling stock to support planned VRE service expansion consistent with the Transforming Rail in Virginia program, Phases 1 and 2. This is part of the Northern Virginia Core Capacity (NVCC) project and includes acquisition of three VRE trainsets, comprised of four locomotives, four cab cars, and 18 trailer coaches. Other NVCC components include the Long Bridge (TIP ID T6727), Alexandria Fourth Track (T6673), and the Long Bridge Pedestrian and Bicycle Bridge (T6807).

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON	S. 5309-NS	-	-	-	\$108,760,528	-	-	\$108,760,528	\$108,760,528
CON	DC/STATE	-	-	-	\$27,190,132	-	-	\$27,190,132	\$27,190,132
	Total CON	-	-	-	\$135,950,660	-	-	\$135,950,660	\$135,950,660
	Total Programmed	-	-	-	\$135,950,660	-	-	\$135,950,660	\$135,950,660

*Not Location Specific

Version History

TIP Document	Amendment	2023-2026	MPO Approval	FHWA Approval	FTA Approval
23-17.3			05/17/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



TIP ID T11630
Project Name VRE Franconia-Springfield Station Improvements
Project Limits
Lead Agency VRE
County
Municipality
Agency Project ID

Project Type Transit - Passenger Facilities
Total Cost \$25,351,100
Completion Date 2026

Description Design and construct an extension to the existing VRE Franconia-Springfield Station west platform (adjacent to the WMATA Metrorail Station), an extension to the existing east platform, and a new pedestrian ramp and tunnel entrance at the east platform. The tunnel will maintain continuous, safe pedestrian access to the VRE Station when the Franconia to Occoquan Third Track (TIP ID 6706) is constructed by others, which will block existing access from the east to the VRE east platform. These improvements will enable the station to serve trains up to eight cars long and improve pedestrian flows to allow for improved operational efficiency.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	NVTA	-	\$3,310,920	-	-	-	-	\$3,310,920	\$3,310,920
	Total PE	-	\$3,310,920	-	-	-	-	\$3,310,920	\$3,310,920
CON	LOCAL	-	-	\$1,976,176	-	-	-	\$1,976,176	\$1,976,176
CON	NVTA	-	\$9,689,080	-	-	-	-	\$9,689,080	\$9,689,080
CON	S. 5337-SGR	-	-	\$9,880,880	-	-	-	\$9,880,880	\$9,880,880
CON	DC/STATE	-	-	\$494,044	-	-	-	\$494,044	\$494,044
	Total CON	-	\$9,689,080	\$12,351,100	-	-	-	\$22,040,180	\$22,040,180
	Total Programmed	-	\$13,000,000	\$12,351,100	-	-	-	\$25,351,100	\$25,351,100



Version History

TIP Document	Amendment	Year	MPO Approval	FHWA Approval	FTA Approval
23-17.3		2023-2026	05/17/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

TIP ID: T11631
Project Name: VRE Rolling Stock Acquisition - Expansion Coaches
Project Limits: [Blank]
Lead Agency: VRE
County: [Blank]
Municipality: [Blank]
Agency Project ID: [Blank]

Project Type: Transit - Capital
Total Cost: \$84,624,563
Completion Date: 2026

Description: Acquire additional passenger coaches to support planned VRE service increases enabled by the Transforming Rail in Virginia initiative. This project includes the procurement of 11 coaches for use in VRE Fredericksburg Line service and 10 coaches for use in VRE Manassas Line service.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	
CON	LOCAL	-	\$381,961	\$326,444	-	-	-	\$708,405	\$708,405	*Not Location Specific
CON	S. 5307	-	\$7,639,211	\$10,128,886	-	-	-	\$17,768,097	\$17,768,097	
CON	State (NM)	\$62,414,442	-	-	-	-	-	-	\$62,414,442	
CON	DC/STATE	-	\$1,527,842	\$2,205,777	-	-	-	\$3,733,619	\$3,733,619	
	<i>Total CON</i>	\$62,414,442	\$9,549,014	\$12,661,107	-	-	-	\$22,210,121	\$84,624,563	
	<i>Total Programmed</i>	\$62,414,442	\$9,549,014	\$12,661,107	-	-	-	\$22,210,121	\$84,624,563	

Version History

TIP Document	Amendment	Year	MPO Approval	FHWA Approval	FTA Approval
23-17.3		2023-2026	05/17/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

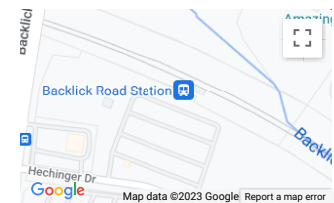


TIP ID T11632
Project Name VRE Backlick Road Station Improvements
Project Limits
Lead Agency VRE
County
Municipality
Agency Project ID

Project Type Transit - Passenger Facilities
Total Cost \$8,454,206
Completion Date 2027

Description Design station improvements to enable the VRE Backlick Road Station to extend the station platform and maintain a state of good repair. These improvements will enable the station to serve trains up to eight cars long and improve pedestrian flows when boarding and detraining to allow for improved operational efficiency.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	CMAQ	-	\$2,000,000	-	-	-	-	\$2,000,000	\$2,000,000
PE	DC/STATE	-	\$500,000	-	-	-	-	\$500,000	\$500,000
	Total PE	-	\$2,500,000	-	-	-	-	\$2,500,000	\$2,500,000
CON	TBD	-	-	-	-	\$5,954,206	-	\$5,954,206	\$5,954,206
	Total CON	-	-	-	-	\$5,954,206	-	\$5,954,206	\$5,954,206
	Total Programmed	-	\$2,500,000	-	-	\$5,954,206	-	\$8,454,206	\$8,454,206



Version History

TIP Document	Amendment	Year	MPO Approval	FHWA Approval	FTA Approval
23-17.3		2023-2026	05/17/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

TIP ID T11633
Project Name VRE Alexandria Station Improvements
Project Limits

Lead Agency VRE
County
Municipality
Agency Project ID

Project Type Transit - Passenger Facilities
Total Cost \$37,288,433
Completion Date 2026

Description Design and construct an ADA-compliant, grade-separated pedestrian tunnel and elevator access between the two platforms at Alexandria Union Station, used by VRE and Amtrak, modify and extend the east platform at the station to accommodate eight-car trains and enable the platform to service two trains simultaneously, and modify the west platform adjacent to the station building to raise its height relative to the top of rail.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON	TBD	-	-	-	\$5,710,322	-	-	\$5,710,322	\$5,710,322
CON	LOCAL	-	\$16,000	-	-	-	-	\$16,000	\$16,000
CON	NHFP	-	\$8,618,727	-	-	-	-	\$8,618,727	\$8,618,727
CON	S. 5307	-	\$320,000	-	-	-	-	\$320,000	\$320,000
CON	State (NM)	-	\$21,852,452	-	-	-	-	\$21,852,452	\$21,852,452
CON	DC/STATE	-	\$770,932	-	-	-	-	\$770,932	\$770,932
	Total CON	-	\$31,578,111	-	\$5,710,322	-	-	\$37,288,433	\$37,288,433
	Total Programmed	-	\$31,578,111	-	\$5,710,322	-	-	\$37,288,433	\$37,288,433



Version History

TIP Document	Amendment	2023-2026	MPO Approval	FHWA Approval	FTA Approval
23-17.3			05/17/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



TIP ID	T4310	Lead Agency	VRE	Project Type	Transit - Maintenance
Project Name	VRE Stations and Facilities	County		Total Cost	\$124,756,114
Project Limits	Systemwide	Municipality	Suburban VA	Completion Date	2045
		Agency Project ID	VRE0011		

Description To maintain VRE stations and facilities in a state of good repair and accommodate ridership demand, VRE facilities must be maintained, upgraded and/or obtained. This work will be done at various stations and facilities throughout the VRE system. Includes station and facilities improvements identified through VRE's transit asset management process and upgrades and improvements at VRE stations and facilities including Washington Union Terminal, Crystal City Station.

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE	LOCAL	\$477,619	\$41,537	-	-	\$519,156	\$519,156
PE	NVTA	\$4,400,000	-	-	-	\$4,400,000	\$4,400,000
PE	DC/STATE	\$707,000	-	-	-	\$707,000	\$707,000
	Total PE	\$5,584,619	\$41,537	-	-	\$5,626,156	\$5,626,156
CON	LOCAL	\$17,758,199	\$400,000	\$400,000	-	\$18,558,199	\$18,558,199
CON	NVTA	-	\$7,900,000	\$7,900,000	-	\$15,800,000	\$15,800,000
CON	S. 5307	\$22,249,355	\$6,200,000	\$6,200,000	-	\$34,649,355	\$34,649,355
CON	S. 5337-SGR	\$26,157,594	-	-	-	\$26,157,594	\$26,157,594
CON	DC/STATE	\$17,164,810	\$3,400,000	\$3,400,000	-	\$23,964,810	\$23,964,810
	Total CON	\$83,329,958	\$17,900,000	\$17,900,000	-	\$119,129,958	\$119,129,958
	Total Programmed	\$88,914,577	\$17,941,537	\$17,900,000	-	\$124,756,114	\$124,756,114

*Not Location Specific

Version History

TIP Document		MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-17.3	Amendment 2023-2026	05/17/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$143,657,266 to \$124,756,114



TIP ID T4534
Project Name VRE Rolling Stock Acquisition - Debt Service
Project Limits Systemwide
Lead Agency VRE
County
Municipality
Agency Project ID 111654

Project Type Transit - Capital
Total Cost \$41,482,222
Completion Date 2045

Description Acquisition of VRE rolling stock to support fleet expansion and fleet replacement and debt service for prior rolling stock acquisitions.

Phase	ACI/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
OTHER	LOCAL	-	\$734,714	\$245,034	\$206,236	\$167,736	-	\$1,353,720	\$1,353,720
OTHER	S. 5307	-	\$11,830,468	\$1,398,167	\$1,396,744	\$1,397,801	-	\$16,023,180	\$16,023,180
OTHER	S. 5337-SGR	-	\$10,503,017	\$3,502,519	\$2,727,984	\$1,956,921	-	\$18,690,441	\$18,690,441
OTHER	DC/STATE	-	\$2,938,854	\$980,137	\$824,946	\$670,944	-	\$5,414,881	\$5,414,881
	<i>Total Other</i>	-	\$26,007,053	\$6,125,857	\$5,155,910	\$4,193,402	-	\$41,482,222	\$41,482,222
	<i>Total Programmed</i>	-	\$26,007,053	\$6,125,857	\$5,155,910	\$4,193,402	-	\$41,482,222	\$41,482,222

*Not Location Specific

Version History

TIP Document		MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-01.3	Amendment 2023-2026	09/21/2022	10/22/2022	10/22/2022
23-13.3	Amendment 2023-2026	03/15/2023	Pending	Pending
23-15.4	Amendment 2023-2026	Pending	Pending	N/A
23-17.3	Amendment 2023-2026	05/17/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$86,150,662 to \$41,482,222



TIP ID	T4818	Lead Agency	VRE	Project Type	Transit - Maintenance
Project Name	VRE Rolling Stock Modifications and Overhauls	County		Total Cost	\$22,846,523
Project Limits	Systemwide	Municipality	Suburban VA	Completion Date	2045
		Agency Project ID	VRE0001		
Description	Technological developments and safety mandates from the Federal Railroad Administration (FRA), may require ongoing improvements to the VRE fleet as well as other ongoing improvements consistent with VRE's rolling stock asset management program. Projects that bring VRE into compliance with future federal mandates will be given the highest funding priority. Implementing PTC as required by FRA.				

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
CON	LOCAL	\$552,958	\$151,743	\$228,000	\$399,480	\$1,332,181	\$1,332,181
CON	S. 5307	\$8,290,025	-	-	-	\$8,290,025	\$8,290,025
CON	S. 5337-SGR	\$2,769,140	\$3,034,853	\$1,520,000	\$2,663,200	\$9,987,193	\$9,987,193
CON	DC/STATE	\$2,211,833	\$606,971	\$152,000	\$266,320	\$3,237,124	\$3,237,124
	Total CON	\$13,823,956	\$3,793,567	\$1,900,000	\$3,329,000	\$22,846,523	\$22,846,523
	Total Programmed	\$13,823,956	\$3,793,567	\$1,900,000	\$3,329,000	\$22,846,523	\$22,846,523

*Not Location Specific

Version History

TIP Document	Adoption	MPO Approval	FHWA Approval	FTA Approval
23-00	2023-2026	06/15/2022	8/25/2022	8/25/2022
23-17.3	Amendment 2023-2026	05/17/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$23,462,168 to \$22,846,523



TIP ID: T6368
Project Name: VRE Woodbridge Station Improvements
Project Limits: VRE Woodbridge Station Improvements

Lead Agency: VRE
County: VRE
Municipality: Region-wide
Agency Project ID: T18094

Project Type: Transit - Passenger Facilities
Total Cost: \$2,923,123
Completion Date: 2030

Description: Design station improvements to enable the VRE Woodbridge Station to serve trains up to eight cars long, maintain a state of good repair, enhance pedestrian access, and enable the planned addition of a third and fourth main track through the station as part of future phases (Phase 3 or beyond) of the Transforming Rail in Virginia program.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	CMAQ	-	\$1,615,586	-	\$722,912	-	-	\$2,338,498	\$2,338,498
PE	DC/STATE	-	\$403,897	-	\$180,728	-	-	\$584,625	\$584,625
	Total PE	-	\$2,019,483	-	\$903,640	-	-	\$2,923,123	\$2,923,123
	Total Programmed	-	\$2,019,483	-	\$903,640	-	-	\$2,923,123	\$2,923,123



Version History

TIP Document	Adoption	2023-2026	MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption	2023-2026	06/15/2022	8/25/2022	8/25/2022
23-17.3	Amendment	2023-2026	05/17/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

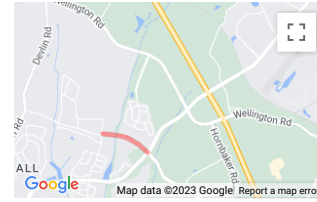
Total project cost decreased from \$4,061,618 to \$2,923,123

TIP ID T11635
Project Name UNIVERSITY BLVD EXTENSION (EDMONSTON TO SUDLEY MANOR)
Project Limits EDMONSTON to SUDLEY MANOR
Lead Agency Virginia Department of Transportation
County
Municipality
Agency Project ID 113198

Project Type Road - New Construction
Total Cost \$20,949,735
Completion Date 2023

Description This project will construct the extension of University Boulevard from Sudley Manor Drive to Edmonston Drive as a 2-lane roadway. The project includes a 2-lane bridge, storm water management, pedestrian facilities, and a possible signal.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	LOCAL	-	\$2,103,350	-	-	-	-	\$2,103,350	\$2,103,350
PE	DC/STATE	-	\$2,103,350	-	-	-	-	\$2,103,350	\$2,103,350
	Total PE	-	\$4,206,700	-	-	-	-	\$4,206,700	\$4,206,700
ROW	LOCAL	-	\$321,750	-	-	-	-	\$321,750	\$321,750
ROW	DC/STATE	-	\$321,750	-	-	-	-	\$321,750	\$321,750
	Total ROW	-	\$643,500	-	-	-	-	\$643,500	\$643,500
CON	LOCAL	-	\$7,574,900	-	-	-	-	\$7,574,900	\$7,574,900
CON	DC/STATE	-	\$8,524,635	-	-	-	-	\$8,524,635	\$8,524,635
	Total CON	-	\$16,099,535	-	-	-	-	\$16,099,535	\$16,099,535
	Total Programmed	-	\$20,949,735	-	-	-	-	\$20,949,735	\$20,949,735



Version History

TIP Document	Amendment	2023-2026	MPO Approval	FHWA Approval	FTA Approval
23-17.3			05/17/2023	Pending	Pending

Current Change Reason

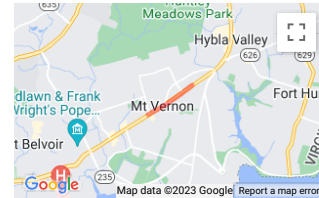
SCHEDULE / FUNDING / SCOPE - New project

TIP ID: T6443
 Project Name: RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS
 Project Limits: Jeff Todd Way to N. of Frye Road
 Lead Agency: Virginia Department of Transportation
 County: Fairfax
 Municipality:
 Agency Project ID: 107187

Project Type: Road - Add Capacity/Widening
 Total Cost: \$258,948,692
 Completion Date: 2028

Description: Project will reconstruct and widen Richmond Highway (US Route 1) from four to six lanes and add bicycle and pedestrian facilities between the Mount Vernon Memorial Highway and Napper Road.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	RSTP	\$7,246,262	\$8,852,709	-	-	-	-	\$8,852,709	\$16,098,971
PE	AC RSTP	\$1,621,029	-	-	-	-	-	-	\$1,621,029
PE	ACCP RSTP	-	\$1,621,029	-	-	-	-	*	*
PE	DC/STATE	\$1,811,674	\$2,213,177	-	-	-	-	\$2,213,177	\$4,024,851
PE	AC DC/STATE	\$405,257	-	-	-	-	-	-	\$405,257
PE	ACCP DC/STATE	-	\$405,257	-	-	-	-	*	*
PE	STBG	\$431	-	-	-	-	-	-	\$431
	Total PE	\$11,084,653	\$11,065,886	-	-	-	-	\$11,065,886	\$22,150,539
ROW	DEMO	-	\$2,241,406	-	-	-	-	\$2,241,406	\$2,241,406
ROW	LOCAL	-	\$1,948,000	-	-	-	-	\$1,948,000	\$1,948,000
ROW	NVTA	\$42,688,123	\$60,710,264	-	-	-	-	\$60,710,264	\$103,398,387
ROW	RSTP	\$6,475,026	\$991,837	-	-	-	-	\$991,837	\$7,466,863
ROW	AC RSTP	\$10,333,378	-	-	-	-	-	-	\$10,333,378
ROW	ACCP RSTP	-	-	\$10,333,378	-	-	-	*	*
ROW	DC/STATE	\$1,618,757	\$2,756,311	-	-	-	-	\$2,756,311	\$4,375,068
ROW	AC DC/STATE	\$2,583,345	-	-	-	-	-	-	\$2,583,345
ROW	ACCP DC/STATE	-	-	\$2,583,345	-	-	-	*	*
	Total ROW	\$63,698,629	\$68,647,818	-	-	-	-	\$68,647,818	\$132,346,447
CON	TBD	-	-	-	-	-	\$104,451,706	-	\$104,451,706
	Total CON	-	-	-	-	-	\$104,451,706	-	\$104,451,706
	Total Programmed	\$74,783,282	\$79,713,704	-	-	-	\$104,451,706	\$79,713,704	\$258,948,692



Version History

TIP Document	Adoption	MPO Approval	FHWA Approval	FTA Approval
23-00	2023-2026	06/15/2022	8/25/2022	8/25/2022
23-17.3	Amendment 2023-2026	05/17/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Location/limits change(s), Programming Update

Funding Change(s):

Total project cost decreased from \$414,924,744 to \$258,948,692
 * ACCP is not part of the Total

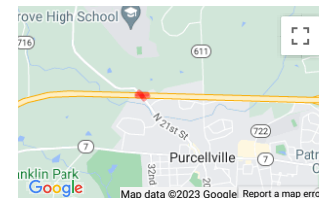


TIP ID: T6618
Project Name: ROUTE 7/ROUTE 690 INTERCHANGE SMART18
Project Limits: VA 690 Hillsboro Road
Lead Agency: Virginia Department of Transportation
County: Loudoun
Municipality:
Agency Project ID: 111666

Project Type: Road - Interchange improvement
Total Cost: \$52,685,000
Completion Date: 2025

Description: This new Interchange at RT 7 and RT 690 will include a shared use path and four ramps.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	EB/MG	\$20,711	-	-	-	-	-	-	\$20,711
PE	NHPP	\$4,626,122	-	-	-	-	-	-	\$4,626,122
PE	STBG	\$653,697	-	-	-	-	-	-	\$653,697
	Total PE	\$5,300,530	-	-	-	-	-	-	\$5,300,530
ROW	NHPP	\$3,774,290	-	-	-	-	-	-	\$3,774,290
	Total ROW	\$3,774,290	-	-	-	-	-	-	\$3,774,290
CON	LOCAL	-	-	\$245,000	-	-	-	\$245,000	\$245,000
CON	NHPP	-	-	\$392,288	-	-	-	\$392,288	\$392,288
CON	DC/STATE	-	-	\$42,940,000	-	-	-	\$42,940,000	\$42,940,000
CON	STBG	-	-	\$32,892	-	-	-	\$32,892	\$32,892
	Total CON	-	-	\$43,610,180	-	-	-	\$43,610,180	\$43,610,180
	Total Programmed	\$9,074,820	-	\$43,610,180	-	-	-	\$43,610,180	\$52,685,000



Version History

TIP Document	Adoption	MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-01.3	Amendment 2023-2026	09/21/2022	10/22/2022	10/22/2022
23-17.3	Amendment 2023-2026	05/17/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost stays the same \$52,685,000

ATTACHMENT B: AMENDMENT SUMMARY REPORT
TIP Action 23-17.3: Formal Amendment to the
FY 2023-2026 Transportation Improvement Program
Requested by Virginia Department of Transportation
Approved by TPB Steering Committee on May 5, 2023

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
LEAD AGENCY: VIRGINIA RAILWAY EXPRESS							
T11629	VRE Rolling Stock Acquisition - NVCC	\$0	\$135,950,660	\$135,950,660	0	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): S. 5309-NS ▶ Add funds in FFY 25 in CON for \$108,760,528 DC/STATE ▶ Add funds in FFY 25 in CON for \$27,190,132 <i>Total project cost \$135,950,660</i>
T11631	VRE Rolling Stock Acquisition - Expansion Coaches	\$0	\$84,624,563	\$84,624,563	0	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL ▶ Add funds in FFY 23 in CON for \$381,961 ▶ Add funds in FFY 24 in CON for \$326,444 State (NM) ▶ Add funds in FFY 22 in CON for \$62,414,442 DC/STATE ▶ Add funds in FFY 23 in CON for \$1,527,842 ▶ Add funds in FFY 24 in CON for \$2,205,777 S. 5307 ▶ Add funds in FFY 23 in CON for \$7,639,211 ▶ Add funds in FFY 24 in CON for \$10,128,886 <i>Total project cost \$84,624,563</i>
T4534	VRE Rolling Stock Acquisition - Debt Service	\$86,150,662	\$41,482,222	(\$44,668,440)	-52	Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL - Decrease funds in FFY 23 in CON from \$1,424,980 to \$0 DC/STATE - Decrease funds in FFY 23 in CON from \$4,569,445 to \$0 STBG ▶ Delete funds in FFY 23 in CON for \$6,209,600 S. 5337-SGR ▶ Delete funds in FFY 22 in CON for \$10,504,210 S. 5307 ▶ Delete funds in FFY 22 in CON for \$4,192,108 - Decrease funds in FFY 23 in CON from \$17,768,097 to \$0 <i>Total project cost decreased from \$86,150,662 to \$41,482,222</i> Title changed from "Rolling Stock Acquisition" to "VRE Rolling Stock Acquisition - Debt Service"
T4310	VRE Stations and Facilities	\$143,657,266	\$124,756,114	(\$18,901,152)	-13	Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL - Decrease funds in FFY 24 in CON from \$594,195 to \$400,000 - Decrease funds in FFY 25 in CON from \$441,851 to \$400,000 DC/STATE - Decrease funds in FFY 24 in CON from \$4,176,779 to \$3,400,000 - Decrease funds in FFY 25 in CON from \$3,567,405 to \$3,400,000 S. 5337-SGR ▶ Delete funds in FFY 24 in CON for \$3,883,897 NVTA - Decrease funds in FFY 23 in PE from \$6,400,000 to \$4,400,000 - Decrease funds in FFY 23 in CON from \$11,000,000 to \$0 S. 5307 - Decrease funds in FFY 25 in CON from \$7,037,025 to \$6,200,000 <i>Total project cost decreased from \$143,657,266 to \$124,756,114</i>

ATTACHMENT B: AMENDMENT SUMMARY REPORT
TIP Action 23-17.3: Formal Amendment to the
FY 2023-2026 Transportation Improvement Program
Requested by Virginia Department of Transportation
Approved by TPB Steering Committee on May 5, 2023

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T4818	VRE Rolling Stock Modifications and Overhauls	\$23,462,168	\$22,846,523	(\$615,645)	-3	Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL - Decrease funds in FFY 23 in CON from \$577,584 to \$552,958 DC/STATE - Decrease funds in FFY 23 in CON from \$2,310,336 to \$2,211,833 S. 5337-SGR - Decrease funds in FFY 23 in CON from \$3,261,656 to \$2,769,140 <i>Total project cost decreased from \$23,462,168 to \$22,846,523</i> Title changed from "Rolling Stock Modifications and Overhauls" to "VRE Rolling Stock Modifications and Overhauls"
T11632	VRE Backlick Road Station Improvements	\$0	\$8,454,206	\$8,454,206	0	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): TBD ▶ Add funds in FFY 26 in CON for \$5,954,206 DC/STATE ▶ Add funds in FFY 23 in PE for \$500,000 CMAQ ▶ Add funds in FFY 23 in PE for \$2,000,000 <i>Total project cost \$8,454,206</i>
T11630	VRE Franconia-Springfield Station Improvements	\$0	\$25,351,100	\$25,351,100	0	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL ▶ Add funds in FFY 24 in CON for \$1,976,176 DC/STATE ▶ Add funds in FFY 24 in CON for \$494,044 S. 5337-SGR ▶ Add funds in FFY 24 in CON for \$9,880,880 NVTA ▶ Add funds in FFY 23 in PE for \$3,310,920 CON for \$9,689,080 <i>Total project cost \$25,351,100</i>
T11633	VRE Alexandria Station Improvements	\$0	\$37,288,433	\$37,288,433	0	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL ▶ Add funds in FFY 23 in CON for \$16,000 TBD ▶ Add funds in FFY 25 in CON for \$5,710,322 State (NM) ▶ Add funds in FFY 23 in CON for \$21,852,452 DC/STATE ▶ Add funds in FFY 23 in CON for \$770,932 NHFP ▶ Add funds in FFY 23 in CON for \$8,618,727 S. 5307 ▶ Add funds in FFY 23 in CON for \$320,000
T6368	VRE Woodbridge Station Improvements	\$4,061,618	\$2,923,123	(\$1,138,495)	-28	Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE ▶ Delete funds in FFY 15 in CON for \$164,200 ▶ Delete funds in FFY 22 in PE for \$367,396 CON for \$100,000 ▶ Add funds in FFY 23 in PE for \$403,897 CMAQ ▶ Delete funds in FFY 15 in CON for \$656,800 ▶ Delete funds in FFY 22 in PE for \$1,469,582 CON for \$400,000 ▶ Add funds in FFY 23 in PE for \$1,615,586 <i>Total project cost decreased from \$4,061,618 to \$2,923,123</i>
SUBTOTAL:		\$257,331,714	\$483,676,944	\$226,345,230			

ATTACHMENT B: AMENDMENT SUMMARY REPORT
TIP Action 23-17.3: Formal Amendment to the
FY 2023-2026 Transportation Improvement Program
Requested by Virginia Department of Transportation
Approved by TPB Steering Committee on May 5, 2023

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
LEAD AGENCY: VIRGINIA DEPARTMENT OF TRANSPORTATION							
T6443	RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS	\$414,924,744	\$258,948,692	(\$155,976,052)	-38	Location/limits change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>LOCAL</p> <p>▶ Add funds in FFY 23 in ROW for \$1,948,000</p> <p>TBD</p> <p>+ Increase funds in FFY 27 in CON from \$0 to \$104,451,706</p> <p>- Decrease funds in FFY 27 in OTHER from \$225,227,800 to \$0</p> <p>DC/STATE</p> <p>▶ Add funds in FFY 21 in PE for \$2,216,931 ROW for \$4,202,102</p> <p>▶ Add funds in FFY 23 in PE for \$2,213,177 ROW for \$2,756,311</p> <p>▶ Add funds in FFY 23 in PE for \$405,257</p> <p>▶ Add funds in FFY 24 in ROW for \$2,583,345</p> <p>STBG</p> <p>▶ Add funds in FFY 21 in PE for \$431</p> <p>RSTP</p> <p>- Decrease funds in FFY 21 in PE from \$10,177,896 to \$8,867,291</p> <p>- Decrease funds in FFY 21 in ROW from \$48,218,094 to \$16,808,404</p> <p>▶ Add funds in FFY 23 in PE for \$8,852,709 ROW for \$991,837</p> <p>NVTA</p> <p>- Decrease funds in FFY 21 in ROW from \$131,300,954 to \$42,688,123</p> <p>▶ Add funds in FFY 23 in ROW for \$60,710,264</p> <p>▶ Delete funds in FFY 22 in PE for \$2,026,286 ROW for \$48,218,094</p> <p>▶ Add funds in FFY 23 in PE for \$1,621,029</p> <p>▶ Add funds in FFY 24 in ROW for \$10,333,378</p> <p>DEMO</p> <p>▶ Add funds in FFY 23 in ROW for \$2,241,406</p>
T6618	ROUTE 7/ROUTE 690 INTERCHANGE SMART18	\$52,685,000	\$52,685,000	\$0	0	Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>LOCAL</p> <p>▶ Add funds in FFY 24 in CON for \$245,000</p> <p>TBD</p> <p>▶ Delete funds in FFY 30 in</p> <p>DC/STATE</p> <p>▶ Add funds in FFY 24 in CON for \$42,940,000</p> <p>NHPP</p> <p>- Decrease funds in FFY 22 in PE from \$4,759,808 to \$4,626,122</p> <p>+ Increase funds in FFY 22 in ROW from \$3,664,359 to \$3,774,290</p> <p>▶ Add funds in FFY 24 in CON for \$392,288</p> <p>STBG</p> <p>- Decrease funds in FFY 22 in PE from \$686,589 to \$653,697</p> <p>▶ Add funds in FFY 24 in CON for \$32,892</p>
T11635	UNIVERSITY BLVD EXTENSION (EDMONSTON TO SUDLEY MANOR)	\$0	\$20,949,735	\$20,949,735	0	New project	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>LOCAL</p> <p>▶ Add funds in FFY 23 in PE for \$2,103,350 ROW for \$321,750 CON for \$7,574,900</p> <p>DC/STATE</p> <p>▶ Add funds in FFY 23 in PE for \$2,103,350 ROW for \$321,750 CON for \$8,524,635</p> <p align="right"><i>Total project cost \$20,949,735</i></p>
SUBTOTAL:		\$467,609,744	\$332,583,427	(\$135,026,317)			
TOTALS:		\$724,941,458	\$816,260,371	\$91,318,913			



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

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Richmond, Virginia 23219

(804) 786-2701
Fax: (804) 786-2940

April 26, 2023

The Honorable Reuben Collins
Chair, National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4201

RE: FY 2023-2026 Transportation Improvement Program (TIP) Amendment:
Richmond Highway Corridor Improvements (TIP ID T6443 / UPC# 107187)
Route 7/Route 690 Interchange Project (TIP ID T6618 / UPC# 111666)
University Blvd Extension Project (TIP ID T11635 / UPC# 113198) – New Project

Dear Chair Collins:

The Virginia Department of Transportation (VDOT) requests the following two amendments and one new project be added to the FY 2023-2026 Transportation Improvement Program (TIP).

Project Requests for TIP Amendments

Richmond Highway Corridor Improvements (TIP ID T6443 / UPC# 107187)

This project will reconstruct and widen Richmond Highway (US Route 1) from four to six lanes and add bicycle and pedestrian facilities between the Mount Vernon Memorial Highway and Napper Road. It will enhance traffic safety and congestion and is included in the air quality conformity analysis. The proposed amendment will:

- Add \$4,040,431 (RSTP) FFY23 for PE Phase
- Add \$1,948,000 (REVSH) FFY23 for RW Phase
- Add \$991,837 (RSTP) FFY23 for RW Phase
- Add \$60,710,264 (Other funds: NVTA) FFY for RW Phase
- Add \$2,241,406 (DEMO) FFY23 for RW Phase
- Add \$1,868,818 (ACC-RSTP) FFY24 for RW Phase

Route 7/Route 690 Interchange Project (TIP ID T6618 / UPC# 111666)

This new Interchange at Route 7 and Route 690 will include a shared use path and four ramps. It will enhance traffic safety and congestion and is included in the air quality conformity analysis. The proposed amendment will:

- Add \$109,931 (NHPP) FFY23 for RW Phase
- Add \$32,892 (STP/STBG) FFY24 for CN Phase
- Add \$392,288 (NHPP) FFY24 for CN Phase

VirginiaDOT.org
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- Add \$43,120,100 (Other Funds & Local) FFY24 for CN Phase
- Add \$65,900 (Other Funds: State) FFY24 for CN Phase

New TIP Project

University Blvd Extension Project (TIP ID T11635 / UPC# 113198)

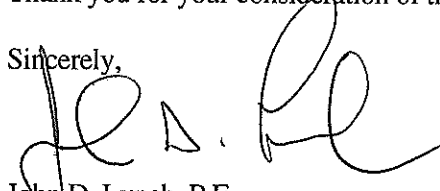
This new project will construct the extension of University Boulevard from Sudley Manor Drive to Edmonston Drive as a 2-lane roadway and includes a 2-lane bridge, storm water management, pedestrian facilities, and a possible signal. It is regionally significant therefore is added in the conformity analysis. The proposed amendment will:

- Add \$2,103,350 (REVSH) FFY23 for PE Phase
- Add \$321,750 (REVSH) FFY23 for RW Phase
- Add \$7,574,900 (REVSH) FFY23 for CN Phase
- Add \$949,735 (Other Funds: Local Funds) FFY23 for CN Phase

VDOT requests approval of the two existing projects and one added new project to the TIP by the Transportation Planning Board's Steering Committee at its meeting on May 5, 2023. VDOT's representative will be available to answer any questions about this amendment request.

Thank you for your consideration of this matter.

Sincerely,



John D. Lynch, P.E.
Northern Virginia District Engineer

Cc: Ms. Maria Sinner, P.E., VDOT-NoVA
Mr. Amir Shahpar, P.E., VDOT-NoVA



April 21, 2023

Ms. Maria Sinner
Assistant District Administrator
Planning and Investment Management
Virginia Department of Transportation
4975 Alliance Drive, Suite 4E-342
Fairfax, VA 22030

Dear Ms. Sinner:

The Potomac & Rappahannock Transportation Commission (PRTC) and the Virginia Railway Express (VRE) requests project amendments to the National Capital Region Transportation Planning Board (TPB) FY2023-2026 Transportation Improvement Program (TIP)/Visualize 2045 Long Range Transportation Plan (LRTP) to reflect project funding and status updates. All VRE project amendments have been submitted in Project InfoTrak.

Once the amendments are adopted by the TPB, PRTC and VRE requests the Virginia Department of Rail and Public Transportation (DRPT) State Transportation Improvement Program (STIP) be amended/updated to reflect the changes as project funds must be included in an approved TIP and STIP before PRTC can complete its application to the Federal Transit Administration (FTA) for use of VRE federal grant funds and before the Virginia Department of Public Transportation can complete project development for FTA Capital Investment Grant (CIG) program, including VRE rolling stock.

Amendments are being requested for the following VRE Projects:

- **VRE Rolling Stock Modifications and Overhauls, TIP ID T4818**
- **VRE Rolling Stock Acquisition - Expansion coaches, TIP ID T11631 (New Project)**
- **VRE Rolling Stock Acquisition – Debt Service, TIP ID T4534**
- **VRE Rolling Stock Acquisition - NVCC, TIP ID T11629 (New Project)**
- **VRE Woodbridge Station Improvements, TIP ID T6368**
- **VRE Franconia-Springfield Station Improvements, TIP ID T11630 (New Project)**
- **VRE Stations and Facilities, TIP ID T4310**
- **VRE Backlick Road Station Improvements, TIP ID T11632 (New Project)**
- **VRE Alexandria Station Improvements, TIP ID T11633 (New Project)**

The changes to be made to the FY2023-2026 TIP are as outlined below:

Letter to Ms. Maria Sinner

April 21, 2023

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VRE Rolling Stock Modifications and Overhauls, TIP ID T4818

This amendment revises the budget for the VRE Rolling Stock Modifications and Overhauls from \$23,462,168 to \$22,846,523. This project is being amended to reflect revised programming information for federal funds. A breakdown of proposed funding by year and by source is depicted in the table below:

FFY	FUND TYPE	PE	ROW	CON	UT	OTHER	TOTAL
2023	Federal - 5307			8,290,025			8,290,025
2023	State – 5307 Match			1,658,005			1,658,005
2023	Local – 5307 Match			414,501			414,501
2023	Federal - 5337			2,769,140			2,769,140
2023	State – 5337 Match			553,828			553,828
2023	Local – 5337 Match			138,457			138,457
2024	Federal - 5337			3,034,853			3,034,853
2024	State – 5337 Match			606,971			606,971
2024	Local – 5337 Match			151,743			151,743
2025	Federal - 5337			1,520,000			1,520,000
2025	State – 5337 Match			152,000			152,000
2025	Local – 5337 Match			228,000			228,000
2026	Federal - 5337			2,663,200			2,663,200
2026	State – 5337 Match			266,320			266,320
2026	Local – 5337 Match			399,480			399,480
				22,846,523			22,846,523

VRE Rolling Stock Acquisition - Expansion coaches, TIP ID T11631 (New Project)

The acquisition of 21 passenger coaches is currently included in TIP ID T4534, VRE Rolling Stock Acquisition. That project also includes debt service funding for prior rolling stock acquisitions. VRE desires to amend the TIP to break out the project to acquire 21 expansion coaches from the T4534 program group as a discrete project and to revise the programming information to reflect current funding and project cost. The description for this new project is:

Acquire additional passenger coaches to support planned VRE service increases enabled by the Transforming Rail in Virginia initiative. This project includes the procurement of 11 coaches for use in VRE Fredericksburg Line service and 10 coaches for use in VRE Manassas Line service.

A breakdown of proposed funding by year and by source is depicted in the table below:

FFY	FUND TYPE	PE	ROW	CON	UT	OTHER	TOTAL
2022	State – SMARTSCALE			28,120,000			28,120,000
2022	State – I-66 OTB			34,294,442			34,294,442
2023	Federal - 5307			7,639,211			7,639,211
2023	State – 5307 Match			1,527,842			1,527,842

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2023	Local – 5307 Match			381,961			381,961
2024	Federal - 5307			10,128,886			10,128,886
2024	State – 5307 Match			2,205,777			2,205,777
2024	Local – 5307 Match			326,444			326,444
				84,624,563			84,624,563

TIP ID 4534, VRE Rolling Stock Acquisition – Debt Service, will also be amended to break out the funding for the VRE Rolling Stock Expansion Coaches now indicated in TIP ID T11631.

VRE Rolling Stock Acquisition – Debt Service, TIP ID T4534

This amendment revises the budget for the VRE Rolling Stock Acquisition – Debt Service from \$86,150,662 to \$41,482,222. This project is being amended to reflect the revised project budget after breaking out funding for VRE expansion coaches in the new TIP project T11631, VRE Rolling Stock Acquisition – Expansion Coaches. The project description has been revised as follows:

Acquisition of VRE rolling stock to support fleet expansion and fleet replacement and debt service for prior rolling stock acquisitions.

A breakdown of proposed funding by year and by source is depicted in the table below:

FFY	FUND TYPE	PE	ROW	CON	UT	OTHER	TOTAL
2023	Federal - 5307					4,191,257	4,191,257
2023	Federal - 5307					7,639,211	7,639,211
2023	Federal - 5337					10,503,017	10,503,017
2023	State – 5307 Match					838,251	838,251
2023	State – 5337 Match					2,100,603	2,100,603
2023	Local – 5337 Match					525,151	525,151
2023	Local – 5307 Match					209,563	209,563
2024	Federal - 5307					1,398,167	1,398,167
2024	State – 5307 Match					279,633	279,633
2024	Local – 5307 Match					69,908	69,908
2024	Federal - 5337					3,502,519	3,502,519
2024	State – 5337 Match					700,504	700,504
2024	Local – 5337 Match					175,126	175,126
2025	Federal - 5307					1,396,744	1,396,744
2025	State – 5307 Match					279,349	279,349
2025	Local – 5307 Match					69,837	69,837
2025	Federal - 5337					2,727,984	2,727,984
2025	State – 5337 Match					545,597	545,597
2025	Local – 5337 Match					136,399	136,399
2026	Federal - 5307					1,397,801	1,397,801
2026	State – 5307 Match					279,560	279,560

Letter to Ms. Maria Sinner

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2026	Local – 5307 Match					69,890	69,890
2026	Federal - 5337					1,956,921	1,956,921
2026	State – 5337 Match					391,384	391,384
2026	Local – 5337 Match					97,846	97,846
						41,482,222	41,482,222

VRE Rolling Stock Acquisition - NVCC, TIP ID T11629 (New Project)

VRE requires additional rolling stock to operate the expanded VRE service enabled by the Transforming Rail in Virginia program, Phases 1 and 2. This amendment adds a project to the TIP for the acquisition of rolling stock including spares required to operate an additional three VRE trainsets in revenue service.

The description for this new project is:

Acquire rolling stock to support planned VRE service expansion consistent with the Transforming Rail in Virginia program, Phases 1 and 2. This is part of the Northern Virginia Core Capacity (NVCC) project and includes acquisition of three VRE trainsets, comprised of four locomotives, four cab cars, and 18 trailer coaches. Other NVCC components include the Long Bridge (TIP ID T6727), Alexandria Fourth Track (T6673), and the Long Bridge Pedestrian and Bicycle Bridge (T6807).

A breakdown of proposed funding by year and by source is depicted in the table below:

FFY	FUND TYPE	PE	ROW	CON	UT	OTHER	TOTAL
2025	Federal – Section 5309 Capital Investment Grant			108,760,528			108,760,528
2025	State – Section 5309 Capital Investment Grant Match			27,190,132			27,190,132
				135,950,660			135,950,660

VRE Woodbridge Station Improvements, TIP ID T6368

This amendment revises the budget for the VRE Woodbridge Station Improvements from \$4,061,618 to \$2,923,123, consistent with the currently allocated Congestion Mitigation and Air Quality (CMAQ) funding for the project. The project description has been revised as follows:

Design station improvements to enable the VRE Woodbridge Station to serve trains up to eight cars long, maintain a state of good repair, enhance pedestrian access, and enable the planned addition of a third and fourth main track through the station as part of future phases (Phase 3 or beyond) of the Transforming Rail in Virginia program.

A breakdown of proposed funding by year and by source is depicted in the table below:

FFY	FUND TYPE	PE	ROW	CON	UT	OTHER	TOTAL
2023	Federal - CMAQ	1,615,586					1,615,586

Letter to Ms. Maria Sinner

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2023	State – CMAQ Match	403,897					403,897
2025	Federal - CMAQ	722,912					722,912
2025	State – CMAQ Match	180,728					180,728
		2,923,123					2,923,123

VRE Franconia-Springfield Station Improvements, TIP ID T11630 (New Project)

The VRE Franconia Springfield Station Improvements project is currently included in TIP ID T4310, VRE Stations and Facilities, as part of an ongoing program of station and facilities improvements. VRE desires to amend the TIP to break this project out from the T4310 program group as a discrete project. Additionally, the project budget has increased from \$18,901,152 to \$25,351,100. The description for this new project is:

Design and construct an extension to the existing VRE Franconia-Springfield Station west platform (adjacent to the WMATA Metrorail Station), an extension to the existing east platform, and a new pedestrian ramp and tunnel entrance at the east platform. The tunnel will maintain continuous, safe pedestrian access to the VRE Station when the Franconia to Occoquan Third Track (TIP ID 6706) is constructed by others, which will block existing at-grade access from the east to the VRE east platform. These capacity expansions will enable the station to serve trains up to eight cars long and improve pedestrian flows to allow for improved operational efficiency.

A breakdown of proposed funding by year and by source is depicted in the table below.

FFY	FUND TYPE	PE	ROW	CON	UT	OTHER	TOTAL
2023	Local NVTA	3,310,920		9,689,080			13,000,000
2023	Federal - 5337			3,883,897			3,883,897
2023	State – 5337 Match			776,779			776,779
2023	Local – 5337 Match			194,195			194,195
2024	Federal - 5337			5,996,983			5,996,983
2024	State – 5337 Match			1,199,397			1,199,397
2024	Local – 5337 Match			299,849			299,849
		3,310,920		22,040,180			25,351,100

TIP ID 4310, VRE Stations and Facilities, has also been revised to break out the funding for the VRE Franconia-Springfield Station Improvements now indicated in TIP ID T11630.

Letter to Ms. Maria Sinner

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VRE Stations and Facilities, TIP ID T4310

This amendment revises the budget for the VRE Stations and Facilities from \$ 143,657,266 to \$124,756,113. This project is being amended to reflect the revised project budget after breaking out funding for VRE Franconia-Springfield Station Improvements in the new TIP project T11630. The project description has been revised as follows:

To maintain VRE stations and facilities in a state of good repair and accommodate ridership demand, VRE facilities must be maintained, upgraded and/or obtained. This work will be done at various stations and facilities throughout the VRE system. Includes station and facilities improvements identified through VRE's transit asset management process and upgrades and improvements at VRE stations and facilities including Washington Union Terminal, Crystal City Station.

A breakdown of proposed funding by year and by source is depicted in the table below:

FFY	FUND TYPE	PE	ROW	CON	UT	OTHER	TOTAL
2023	Sect. 5307			22,249,355			22,249,355
2023	State or District Funding			11,958,291			11,958,291
2023	Local			1,425,319			1,425,319
2024	Sect. 5307			6,200,000			6,200,000
2024	State or District Funding			3,400,000			3,400,000
2024	Local			400,000			400,000
2025	Sect. 5307			6,200,000			6,200,000
2025	State or District Funding			3,400,000			3,400,000
2025	Local			400,000			400,000
2023	Sect. 5337			26,157,594			26,157,594
2023	State or District Funding			5,206,519			5,206,519
2023	Local			1,332,880			1,332,880
2023	Local			15,000,000			15,000,000
2023	Local - NVTA	4,400,000					4,400,000
2024	Local - NVTA			7,900,000			7,900,000
2025	Local - NVTA			7,900,000			7,900,000
2023	State or District Funding	707,000					707,000
2023	Local - VRE	477,619					477,619
2024	Local - VRE	41,537					41,537
		5,626,156		119,129,957			124,756,113

Letter to Ms. Maria Sinner

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VRE Backlick Road Station Improvements, TIP ID T11632 (New Project)

The VRE Backlick Road Station Improvements project has been allocated Congestion Mitigation and Air Quality (CMAQ) funding to extend the existing station platform to serve trains up to eight cars long and maintain the station in a state-of-good-repair. The proposed amendment will add the project to the TIP. The description for this new project is:

Design and construct an extension to the existing VRE Backlick Road Station platform to enable the station to serve trains up to eight cars long. The existing platform can only accommodate five train cars for boarding and detraining, requiring passengers to move through multiple cars to exit longer trains. The platform extension will enhance station pedestrian flows to allow for improved operational efficiency.

A breakdown of proposed funding by year and by source is depicted in the table below:

FFY	FUND TYPE	PE	ROW	CON	UT	OTHER	TOTAL
2023	Federal - CMAQ	2,000,000					2,000,000
2023	State – CMAQ Match	500,000					500,000
2026	Future – TBD			5,954,206			5,954,206
		2,500,000		5,954,206			8,454,206

VRE Alexandria Station Improvements, TIP ID T11633 (New Project)

The VRE Alexandria Station Improvements project is a major VRE project utilizing Federal and Virginia funding to improve pedestrian access and circulation, including ADA access, and modify the station platforms to serve VRE trains from three platform edges in the future three track railroad configuration proposed in the Transforming Rail in Virginia program. The proposed amendment will add the project to the TIP. The description for this new project is:

Design and construct an ADA-compliant, grade-separated pedestrian tunnel and elevator access between the two platforms at Alexandria Union Station, used by VRE and Amtrak, modify and extend the east platform at the station to accommodate eight-car trains and enable the platform to service two trains simultaneously, and modify the west platform adjacent to the station building to raise its height relative to the top of rail.

A breakdown of proposed funding by year and by source is depicted in the table below:

FFY	FUND TYPE	PE	ROW	CON	UT	OTHER	TOTAL
2023	Federal - Section 5307			320,000			320,000
2023	State – Section 5307 Match			64,000			64,000
2023	Local – Section 5307 Match			16,000			16,000
2023	Federal Funds - VDOT			2,256,346			2,256,346
2023	Federal Funds - Other			6,362,381			6,362,381

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2023	Local match - Federal Other			706,932			706,932
2023	SMARTSCALE			21,852,452			21,852,452
2025	TBD			5,710,322			5,710,322
				37,288,433			37,288,433

PRTC request that the Transportation Planning Board’s (TPB) 2023-2026 TIP and DRPT’s FY 2023-2026 STIP be amended to reflect the change as project funds must be included in an approved TIP and STIP before PRTC can access these funds through the Federal Transit Administration grant application process.

Should you have any questions, please feel free to contact Cynthia Porter-Johnson at (703) 580-6147 or at cporter-johnson@omniride.com. We greatly appreciate your assistance in facilitating this action.

Sincerely,

DocuSigned by:

 20DECEEABBBE439...

Philip Parella, Jr.,
 Chief Financial Officer

- cc: Regina Moore, VDOT
 Amir Shahpar, VDOT
 Todd Horsley, DRPT
 Amy Gabarini, DRPT
 Mike Mucha, DRPT
 Kanti Srikanth, MWCOG-TPB
 Andrew Austin, MWCOG-TPB
 Mark Schnauffer, VPRA
 Naomi Klein, VPRA
 Shannon Perry, VPRA
 Bhupendra Kantha, PRTC
 Cynthia Porter-Johnson, PRTC
 Mark Schofield, VRE
 Christine Hoeffner, VRE



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: May 11, 2023

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



April 18, 2023

The Honorable Reuben B. Collins II
 Chair, National Capital Region
 Transportation Planning Board
 Metropolitan Washington Council of Governments
 777 North Capitol Street NE, Suite 300
 Washington, DC 20002-4201

Dear Mr. Collins:

The Commonwealth Transportation Board (CTB) will conduct a public meeting to give community members the opportunity to provide comments on projects and programs to be included in the Fiscal Year 2024-2029 Six-Year Improvement Program (FY2024-2029 SYIP). This CTB meeting, as required by §33.2-214.3 code of Virginia, will serve as the joint public meeting for the following agencies: the Commonwealth of Virginia, the Virginia Department of Rail and Public Transportation (VDRPT), the Virginia Passenger Rail Authority (VPRRA), the Northern Virginia Transportation Authority (NVTA), the Northern Virginia Transportation Commission (NVTC), and the Virginia Railway Express (VRE). The Virginia General Assembly has recently amended the joint meeting legislation to also invite a Virginia representative of the National Capital Region Transportation Planning Board (TPB) Steering Committee to participate in the meeting (legislation language below).

The Northern Virginia District will host an open house starting at 4:00 p.m., which will be followed by the Spring SYIP meeting at 5:00 p.m. on Monday, May 1, 2023 at 4975 Alliance Drive, Fairfax, Virginia.

Coordination is underway for TPB staff to participate as part of the open house. This is to invite a Virginia representative of the TPB Steering Committee to participate as part of the listening panel. It is our understanding that Fairfax County Board Supervisor James Walkinshaw, TPB's Second Vice Chair and a member of the TPB's Steering Committee will already be in attendance representing VRE and he has agreed to represent TPB at this meeting as well.

33.2-214.3. Transparency in project selection in Planning District 8.

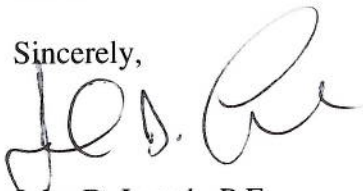
At least annually, the Northern Virginia Transportation Authority, the Northern Virginia Transportation Commission, the Virginia Railway Express, and the Commonwealth Transportation Board shall conduct a joint public meeting for the purposes of presenting to the public, and receiving public comments on, the transportation projects proposed and conducted by each entity in Planning District 8. Such presentation shall include documentation regarding how the combined project selection, timing, and revenue sources employed by the entities represents the most efficient use of revenue sources. Such presentation shall include any

The Honorable Reuben B. Collins, II
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evaluations or analyses conducted by such entities pursuant to § [33.2-214.1](#) or subdivision 2 of § [33.2-2500](#) that relate to Planning District 8. Each entity shall have at least one designee physically assembled at such joint public meeting. Nothing herein shall require a quorum of each such entity to participate in such joint public meeting. The Board shall also invite a Virginia representative of the National Capital Region Transportation Planning Board Steering Committee to participate in and present information during the joint meeting. Nothing herein shall require such representative to participate or be physically present in such joint public meeting. The joint public meeting shall be made available online in a manner that allows the public to contemporaneously view and hear the meeting. However, in the event that online transmission of the meeting to the public fails, nothing herein shall require the meeting to recess until public access is restored online.

I truly appreciate TPB's participation in this public meeting. If you have any questions prior to the meeting, please contact Maria Sinner directly at 571-238-2519 or maria.sinner@vdot.virginia.gov.

Sincerely,



John D. Lynch, P.E.
District Engineer
Northern Virginia District
Virginia Department of Transportation

CC: James Walkinshaw
Kanti Srikanth



National Capital Region
Transportation Planning Board

May 4, 2023

Shailen Bhatt
Administrator
Federal Highway Administration
1200 New Jersey Ave, SE
Washington, D.C. 20590

Re: FY 2022/2023 Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program) application by the City of Alexandria, Virginia for the implementation of its Electric Vehicle Charging Infrastructure Readiness Strategy (EVRS)

Dear Administrator Bhatt:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the City of Alexandria, Virginia for a FY 2022/2023 CFI Program grant to fund the implementation of the City's Electric Vehicle Charging Infrastructure Readiness Strategy (EVRS).

In May 2021 the City finalized the EVRS, which acts as a roadmap for meeting the electric vehicle charging infrastructure and technical needs of City residents, workforce members, and visitors. The CFI Program grant will implement the EVRS by funding critical charging infrastructure that is needed to support the growing adoption of electric vehicles through the installation of publicly accessible Level 2 and Direct Current Fast Chargers at multiple sites across the City, such as public parks, libraries, and on-street locations. The chargers will be in areas that will benefit disadvantaged communities and serve areas with a high concentration of multi-unit dwellings and limited off-street parking. The City of Alexandria residents are adopting electric vehicles at a rate faster than the national average, and this project will help meet the needs of the community.

The project proposed for this grant directly responds to the regional transportation goals adopted by the TPB and identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported increased investment of transportation dollars to support improvements in the environment. Cleaner vehicles using zero emissions systems will provide benefits to the region's citizens and visitors through cleaner transportation. The support and promotion of electric vehicles is a key strategy of our adopted Regional Transportation Priorities Plan.

The TPB requests your favorable consideration of this request by the City of Alexandria. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

Reuben Collins
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Tarrence Moorer, Interim Transportation & Environmental Services Director, City of Alexandria



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: May 11, 2023

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Erin Morrow, TPB Transportation Engineer
SUBJECT: Draft Joint Comment Letters for Proposed EPA Motor Vehicle Emissions Standards
DATE: May 11, 2023

EPA recently published two Notices of Proposed Rulemaking (NPRM) in the Federal Register that would establish more stringent greenhouse gas emissions standards for motor vehicles. The first NPRM would establish “Phase 3” greenhouse gas emissions standards for heavy-duty vehicles, and the second would establish multi-pollutant emissions standards for model years 2027 and later light-duty and medium-duty vehicles. EPA’s estimates indicate that these proposed standards would provide necessary support to help our region move towards attaining its greenhouse gas reduction goals and comply with National Ambient Air Quality Standards for ozone and particulate matter (PM_{2.5}).

The public comment period for both NPRMs is currently open. The TPB signed joint comment letters with the Metropolitan Washington Air Quality Committee (MWAQC) and COG’s Climate, Energy, and Environment Subcommittee (CEEPC) in support of similar proposed rulemaking in the past, most recently in 2021.¹ TPB staff coordinated with COG staff to develop the attached draft comment letters in support of the NPRMs. MWAQC and CEEPC will consider both letters at their respective meetings on May 24. TPB staff recommend that the TPB’s Steering Committee consider both letters at its June 2 meeting.²

GREENHOUSE GAS EMISSIONS STANDARDS FOR HEAVY-DUTY VEHICLES - PHASE 3

EPA is proposing to establish Phase 3 greenhouse gas emissions standards for heavy-duty vehicles for model years 2028 through 2032, and to revise certain greenhouse standards for model year 2027 that were established by the Phase 2 standards. The [NPRM was published in the Federal Register](#) on April 27 and EPA has provided a [fact sheet](#) with an overview of the proposed rule. Public comments are due by June 16.

The proposed Phase 3 standards are estimated by EPA to reduce downstream greenhouse gas emissions by 18% cumulatively between 2027 and 2055 as compared to the reference case (Table V-5 of the Federal Register notice) Additionally, EPA estimates that the Phase 3 standards will reduce NO_x and PM_{2.5} emissions by 28% and 39% in 2055, respectively, as described on page 25935 of the Federal Register notice.

¹ Robert Day, Deni Taveras, and Charles Allen to Michael S. Regan, “Support for the Proposed Rule to Revise Existing National Greenhouse Gas Emissions Standards for Passenger Cars and Light Trucks through Model Year 2026; Docket ID No. EPA-HQ-OAR-2021-0208,” Letter, September 22, 2021.

² The comment deadline for the Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles-Phase 3 occurs prior to the TPB meeting in June.

MULTI-POLLUTANT EMISSIONS STANDARDS FOR MODEL YEARS 2027 AND LATER LIGHT-DUTY AND MEDIUM-DUTY VEHICLES

EPA is proposing to establish “Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles,” which would phase in over model years 2027 through 2032. The [NPRM was published in the Federal Register](#) on May 5 and EPA has provided a [fact sheet](#) with an overview of the proposed rule. Comments are due by July 5.

According to the EPA’s fact sheet, by model year 2032, the proposed greenhouse gas emissions standard would result in emissions rates that are 56 percent below the model year 2026 standard for light-duty vehicles and 44 percent below for medium-duty vehicles. EPA estimates that the proposed standards will reduce carbon dioxide emissions by 47% in 2055 compared to the reference case (Table 2 of the Federal Register Notice). Additionally, EPA estimates that strengthening these standards will reduce NO_x and PM_{2.5} emissions by 41% and 35% in 2055, respectively, as shown in Table 4 of the Federal Register notice.



May 5, 2023

Administrator Michael S. Regan
U.S. Environmental Protection Agency
1200 Pennsylvania Avenue, N.W.
Washington, D.C. 20460

Re: Support for the Proposed Rule for “Phase 3” Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles; Docket ID No. EPA-HQ-OAR-2022-0985

Dear Administrator Regan:

On behalf of the Metropolitan Washington Air Quality Committee (MWAQC), the Metropolitan Washington Council of Governments’ (COG) Climate, Energy and Environment Policy Committee (CEEP), and the National Capital Region Transportation Planning Board (TPB), we are writing to express our support for the proposed rule for “Phase 3” greenhouse gas emissions standards for heavy-duty vehicles that would build upon the “Phase 2” standards and phase in over model years 2027 through 2032.

MWAQC is the air quality planning committee for the National Capital Region, certified by the governors of Maryland and Virginia and the mayor of the District of Columbia, to develop plans to attain federal standards for air quality and improve air quality. The TPB is the federally designated metropolitan planning organization (MPO) for the National Capital Region, jointly established by the governors of Maryland and Virginia and the mayor of the District of Columbia. As an MPO, the TPB is mandated to conform with and integrate regional air quality plans in its transportation plans. COG is the association of local governments in metropolitan Washington and supports MWAQC and the TPB. CEEP serves as the principal policy adviser on climate change to the COG Board of Directors and is tasked with the development of a regional climate change strategy to meet the region’s goals for reducing greenhouse gas emissions.

The EPA’s current proposal to establish Phase 3 greenhouse gas emissions standards for heavy-duty vehicles would provide the critical leadership needed for our region to work towards meeting adopted environmental goals and standards. We agree that this comprehensive federal program would achieve significant greenhouse gas emissions reductions and would result in substantial public health and welfare benefits. As noted in the *Metropolitan Washington 2030 Climate and Energy Action Plan*, underserved communities have been disproportionately affected by ambient air pollution and climate-change-related health impacts. Therefore, more stringent greenhouse gas emissions standards and subsequent emissions reductions have the potential to help the most vulnerable populations.

Poor air quality affects the residents living and working in metropolitan Washington. The region is currently designated as being in nonattainment of federal National Ambient Air Quality Standards (NAAQS) for ozone. Nitrogen Oxides (NOx) are a precursor pollutant of ground-level ozone. In addition, NOx is a precursor to secondary particulate matter, such as particulate matter 2.5 micrometers in diameter and smaller (PM2.5). Exposure to PM2.5, along with ground-level ozone, is associated with premature death, increased hospitalizations, and emergency room visits due to exacerbation of chronic heart and lung diseases and other serious health impacts. Some

Administrator Michael S. Regan
May 5, 2023

communities in metropolitan Washington face higher rates of illnesses such as asthma than the national average, and these illnesses are aggravated by these pollutants. As such, reductions in NOx emissions will provide health benefits from both reduced ozone and PM2.5 pollution.

While significant progress has been made in metropolitan Washington to reduce NOx emissions, addressing sources of NOx, including those from on-road vehicles, is critical to continuing to deliver cleaner air for the residents of the region. Over the last five ozone seasons, the region recorded an annual average of eight unhealthy air days, which are in part caused by emissions transported into the region, making this not only a regional issue but a national one. EPA estimates that the Phase 3 standards will reduce NOx and PM2.5 emissions by 28% and 39% in 2055, respectively, as described on page 25935 of the Federal Register notice.

Strengthening the greenhouse gas emissions standards will also provide considerable support for metropolitan Washington and communities across the United States to meet their greenhouse gas emissions reduction goals. Unfortunately, our region is already experiencing the impacts of climate change. Observations in metropolitan Washington show that temperatures and the water surface level in the Potomac River are rising and will likely continue to rise. Extreme weather events and increases in the number of days with extreme heat or extreme cold will increase risks to health, energy usage patterns, plant and animal habitats, and infrastructure. These changes in our weather patterns are also affecting stormwater, drinking water, and wastewater. Broad-based climate change mitigation and adaptation strategies, such as national rules, are necessary to reduce the impacts of climate change and fight the adverse effects of climate change on our region and planet.

The National Capital Region has goals to reduce greenhouse gas emissions 50% by 2030 and 80% by 2050, compared to 2005 levels. In 2022, the TPB adopted the same goals, but specifically for on-road transportation. As such, MWAQC, CEEPC, and the TPB believe that the newly proposed Phase 3 greenhouse gas emissions standards for heavy-duty vehicles, which are estimated by EPA to reduce downstream greenhouse gas emissions by 18% cumulatively between 2027 and 2055 as compared to the reference case (Table V-5 of the Federal Register Notice), are necessary for the region to achieve its greenhouse gas reduction goals.

The National Capital Region has implemented emissions reduction measures across all sectors, including on-road transportation, which contributes approximately 31% and 39% of the region's greenhouse gas and NOx emissions, respectively. The region relies heavily on federal control programs for a significant amount of additional greenhouse gas and NOx emissions reductions since these programs provide benefits across the economy. The federal government's leadership in delivering effective regulatory limits on greenhouse gas emissions from motor vehicles could also help reduce ozone and fine particle precursors and is a critical component of our ability to meet adopted environmental objectives and standards.

For these reasons, MWAQC, CEEPC, and the TPB support the EPA's proposal to establish Phase 3 greenhouse gas standards for heavy-duty vehicles.

Thank you for the opportunity to provide comments on this proposed rule.

Sincerely,

Administrator Michael S. Regan
May 5, 2023

Anita Bonds
Chair, Metropolitan Washington Air Quality Committee (MWAQC)

Takis Karantonis
Chair, Climate Energy and Environment Policy Committee (CEEP)

Reuben Collins
Chair, National Capital Region Transportation Planning Board (TPB)



May 5, 2023

Administrator Michael S. Regan
U.S. Environmental Protection Agency
1200 Pennsylvania Avenue, N.W.
Washington, D.C. 20460

Re: Support for the Proposed Rule to Establish Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles; Docket ID No. EPA-HQ-OAR-2022-0829

Dear Administrator Regan:

On behalf of the Metropolitan Washington Air Quality Committee (MWAQC), the Metropolitan Washington Council of Governments' (COG) Climate, Energy and Environment Policy Committee (CEEPC), and the National Capital Region Transportation Planning Board (TPB), we are writing to express our support for the proposed rule to establish Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles.

MWAQC is the air quality planning committee for the National Capital Region, certified by the governors of Maryland and Virginia and the mayor of the District of Columbia, to develop plans to attain federal standards for air quality and improve air quality. The TPB is the federally designated metropolitan planning organization (MPO) for the National Capital Region, jointly established by the governors of Maryland and Virginia and the mayor of the District of Columbia. As an MPO, the TPB is mandated to conform with and integrate regional air quality plans in its transportation plans. COG is the association of local governments in metropolitan Washington and supports MWAQC and the TPB. CEEPC serves as the principal policy adviser on climate change to the COG Board of Directors and is tasked with the development of a regional climate change strategy to meet the region's goals for reducing greenhouse gas emissions.

The EPA's current proposal to establish multi-pollutant emissions standards for model years 2027 and later light-duty and medium-duty vehicles would provide the critical leadership needed for our region to work towards meeting adopted environmental goals and standards. We agree that this comprehensive federal program would achieve significant greenhouse gas emissions reductions and would result in substantial public health and welfare benefits. As noted in the *Metropolitan Washington 2030 Climate and Energy Action Plan*, underserved communities have been disproportionately affected by ambient air pollution and climate-change-related health impacts. Therefore, more stringent greenhouse gas emissions standards and subsequent emissions reductions have the potential to help the most vulnerable populations.

Poor air quality affects the residents living and working in metropolitan Washington. The region is currently designated as being in nonattainment of federal National Ambient Air Quality Standards (NAAQS) for ozone. Nitrogen Oxides (NOx) are a precursor pollutant of ground-level ozone. In addition, NOx is a precursor to secondary particulate matter, such as particulate matter 2.5 micrometers in diameter and smaller (PM2.5). Exposure to PM2.5, along with ground-level ozone, is associated with premature death, increased hospitalizations, and emergency room visits due to exacerbation of chronic heart and lung diseases and other serious health impacts. Some

Administrator Michael S. Regan
May 5, 2023

communities in metropolitan Washington face higher rates of illnesses such as asthma than the national average, and these illnesses are aggravated by these pollutants. As such, reductions in NOx emissions will provide health benefits from both reduced ozone and PM2.5 pollution.

While significant progress has been made in metropolitan Washington to reduce NOx emissions, addressing sources of NOx, including those from on-road vehicles, is critical to continuing to deliver cleaner air for the residents of the region. Over the last five ozone seasons, the region recorded an annual average of eight unhealthy air days, which are in part caused by emissions transported into the region, making this not only a regional issue but a national one. EPA estimates that strengthening these standards will reduce NOx and PM2.5 emissions by 41% and 35% in 2055, respectively, as shown in Table 4 of the Federal Register notice.

Strengthening the greenhouse gas emissions standards will also provide considerable support for metropolitan Washington and communities across the United States to meet their greenhouse gas emissions reduction goals. Unfortunately, our region is already experiencing the impacts of climate change. Observations in metropolitan Washington show that temperatures and the water surface level in the Potomac River are rising and will likely continue to rise. Extreme weather events and increases in the number of days with extreme heat or extreme cold will increase risks to health, energy usage patterns, plant and animal habitats, and infrastructure. These changes in our weather patterns are also affecting stormwater, drinking water, and wastewater. Broad-based climate change mitigation and adaptation strategies, such as national rules, are necessary to reduce the impacts of climate change and fight the adverse effects of climate change on our region and planet.

The National Capital Region has goals to reduce greenhouse gas emissions 50% by 2030 and 80% by 2050, compared to 2005 levels. In 2022, the TPB adopted the same goals, but specifically for on-road transportation. As such, MWAQC, CEEPC, and the TPB believe that the newly proposed greenhouse gas emissions standards for model years 2027 and later light-duty and medium-duty vehicles, which are estimated by EPA to reduce carbon dioxide emissions by 47% in 2055 (Table 2 of the Federal Register Notice), are necessary for the region to achieve its greenhouse gas reduction goals.

The metropolitan Washington region has implemented emissions reduction measures across all sectors, including on-road transportation, which contributes approximately 31% and 39% of the region's greenhouse gas and NOx emissions, respectively. The region relies heavily on federal control programs for a significant amount of additional greenhouse gas and NOx emissions reductions since these programs provide benefits across the economy. The federal government's leadership in delivering effective regulatory limits on greenhouse gas emissions from motor vehicles could also help reduce ozone and fine particle precursors and is a critical component of our ability to meet adopted environmental objectives and standards.

For these reasons, MWAQC, CEEPC, and the TPB support the EPA's proposal to establish multi-pollutant emissions standards for model years 2027 and later light-duty and medium-duty vehicles.

Thank you for the opportunity to provide comments on this proposed rule.

Sincerely,

Administrator Michael S. Regan
May 5, 2023

Anita Bonds
Chair, Metropolitan Washington Air Quality Committee (MWAQC)

Takis Karantonis
Chair, Climate Energy and Environment Policy Committee (CEEP)

Reuben Collins
Chair, National Capital Region Transportation Planning Board (TPB)



MEMORANDUM

TO: Transportation Planning Board
FROM: Erin Morrow, TPB Transportation Engineer
SUBJECT: Regional Electric Vehicle Deployment (REVD) Working Group
DATE: May 11, 2023

In September 2022, the COG Board adopted Resolution [R40-2022](#), which established the [Regional Electric Vehicle Deployment Working Group \(REVD\)](#). REVD held its first meeting on March 16, 2023. The TPB will receive a formal briefing about the REVD from COG staff later this year. In the meantime, the memorandum will introduce REVD and its priorities and planned work activities.

In Resolution R40-2022, the COG Board asserted that “increased collaboration to support electric vehicle (EV) plans, programs, and policies within local governments and as a region is necessary to transition towards zero emission vehicles and meet our regional goals outlined in the [2030 Climate and Energy Action Plan \(CEAP\)](#).” The CEAP and TPB’s [Climate Change Mitigation Study of 2021](#) both showed that vehicle electrification and alternative fuel vehicle strategies were the most effective strategies to reduce greenhouse gas emissions from on-road transportation. COG Board Resolution R40-2022 called for the establishment of a working group to coordinate regional collaboration on EV and EV infrastructure deployment and set priority work activities for the group. Members currently include staff from COG member jurisdictions and state and other agencies.

REVD’s priorities include:

1. Increasing member capacity to develop shovel-ready projects.
2. Provision and development of model agreements, deal structures, policy templates, and incentive programs.
3. Identification of opportunities for regional collaboration.
4. Ongoing development of the EV Clearinghouse and Local Jurisdiction EV-Ready Checklist.
5. Developing an EV Infrastructure Implementation Strategy.

The [EV Clearinghouse](#) is the first product from this working group and is a resource to support COG member local governments on EV deployment within their government operations and community-wide. The EV Clearinghouse includes information on grants and funding opportunities, purchasing incentives, laws and regulations, local plans, and a charging station locator. The EV Clearinghouse will be regularly updated to capture the latest information to support communities with EV deployment.

The Local Jurisdiction EV-Ready Checklist will be the second product and is expected to be published this summer. The EV-Ready Checklist will provide a comprehensive, high-level overview of steps that local governments can take to prepare their community and government fleet for transportation electrification. The EV-Ready Checklist will include model policies, plans, programs, partnerships, incentive programs, and more.

REVD will meet bimonthly, and materials will be posted on the [committee page](#). The next virtual meeting is scheduled for Thursday, May 18, 2023, from 10 am – noon. If you have any questions about REVD, please contact Robert Christopher, COG Environmental Planner (rchristopher@mwkog.org).



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: March 2023 TPB Listening Sessions Meeting Summaries
DATE: May 11, 2023

In March, the Transportation Planning Board staff hosted three virtual facilitated listening sessions to support the Visualize 2050 project input process with each state. This memo contains the written summaries of those meetings.

These sessions offered an opportunity for agency staffs to hear from their jurisdiction's TPB members about the types of projects each jurisdiction would like to see proposed to be included in Visualize 2050, including which of the TPB goals and priorities are favored. Transportation agencies presented their processes for re-examining the projects in the current long-range transportation plan and to develop new projects to be proposed for inclusion. Many of the agencies provided a one-page summary of their processes for re-examination of current projects and development of new projects. All materials were uploaded to their respective meeting pages were shared in April.

These sessions were all virtual and held on the following dates:

- District of Columbia – Monday, March 27 @ 10:30 A.M.
- Maryland – Thursday, March 30 @ 9 A.M.
- Virginia – Wednesday, March 29 @ 3:30 P.M.

Meeting Pages:

- Facilitated Listening Session – District of Columbia
<https://www.mwcog.org/events/2023/3/27/facilitated-listening-session-district-of-columbia/>
- Facilitated Listening Session – Maryland
<https://www.mwcog.org/events/2023/3/30/facilitated-listening-session-maryland/>
- Facilitated Listening Session – Virginia
<https://www.mwcog.org/events/2023/3/29/facilitated-listening-session-virginia/>

ATTACHMENTS:

- District of Columbia Facilitated Listening Session Summary
- Maryland Facilitated Listening Session Summary
- Virginia Facilitated Listening Session Summary

District of Columbia

**Visualize 2050 Listening Session
March 27, 2023**

TPB Board

Christina Henderson, TPB Vice Chair, Council of the District of Columbia, Council Member-At Large
Dan Emerine, TPB Alternate Member, DDOT
Heather Edelman, Deputy Chief of Staff, Office of Councilmember Christina Henderson
Michael Weil, National Capital Planning Commission

DDOT representatives

Sam Brooks, Transportation Planner, State and Regional Planning Division
Anna Chamberlin, Associate Director, Planning and Sustainability Division
Sandra Marks, Chief Project Delivery Officer
Mark Rawlings, Regional Planner
Kyle Scott, Acting Chief Administrative Officer
Amanda Stout, Deputy Chief Project Delivery Officer
Sharon Kershbaum, Deputy Director
Kael Anderson, National Capital Planning Commission Urban Planner

TPB staff

Kanti Srikanth, TPB Staff Director
Lyn Erickson, TPB Plan Development and Coordination Program Director
Andrew Austin, Transportation Planner
Tim Canan, Planning Data and Research Program Director
Andrew Meese, COG Systems Performance Planning Program Director
Marcela Moreno, Transportation Planner
Sergio Ritacco, Transportation Planner
Eric Randall, Principal Transportation Engineer
Katherine Rainone, Transportation Resiliency Planner
Leo Pineda, Transportation Planner
Jamie Bufkin, Transportation Planner
Jane Posey, Transportation Engineer
John Swanson, Principal Transportation Planner
Justine Ivan, Transportation Land Use Connection Intern

Welcome and Overview

Lyn Erickson welcomed participants and explained that the listening session provides an opportunity for the District Department of Transportation (DDOT) to discuss how the agency intends to use TPB materials as part of their project selection and submission process and what questions and expectations TPB board members have regarding what projects are in the Visualize 2045 long-range transportation plan in preparation for the Visualize 2050 update.

Kanti Srikanth stated that the TPB board members may use the session as a time to communicate to state agency staff as to what the TPB board would like to see in the projects, programs, and policies that are brought forward at a later stage for the board to review and approve.

TPB's Technical Input Solicitation kicked off the Visualize 2050 planning process. The DDOT Listening Session provides an opportunity for DDOT to talk about their project review and selection process, how DDOT policies may be in their planning documents. Council members and TPB Board members will talk about what they would like to see in the District's portion of the long-range plan.

District Department of Transportation Staff Presentation

Sam Brooks:

DDOT is pleased to have the opportunity to share the process it has established to ensure the project submissions for DDOT to Visualize 2050 are complete and that DDOT is working toward the established goals and priorities of the Transportation Planning Board.

On February 28, 2023, DDOT launched an internal process involving both leadership and project managers. Project managers who will be doing the initial stage of inputs and updates have been invited to a SharePoint site that holds existing project pages, the TPB's goals, aspirational initiatives, and the policy framework. Instructions were provided for data-based input into the Project InfoTrak system which is where all these submissions will be taking place.

DDOT is asking for internal project submissions to be done on June 2nd, giving DDOT a full month to do a review at the State and Regional Planning level before final submission to the TPB.

DDOT will do a holistic review of all existing projects that are in the current plan, ensuring that any information that may have changed based on project development in the last two years is updated, and we will have an accurate project listing once the submission is done.

DDOT project development is integrally tied to the District's long-range transportation plan, [moveDC](#), which was last updated in 2021. There are seven goals in the moveDC plan. DDOT believes that the goals of moveDC align very well with the TPB's aspirational initiatives and goals for the region.

New ideas and submissions require project managers at DDOT to assess how each project relates to each and every goal of moveDC. That generates a score through our project prioritization tool, and those are used during DDOT leadership's review of proposed projects that eventually become the department's budget request. And that's how a project really kind of gets rolling.

The District process ties into the Visualize 2050 input process. The process that DDOT has proposed starts with the project manager. We are asking each project manager to review the existing projects in the current Visualize 2045 plan, based on all of the aspirational initiatives and goals that we have provided the information for. They are going to conduct a review based on the accuracy of the included information and make any updates that may have changed in the last few years.

Updates requested will be submitted to the State and Regional Planning Division by June 2. The State and Regional Planning Division is going to conduct a review of those submissions to ensure the accuracy and the quality of responses, including those aspirational initiatives. DDOT also plans to use a similar tracking document to those used in the most recent update to the long-range transportation plan. We found that this was very useful in giving a holistic understanding of which of the TPB's goals most DDOT projects are working towards, and that document can then be used in project generation in the future to ensure that we are making movement towards more goals – as many goals as we can.

The State and Regional Planning Division will also be reviewing the capital improvement program as it currently exists for new regionally significant projects that may then be required for inclusion in

Visualize 2050. These could include recommendations from our Build Back Better task force and other project ideas that have been developed in the most recent two years since the last update.

Input will be requested from DDOT divisions responsible for those regionally significant projects to ensure that we have the details correct. Finally, DDOT staff will be doing a second approval and submission of all of those project entries through the TPB's portal.

Questions & Answers

Christina Henderson:

To what extent will community engagement play a role in the work, and what does that community engagement look like?

Sam Brooks:

Community engagement is a very integral process to DDOT. It is something, though, that takes place when we're doing a project generation process and we're trying to develop something that we've heard is a desire or a need from the community. That is something that would take place I think a little bit before the projects that we are going to be submitting in this update, for example.

When our project managers are hearing they need to do something that isn't necessarily in my mind to the level of a development enough that it would be then included with all the specific information in the long-range transportation plan, if we're hearing that something needs to be done in a community today, that may be something that has reached a development level for inclusion in two years from now.

Christina Henderson:

Thank you. If somebody else from DDOT wanted to add to this—what the community engagement looks like for the projects that we are thinking about including going forward.

Sandra Marks:

There are a number of ways that the community weighs in. This is sort of internal—we have many projects that have been requested or that are on our list based on the high injury network or a community request that we've been working with the community on for a number of years. The community is always one of our partners as we're developing this list, but I would say that their engagement comes either earlier or through the budget process. Because once we've got this list and we've decided how we're going to be funding the projects, that reflects the priorities based on this kind of more systemic data focused approach. Then we open it up to the public and we always hear from them at that point.

The community is engaged on the front end and then on the back end, through the budget process, and then of course as we engage on the projects themselves.

Sam Brooks:

Our statewide transportation improvement program, which is our four-year planning document which feeds out of the long-range transportation plan, is updated every two years, and that goes through a public comment process. So that's where if a project is slated for funding in the next four years, either being a federally funded project or a regionally significant project, the public has an

opportunity to provide comments and input on each of those projects before it moves into the construction phase.

Christina Henderson:

The emails of late, especially around individuals' lists pertaining to I-295, we made a decision in 2021, we're starting the construction, and now all of a sudden, feelings have changed and people are claiming that nobody ever talked to them. Even though we know that's not true. I'm just trying to figure out how we can do a better job on the District side of engaging so that when we put out the document for 2050 and when people see the list of projects from the DC side, it's not the first time that it's coming to them.

Lyn Erickson:

One of the things I appreciate about Sam's presentation was, this is effective – it's almost like a rolling process. Every project comes in—they're all on different schedules. The plan is a snapshot in time, and we do have opportunities to correct it along the way, and if anyone has a better idea for how to explain that, I'm all for it, because it's a really difficult concept to wrap your head around. But I just wanted to compliment Sam on his point earlier.

Kanti Srikanth:

I have made a note to make sure that in the other two sessions, if this doesn't come up organically through the discussions, staff will endeavor to put it on the radar. We've had public comments at the TPB that were initially asking TPB should require all of its member agencies to get public inputs before they send projects to the TPB. The TPB cannot mandate any agency to do anything, but we certainly urge and encourage them to do so.

I think it would be useful, as you are developing your projects through your process and how it is grounded in moveDC and the seven goals and the 14 policies and the 41 strategies, and all of that, I think it would be useful for DDOT to consider, especially now that the TPB is going to entertain a motion to add a little bit more time on the up front, it would be very useful for DDOT to say we have pulled back every single project, reviewed all of them for consistency in how it advances, to do your own outreach. The TPB is going to do its part, but it would be helpful, and it would show that members are responding to the input that TPB is getting.

Christina Henderson:

That would be great, Kanti. I had another question for DDOT. Let's say we go through this process, and we decide there are some projects we're going to take off the table. Will DDOT provide an explanation for that? So, for instance, let's say we're not going to do the streetcar to Georgetown, because things have changed. Are we going to provide some sort of explanation?

Sam Brooks:

I think DDOT's plan is to explain anything. Or, in that case, that entry that you're specifically referring to is still there because, though we need to update the name, it has the information included for the K Street Transitway. That's a specific update that we can then say, well, you know, the streetcar isn't going in now, it's a transitway, it's still improving mobility in downtown, but providing an explanation for any of those changes is absolutely a possible thing for us to do.

Kanti Srikanth:

What are the District Council's expectations and priorities to see reflected in the updated inputs now? Does the Council want to see more active transportation projects? More projects that are land use and housing related, bringing jobs and housing closer together?

Christina Henderson:

In the District, how we use and access public transportation is important. The extent to which DC can integrate plans and conversations with WMATA around development, their particular sites, and activating those sites for housing, retail, and other uses. What does that look like from a connections standpoint and accessibility around all various modes of transit.

What's particularly keen for me is that this plan shows balance around what DC is doing in Wards 5, 7, and 8, to meet some of the Access For All goals but also to meet our equity goals as well. There's a lot of new housing that's going in Ward 5. What does that look like in terms of our Visualize 2050 plan? Townhouses are being built near Fort Lincoln, and public transportation is limited there, so how are we thinking about what needs to happen to handle congestion issues that could arise if everyone were driving, especially around the Costco, Lowe's and the Dakota Crossing development, and also thinking forward, around Fort Totten.

As far as Visualize 2050, how can we be as innovative as possible around use of waterways, cleaning up rivers, and opportunities around waterways. Visualize 2050 also has to be grounded around our Vision Zero principles, too. And I know we all share those goals there. Henderson also noted looking at the effects of I-295 running through neighborhoods.

Sam Brooks:

Thank you. This is very helpful context, and we can ensure to take those notes and ideas as we run through the project list for submission.

Kanti Srikanth:

The new federal Reconnecting Communities program might provide some opportunities. It may not be at the level of readiness for inclusion here, but that's a five-year new program that should really help examine the disruptive impacts those legacy projects and policies have had.

Sam Brooks:

We have been tracking that and are very interested in that program. We see that there are some places that could be very applicable in the District of Columbia.

Kanti Srikanth:

The TPB has tried to explain through the Community Advisory Committee, through the Access for All Committee, and through public comments that we receive that, as a general rule, not all of the transportation investments and the projects and programs are reflected in the plan. For example, if a project is not using federal funds, they don't typically list them. That doesn't mean those investments and those projects or programs are not being adopted.

This will be important as relates to climate change and greenhouse gas reductions. As the TPB's greenhouse gas study showed, while getting people onto transit or encouraging walking and biking

has an impact, and it should be pursued, the most substantive reductions are achieved by transitioning the motor vehicle fleet to clean fuel. Those kinds of projects oftentimes are not predominantly listed by the TPB as part of the long-range plan. Agencies are investing in those projects and programs, and there is a significant amount of new federal money—\$7.5 billion over five years—of which \$5 billion goes as a formula grant directly to state DOTs. DDOT will be getting some formula funds. There is \$2.5 billion in discretionary funds for which DDOT, TPB or other agencies may apply. It would be useful for agencies to list that they are using these funds and acknowledge these work activities going on even if they are not part of project input.

Dan Emerine:

One of the benefits of having the D.C. Office of Planning involved in this process is that we can highlight the opportunities to coordinate transportation and land use planning and investments. Christina Henderson spoke to some of that a few minutes ago with respect to the kinds of new developments taking place in Ward 5, for example.

I would broaden that and say that highlighting and lifting up how land use changes and the anticipated jobs and housing forecasts influence decisions about where to make investments and where they're needed most, I think that's important. I think there are particular areas where there are major land use changes established in the comprehensive plan for the New York Avenue Northeast corridor that impact existing infrastructure and the demands on it and needs for future capacity and service.

In moveDC, the priority transit network was emphasized and thinking how that relates to existing and future development and how it ties into efforts like WMATA's Better Bus Initiative and the bus network redesign that they're going through is important. It is also important that DDOT established the updated Vision Zero plan and the data-driven, high-injury network as a way of focusing attention on where the needs are the greatest. This underscores that there's a strategy and a plan and a philosophy in place. There are coordinated investments that help to support our larger goals as a district, including climate change but also undergirding an economic development strategy and a more equitable planning approach.

Kanti Srikanth said that transportation land use was one of the primary TPB Aspirational Initiatives that was developed and adopted. As the 2022 long-range plan performance analysis indicated, there are great strides being made, but there continues to be more jobs near regional activity centers and near high-capacity transit, but there are opportunities for housing near activity centers.

Sam Brooks:

Solving those imbalances or moving toward a region where the jobs/housing balance and the east/west divide are more in balance, which is a regional effort. As the District, we can highlight progress made in the last few years toward housing production goals. A couple of my colleagues are going to be presenting at the Montgomery County Council later this afternoon about how we established equitable housing targets, both overall and particularly for affordable housing across the District and highlighting that to Montgomery County is something that they may want to look at.

I think it's always important for us to acknowledge that we in the District have a ways to go toward meeting some of those goals but that our colleagues in other jurisdictions definitely need to do their share in the housing production front. That's why it's so exciting to see things like what's happening in Alexandria and Arlington recently, with the efforts to diversify their housing stock and make more affordable housing opportunities available throughout their localities.

Kanti Srikanth:

We encouraged all TPB members to provide in writing some of the things they would like to see. If that information is received, we will share that with everybody on the call and with the board as well. The TPB cannot select and prioritize projects for each of its member agencies; however, the regional priorities developed by the TPB are integrated within the local prioritization process. Creating awareness of that process and getting the word out is part of these listening sessions which we would like to make part of every plan update.

Resources

Visit www.Visualize2050.org for Visualize 2050 information and updates.

**Maryland Visualize 2050 Listening Session
March 30, 2023**

TPB Board and Maryland Jurisdictions

Reuben Collins, TPB Chair, Commissioner, Board of County Commissioners, Charles County
Jason Groth, Deputy Director of Planning & Growth Development, Charles County
Mark Mishler, Frederick County
Michael O'Connor, Mayor, City of Frederick
Kelly Russell, Alderman, City of Frederick
David Edmondson, Transportation Planner, City of Frederick
Neil Harris, Council Member, City of Gaithersburg
Emmett Jordan, City of Greenbelt
Marilyn Balcombe, Montgomery County Councilmember
Gary Erenrich, Special Assistant to the Director, Montgomery County Department of Transportation
Vic Weissberg, Special Assistant, Department of Public Works and Transportation, Prince George's County
Eric Olson, Prince George's County Council
Bridget Newton, Mayor, City of Rockville
Cindy Dyballa, Councilmember, City of Takoma Park
Denise Mitchell, Mayor Pro Tem, City of College Park

MDOT representatives

Heather Murphy, Director of the Office of Planning and Capital Programming, Maryland DOT
Joe McAndrew, Assistant Secretary
Kari Snyder, Regional Planner
Darren Bean, Assistant Regional Planner

TPB staff

Kanti Srikanth, TPB Staff Director
Lyn Erickson, TPB Plan Development and Coordination Program Director
Andrew Austin, Transportation Planner
Andrew Meese, COG Systems Performance Planning Program Director
Eric Randall, Principal Transportation Engineer
Katherine Rainone, Transportation Resiliency Planner
Leo Pineda, Transportation Planner
Marcela Moreno, Transportation Planner
Sergio Ritacco, Transportation Planner
Tim Canan, Planning Data and Research Program Director
Charlene Howard, Principal GIS Analyst
John Swanson, Principal Transportation Planner

Welcome and Overview

Lyn Erickson:

The purpose of today's meeting is an opportunity to hear from each other how the states and the agencies that submit projects conduct the process of providing inputs for the long-range transportation plan, Visualize 2050.

The TPB will provide a written summary of each of District, Maryland, and Virginia listening session. In addition to Maryland participants at today's session, Virginia DOT will listen in to the session. In addition, WMATA and the National Capital Planning Commission have been invited to listen in.

MDOT Staff Presentation

Heather Murphy:

The overall picture is to talk about how we put projects in the long-range plan. That really is how we put projects into our consolidated transportation program or our budget that we submit to the legislature every year. Our big policy framework is our Maryland Transportation Plan (MTP). This is our 20-year mission, which is a guiding document. The existing MDOT MTP is our 2040 MTP which is being updated for 2050.

Big picture goals for the MTP include: (1) we want a quality and efficient system, (2) we want it to be safe, secure, and resilient, and (3) we want to make sure that we're fiscally responsible.

Moving from 2040 to 2050, we are looking at consolidating goals to be big picture. Guiding principles are what's going to follow through everything that we do and integrate with all planning. You will see how it meshes with where TPB is as well. Equity is something that our new governor and the new federal legislation have pointed us to focus on. Resiliency is another theme that we are going to have throughout everything we do. Preserving what we have and making the system assets as safe and efficient as possible is something that will go throughout everything.

MDOT also wants to focus on innovation and making sure that we're exploring all of the new ideas and technologies that will help move us towards a 2050 future. Everything that we do will have a customer focus. That is certainly something that our new governor and our new MDOT secretary have been emphasizing, that we want to listen to everybody and work for the people of Maryland.

I talked about how these guiding principles and our new goals align with where TPB's policy is. TPB's principles and goals all end up matching up very well with what we have. We have some things that aren't in TPB's, and it's more how we operate, which isn't something that the MPO would have. We think where we're heading is very much aligned with where TPB is, and that should help in that process as we get all the way down to picking projects.

The biggest piece of projects is funding. As I mentioned earlier, our Consolidated Transportation Program (CTP) is our fiscally constrained six-year capital budget. This is something that we are required by law to do, and we have a draft that comes out every fall, on September 1st. Then we have a final program that gets submitted through the governor to the legislature every January for our session.

In most states, the DOT is that state highway element. Sometimes they have a transit element to it. Occasionally they might have a port that's a part of it; often they do not have any of the airports. They usually do not have the toll authorities underneath that, and very few of them have that motor vehicle or DMV as part of it.

Maryland has a unique position of having to balance all of those needs within all of our modes of transportation in the state, and certainly what feeds into the TPB's long-range plan is predominantly just what State Highway Administration (SHA) and Maryland Transit Administration (MTA) have. Occasionally, there's a surface transportation project that is associated with the port or the airport.

We look at feedback through the county priority letters and take that draft document where we've taken what the counties have suggested to us, as best we can, and take it out on the annual tour meetings. We are in the middle, with this new administration, of trying to rethink how best to have this all work.

The transportation trust fund is how MDOT funds all its projects. MDOT has a diverse portfolio of different funding sources. The motor fuel tax and the sales tax or the titling tax when you buy a car, those are our two biggest revenue sources. MDOT does receive federal aid that helps with the capital program. The corporate income tax has grown a lot of the money that is going to the local governments through the Highway User Revenue (HUR) process is now coming through the corporate income tax addition that was placed in the trust fund. This funding goes straight to local governments. There are smaller revenues such as rental car, sales tax, or operating revenue such as driver's license or vehicle registration fees.

Maryland DOT is a bond agency. There are DOTs that do not sell bonds; we do. It allows us to get that revenue in a large sale of a bond, to be able to pay for projects. That obviously does come with the need to pay those bonds back, but that is kind of— those revenue sources coming in, as I mentioned, it goes to all of the different modes in the department, plus there is a good contingency boost to local governments and obviously part of our umbrella is the funding that we give the Washington Metropolitan Area Transit Authority, WMATA.

MDTA is the one that is missing from here. They do not receive transportation trust funds. They are solely reliant on their toll revenue and any miscellaneous revenues that they bring in. When we start talking about the trust fund we are no longer start talking about the tolling, as that is separate. One of the first calls on our money are debt payments to pay back the bonds. Our second call on money is our operating expenses. And then what's left goes into capital program or preservation, then to expansion or efficiency projects that we have.

I talked a little bit about the county priority letters and there is also what we call Chapter 725. We do look for every county, every year, to internally rank the state projects in their area that they would like us to focus on. Priority letters in the Washington region tend to be quite long. We are obviously never going to be able to get to everything, so prioritization in those priority letters is very important to us, but they are really focused on the local highway and transit projects as well as any recommendations on transit-oriented development. That process is probably also going to get a little altered with our new administration, but we still want to hear from the locals where they want to focus. We want to make sure that what you are putting forth to us as your priorities are consistent with both your local plans and our larger state plans, the MTP being one of them.

Chapter 725 was a law from quite a few years ago now. The gist is to make sure that as those projects are being put forth to us, that we understand the relationship between those projects to those goals or "guiding principles" from the MTP, our climate action plan, which is our greenhouse gas reduction act, as well as all of your land use plans because obviously there's a huge tie between land use and transportation, so we want to make sure that those are tied together so there are some electronic forms now done that allow the counties to put in how those projects that they're proposing to us match with the MTP, our climate goals, as well as your local land use plans.

We talked about the actual project development process and how these projects go from where they come from to where they end up. It is a long process for any project to go through, but this goes through where projects come from and has our MTP as overarching, the long-range plans from the MPOs, we look for all of our projects to begin there and then obviously we start looking at where

those projects come from, the county priority letters, our needs inventory on the highway side, all the different modal plans, all of our different modes have plans. Sometimes they are overarching, sometimes they are broken down by the different elements within that mode. Maryland Aviation Administration has a separate plan from BWI Airport as well as Martin State Airport. And we certainly look at what WMATA is coming forth with and we look at what kind of money we have.

That all flows into the draft CTP and the final CTP, and in those six years that is what goes into your TIPs and then into our STIP. There are projects in the STIP that are made up of each of the MPO's TIPs, and we also have rural areas that are outside of any MPO but, the biggest part for us is to make sure that we are constantly getting public input and making sure that we are looking at projects that benefit all the citizens of Maryland and that are looking regionally as well as modally on what we're doing.

There are other elements that we have that hopefully we will be updating is Chapter 30, which is the budget prioritization law that passed a few years ago in the Maryland General Assembly. The idea of that is that every project that is over \$5 million in the highway and transit program that are expansion type projects -- not our system preservation projects -- are to be scored with very specific criteria that we were given by the legislature, and that scoring is recorded. We go through the math and the actual order of those Chapter 30 scorings input into the CTP every year, and we leave that at that.

A project needs to abide by that if it's going in the construction program, but we really look for -- unless it's a regional project -- those county projects need to be in that county priority letter or jurisdiction priority, and consistent with the local plans. There are always scheduled mandates and legal mandates that we need to abide by that we must fund certain projects -- and positive train control is one of those that always is looked at, and we certainly look also to make sure that we are matching our federal money and getting the most out of that revenue that comes from the federal government, but that always requires a state match so there's always that element to what we look at as to whether we can and can't fund certain projects and how we move forward. When TIP amendments are provided to MDOT, they are put into the STIP.

Maryland Jurisdiction Remarks

Gary Erenrich (Montgomery County):

All of the Maryland counties' capital programs have to come from a master plan. Other than operations and safety, we generally don't generate projects independent of going through a master planning process. Master plans take multiple years. Land use master plans have commitments that have transportation elements, there is a Bus Rapid Transit functional master plan, a highway master plan, and a general plan recently approved through 2050.

A general plan gives the direction of development, goals, direction, and policies. The county has its own direction with equity, environment, sustainability, and economic development. For Montgomery County, the majority of funding usually goes to maintenance and operations, particularly to maintain Ride On services and to keep it up to date. Montgomery County follows these processes, updates, and amendments, in addition to working with the County Council and Marilyn Balcombe on the Capital Improvement Plan. Another area of coordination is on grants including those that are through the state, TPB, and USDOT such as the FTA and RAISE grants.

Vic Weissberg (Prince George's County):

Prince George's County has a very similar approach—a long-term vision that is built around the core planning documents, the Prince George's 2035 general plan (Prince George's 2035), and the master transportation plan and individual master plans.

The Prince George's County Executive has made it clear that focusing on transit-oriented development (TOD) is a way to strengthen our core basis and competitiveness as a jurisdiction while strengthening the entire region. Emphasis is being placed on key areas such as the Blue Line, New Carrollton, and Greenbelt. Our goals are very similar to TPB's and COG's in terms of equity, accessibility, sustainability, resilience, and livability. Emphasis areas include safety, Vision Zero, maintenance, and quality of life. Energy is also being focused on making landscapes and the roads more attractive and working with SHA to reduce litter. Prince George's County's emphasis on TOD, job promotion, and evening the regional balance will benefit everybody.

Lyn Erickson:

MDOT, along with Virginia and DC put together one-pagers on the process. The one-pagers will be shared at the April TPB meeting. MDOT's presentation is posted on the listening session events page. Elected officials will be given five minutes each to talk about what they would like to see as part of Visualize 2050.

Reuben Collins (Charles County):

The goals for TPB as relates to Visualize 2050 provide an emphasis for our region to mesh the general interests of the larger jurisdictions with the needs of the smaller, developing communities. This is very important as we move forward with Visualize 2050 and its established goals as it relates to climate change and places more of an emphasis on the creation of a functional regional transportation network.

For Charles County, equity has been a primary interest as we look forward to our overall transportation needs. For over a decade, the county's priority letter to the state has focused on the establishment and full funding of southern Maryland rapid transit and actual regional projects that are in partnership with Prince George's County. Thank you to Maryland DOT for making transit in Charles County part of the capital plan moving forward.

With Charles County's role in TPB, we want to ensure that the needs of all of the jurisdictions are paramount to the future goals of how Visualize 2050 is actually implemented. And under my leadership of TPB, I want to focus on creating a regional approach that includes providing tools for some of the smaller jurisdictions to be in a position to actually reach the stated goals of TPB overall as it relates to climate change issues that are associated with Visualize 2050.

Question regarding Maryland airports: Has there been consideration in looking at the impact smaller, local airports may be having on lead emissions. This has become an issue in Charles County. The county is seeking assistance from the state to address that issue. [MDOT will reply back to Charles County concerning this question.]

Denise Mitchell (City of College Park):

I would echo what TPB Chair Collins mentioned. College Park has a small airport, and the City of College Park is concerned about the emissions as well. In addition, we are concerned about transportation and equity on the Route 1 corridor.

Michael O'Connor (City of Frederick):

Frederick County and, by extension Frederick City, is the fastest growing jurisdiction in the state of Maryland. Regional transportation connectivity becomes critical for us. While we're trying to grow our own economic development in Frederick, we also know that a great deal of what happens in Frederick is gravitationally tied to what happens in the District and the counties surrounding the Beltway. Making sure that residents have the best inter-county opportunities in addition to improving intra-county connectivity becomes critical.

One of the things that works well in our area is collaboration. The letter that MDOT received from the City of Frederick looks substantially like the letter that they received from Frederick County because we talk to each other regularly at a transportation planning level to make sure that our goals and objectives are aligned. That information is shared with the other 11 municipal mayors in Frederick County as well. The letter that the county sends really is the culmination of a very collaborative process of what's important for the entire county and how we connect into the region.

We have been appreciative of the support to get the Route 15 into the CTP with construction funding. As we look at the other projects that we have, we recognize that highway alone isn't the solution to the transportation needs of our residents. A lot of our ask focuses on regional transit connectivity, including more transit operations into the City of Frederick through MARC train service, and bus rapid transit. It becomes important for our residents to connect to jobs outside Frederick County but also from a tourism and visitor perspective. The fact that you can't take a train between Washington and Frederick on the weekend is a big deal.

The City of Frederick plan also focuses on the support needed to expand our bicycle and pedestrian infrastructure. Those projects are critical as we look to connect the path and trail network that we're building in the City of Frederick with the goals of Frederick County to expand, and ultimately connect into the region and the C&O Canal.

Neil Harris (City of Gaithersburg):

The two major concerns that Gaithersburg has going forward are what's going to happen with I-270 and creating additional capacity and also what is going on to expand MARC train service capacity. Gaithersburg would like to see MARC train service bi-directionally and all day. It's a critical corridor but it's really a critical corridor for us if we're going to both improve transportation and address economic development along the corridor between Frederick City and the DC border.

Emmett Jordan (City of Greenbelt):

Equity and safety are very important to a community such as Greenbelt that is bisected by state highways. Greenbelt is closely monitoring federal infrastructure funding and wants to work closely with the county and the region to access those funds, but sometimes our priorities don't reach the top of the priority list of the county. For example, we've been trying to work on Highway 193's streetscape and working with College Park and Berwyn Heights to create a sense of place that brings people to our communities and not simply through our communities.

In terms of connectivity, bicycle and pedestrian access is important. We're a community that's bisected by state highways, by Kenilworth Avenue, Greenbelt Road, and by the Capital Beltway. Related to the FBI location decision, it's literally three stops from Union Station by way of a MARC train, and that MARC train, the Camden line, continues to Baltimore. We want to see some additional funding for and service on the MARC line if the MARC line does in fact connect Riverdale

Park and College Park and on up the line to Baltimore. Regarding the maglev proposal, which still seems to be on the table, Greenbelt is upset about this from an equity standpoint. It does not benefit Prince George's County in any way. We do not want to see state funding going towards the maglev proposal. It's a private endeavor, and if the private company wants to build it and own it, they need to pay for it.

Marilyn Balcombe (Montgomery County):

I want to talk about regionalism, as I think everybody has already mentioned, and I appreciate the remarks from Mayor O'Connor from the City of Frederick. When we look at inter-county connections, most of our projects are basically inter-county, including MARC rail, the Purple Line, and the I-270 corridor. They're important for Montgomery County in and of itself, the interconnection to our surrounding jurisdictions, but also the interstate with the American Legion Bridge.

I-270 is a big question mark. It was included in our priorities letter with a big question mark. I think that that is going to be a big topic for us and, I'm assuming for Virginia as well, in terms of the bridge and for our municipalities of the City of Rockville and the cities of Frederick and Gaithersburg. In addition, WMATA is critical for Montgomery County along with the security of the system and reliance on WMATA and WMATA funding.

Eric Olson (Prince George's County):

We will be revising the county's master transportation plan. The Blue Line corridor for us is a big issue along with transit-oriented development generally, and you heard the mayor of Greenbelt talking about Greenbelt station and the FBI; that certainly is high on our priority list and hopefully things go the right way on that.

We want to be looking at sustainability very closely, and equity in transit. We want to look at how we can reduce our vehicle miles traveled, how we can meet our climate goals and have strong climate goals that we are all in cooperation with at regionally and trying to make sure that we are doing more with transit, walkability, and bikability. Reverse commutes are a big thing.

The WMATA board's recent proposal cuts out the Yellow Line extension up to Greenbelt, and that impacts equity. Prince George's County does not want to be left out. If service is increased in one area, we want to make sure that we're all enjoying the fruits. Bus service and safety of the WMATA system are important. Regarding maglev and the Beltway expansion—we have concerns about both of those, and there will be more discussion on those. The Purple Line is underway. How do we continue light rail throughout the area?

Prince George's County received a letter from the Coalition for Smarter Growth, and I think that we need to look at a look at those recommendations about walkability, bikability, transit, sustainability, and equity.

Bridget Newton (City of Rockville):

To follow on Mayor O'Connor's comments, I very much appreciate what the TPB has done to bring us to this point this morning. The City of Rockville will follow up with a letter. I will speak on a couple of items quickly. Like Greenbelt, Rockville is also bisected by state highways. I-270 is 12 lanes in the City of Rockville, and MD 355 is six lanes. We are looking for connectivity in the city and ways to bring everybody to be able to walk, bike, roll, whatever the mode of need or choice may be. While I do understand the need for expansion of lanes up north, between Clarksburg and Frederick, the City of Rockville is unanimous that that [northern segment] needs to be addressed before we do anything to

the portion within Rockville. Rockville has 12 lanes and does not need more capacity. Let's fix the problem, the congestion, where it really exists.

The America Legion Bridge is similar. Let's use the IJA funds and do that the correct way. We are unanimous in our non-support of the P3 Program for the 270/495 discussion. Solutions must be multimodal. We strongly support BRT, MARC expansion, supporting WMATA, and making our roads safe for all. Finally, I wanted to say that the City of Rockville's Traffic and Transportation Commission formally changed its name to the Transportation and Mobility Commission, to bring us to where we want to be as a community by respecting all and making our accessibility for all, working on climate solutions, working on sustainability and equity/social justice.

Cindy Dyballa (City of Takoma Park):

I particularly want to support the comments of TPB Chair Collins and some of my colleagues from smaller communities and that of Montgomery County communities. Being a smaller community, we are particularly concerned about equity and safety. We also have state highways running through the middle of town and surrounding all of us. Multimodal approaches are important in the inner suburbs like Takoma Park. We are looking forward to the Purple Line and BRT and would like to see them accelerated if possible. WMATA is important to us as well.

Because this is about regional coordination and cooperation, I'd like to emphasize those goals of climate project goals and resiliency goals, sustainability issues, equity and safety, and the impacts on communities of these regional decisions. We are post-pandemic. A lot has changed. A lot of projections have changed, a lot of patterns have changed – how people use the different modes of transportation, and one of the goals I think of 2050 is to take a fresh look at that.

Kanti Srikanth:

I really appreciate the thoughtful and very clear ideas and expectations that our elected officials on the board have shared. Not just with MDOT, because we know that there are projects in our long-range plan that are funded through local funds as well, so I am pleased that all of the local transportation agency staffs are listening in. I'm also happy that Virginia DOT asked if they could participate and listen.

As you all are very aware, the TPB does not have a single priority or a single goal. They are all truly not just multimodal goals, but they're also multi-disciplinary. There are a lot of TPB goals associated with land use, with housing—where our housing is planned and where they would go. Where the job growth would go.

The TPB has, for the longest time, talked about the East-West Divide that this region experiences. From the TPB perspective, it makes transportation and accessibility that much more challenging. So, I think that was the value and I'm glad that we were able to invite NCPC. They have a federal footprint, they have federal facilities, and WMATA as well.

I appreciate all the feedback that staff has received. It will be challenging to achieve some of our goals or many of our goals as expeditiously. I want to note that with TPB's long-range plan, you can see that there is more progress being made with each update. But there is so much more to be accomplished, so much more to be achieved. And some of them are very time-sensitive, any of our goals for 2030, it's less than seven years.

Many of you know how many years it takes to conceive of a project and to plan it, design it, and implement it. I've listened to all three jurisdictions, and the message is consistent. Everyone I have

heard speaks in support of the TPB's multidisciplinary and multimodal goals, and their sense of urgency.

Please do give us your feedback. The TPB will consider providing more time, particularly with two of the biggest projects that many of you have talked about today. Metro, there is a substantive issue to be resolved before TPB can finalize its Visualize 2050 plan, so Metro has asked for more time, and the TPB is considering giving them more time. The largest Maryland project is the Opportunity Lanes project. There is the opportunity to reexamine that, to visualize what exactly it can be and how it can be phased and even implemented. Maryland will have more time with the new state administration. This is the start of the discussion. We will hopefully receive more input from you all as the process progresses.

Resources

Visit www.Visualize2050.org for Visualize 2050 information and updates.

**Virginia Visualize 2050 Listening Session
March 29, 2023**

TPB Board and Virginia Jurisdictions

Canek Aguirre, City of Alexandria Council Member
Takis Karantonis, Arlington County Board Member
James Walkinshaw, Fairfax County Board Supervisor
David Snyder, Falls Church City Council Member
Adam Shellenberger, Fauquier County Chief of Planning
Pamela Sebesky, City of Manassas Vice Mayor
Jeanette Rishell, City of Manassas Park Mayor
Victor Angry, Prince William County Neabsco District Supervisor

Dan Malouff, Arlington County Regional Transportation Planner
Noelle Dominguez, Fairfax County Coordinating Process Chief
Paulo Belita, Prince William County Transportation Planning Manager
Lou Mosurak, Loudoun County Assistant Director, Transportation Planning & Traffic Engineering
Jennifer Monaco, City of Alexandria Transit Programs Manager
Sree Nampoothiri, Northern Virginia Transportation Authority Senior Transportation Planner
Monica Backmon, Northern Virginia Transportation Authority Chief Executive Officer
Amanda Sink, Northern Virginia Transportation Authority Executive Assistant to the CEO
Brent Riddle, Fairfax County, Senior Transportation Planner
Brian Leckie, City of Manassas Transportation Planner
Christine Fix, Virginia Passenger Rail Authority Planning Director
Christine Hoeffner, Virginia Railway Express Director of Planning and Environmental Policy
Meagan Landis, Prince William County Regional Coordinator
Malcolm Watson, Fairfax County Transportation Planner
Naomi Klein, Virginia Passenger Rail Authority Planning Manager
Nick Ruiz, Virginia Railway Express Planning Program Manager
Robert Brown, Loudoun County Transportation Planner
Susan Glass, Loudoun County Program Manager
Tom Parker, Loudoun County
Xavier Harmony, Northern Virginia Transportation Commission Senior Program Manager

VDOT representatives

John Lynch, Northern Virginia District Engineer, Virginia DOT
Amir Shahpar, Director, Transportation Planning, Virginia DOT Northern Virginia District
Amy Garbarini, Virginia Department of Rail and Public Transportation Transit Planning Manager
Jim Ponticello, Virginia Department of Transportation Environmental Division
Maria Sinner, Virginia Department of Transportation Regional Operations Director
Regina Moore, Virginia Department of Transportation Planning Manager

TPB staff

Kanti Srikanth, TPB Staff Director
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Andrew Austin, Transportation Planner
Andrew Meese, COG Systems Performance Planning Program Director
Eric Randall, Principal Transportation Engineer

Katherine Rainone, Transportation Resiliency Planner
Leo Pineda, Transportation Planner
Marcela Moreno, Transportation Planner
Sergio Ritacco, Transportation Planner
Tim Canan, Planning Data and Research Program Director

Welcome and Overview

Lyn Erickson:

Welcome to Virginia listening session participants. The purpose of the listening session is to share and hear from Virginia agencies that are providing project inputs to the long-range transportation plan update and to hear how they choose which projects will be analyzed for the long-range transportation plan and to hear from Virginia TPB members as to which projects they would like to see included. This session is one opportunity to provide input and comment. Comments are coming in daily, and the TPB is using a feedback form to receive comments. The TPB will continue to share comments received from the public at the Technical Committee and the TPB board.

Kanti Srikanth:

As part of the 2022 long-range plan, it became clear to TPB staff that elected officials, particularly on the board, wanted to see projects, programs, and policies included in the long-range plan that advance more of the TPB's priorities and goals and do them more expeditiously. The TPB created a process where board members have an opportunity to communicate, to the agency staff who are helping make the local level decisions, their priorities and to articulate their own expectations.

VDOT Staff Presentation

Amir Shahpar (Virginia DOT):

Thank you to our jurisdictional partners. The presentation will focus on the process each Virginia member agency takes for project selection, prioritization, and funding. I am speaking on behalf of the Virginia DOT, Virginia Department of Rail and Public Transportation (DRPT), and the Virginia Passenger Rail Authority (VPRA). Each of these agencies follows similar guiding principles set by the statewide long-range transportation plan. You will hear from Alexandria, Arlington County, Fairfax County, Loudoun County, Prince William County, and Northern Virginia Transportation Authority as a partner.

This presentation highlights past efforts while updating the long-range transportation plan with the 2045 version of the plan. We will walk through the local perspective to the regional level, and then bring the presentation to the state level. The presentation includes a matrix that shows commonalities between collective principles and goals with TPB's framework and guiding documents.

The process for Visualize 2050 is new and includes a zero-based budgeting plan. When Virginia agencies were working on Visualize 2045, the approved plan, TPB board members and their technical staff were asked to provide responses to four policy questions. The first relates to project goals where we match how highway, multimodal, and transit projects meet goals and priorities of the TPB. There may be projects that do not meet all of the goals but what is important is the nature of

the project and the package of projects that make the system work and can move the needle towards a better future and transportation in Virginia.

Dan Malouff (Arlington County):

Arlington County's planning process follows the same three-step path as many planning processes do. The county's master transportation plan (MTP) acts as a comprehensive plan for the transportation division with separate elements for streets, transportation demand management (TDM), bicycles, parking, curb space management, pedestrians, and transit. Each element of the plan has its own modal recommendations and policy guidance with particular priorities on safe access for all, coordinated land use and transportation, transit-oriented development (TOD), and movement of people rather than vehicles. The MTP becomes the genesis for more local plans and capital projects as they come later.

Arlington County's project selection process considers safety, equity, feasibility, public support, functionality, connectivity, and funding availability. Potential projects are scored on a matrix with higher-scoring projects moving to the top. The county's six-step public engagement process grounds decision-making and gathers input at every stage of the process. The public reviews the plans, specific projects come from the plans, and the public reviews projects using a six-step guide. Arlington County implements projects via the FY 2023 - 2032 Capital Improvement Plan (CIP). The CIP combines federal, state, and regional funds, supplementing the county's dedicated local transportation funds in a manner that is similar to Northern Virginia peers. Once the county is confident in funding, projects are submitted to the TPB for inclusion in the constrained plan, and then we build them.

Noelle Dominguez (Fairfax County):

Fairfax County's process is similar to the process for Arlington County. Fairfax County has a comprehensive plan used to guide decision-making about the natural and built environment. The transportation component of the comprehensive plan includes a policy plan, four geographic area plans, and three maps—a transportation map, trails map, and a bicycle master plan. A principal goal is that land use must be balanced with supporting transportation infrastructure including the regional network. A keystone policy achievement includes the development of a multimodal transportation system to reduce excessive reliance on automobiles.

Fairfax County has a comprehensive plan and transportation priorities plan similar to a CIP. The board adopts a six-year program with those projects and the amount of funding expected for the next six years. The most recent CIP falls for the years FY2020 - FY2025. There is also a one-Fairfax policy on social and racial equity that provides a framework for all decision making in the county, including transportation and land use decisions. The county uses all three of these, which includes a public involvement process as part of the project selection process.

Also, Fairfax County develops and implements a responsible financial plan that considers both public and private sources, then pursues local, regional, state, and federal funding, and encourages private sector initiatives to pursue funding to implement our plan.

Paulo Belita (Prince William County):

Similar to Arlington and Fairfax counties, Prince William County has a comprehensive plan and used to have a transportation chapter that was last updated in 2010. Since 2010, the county has worked with the community and the County Board of Supervisors on updating the transportation section of

the plan. The chapter, adopted in December 2022, includes major policies and actions strategies that align with TPB goals, as well as emerging technologies. Prince William County has a roadway plan, a transit plan, and a county-wide transportation plan.

The mobility chapter is what is going to guide the county's project inputs for Visualize 2050. The mobility chapter update was a two-year or more process which included heavy public input. Prince William has a Capital Improvement Program (CIP) which identifies projects with funding and program funds over the next five to six years. The CIP is guided by the comprehensive plan and strategic plan. Prince William County also has priorities based on certain needs that are not only in the long-range plans Transaction and Visualize 2050 but also projects that are bond referendum projects.

Lou Mosurak (Loudoun County):

Loudoun County is similar to peer jurisdictions. The county has a comprehensive plan. A key component of the county-wide transportation plan is the multimodal vision for transportation and ultimate build-out of our plan transportation network. Loudoun County has maps and plans for build-out of the roadway network, the bicycle and pedestrian network, and transit infrastructure. The Countywide Transportation Plan (CTP) was rewritten completely in 2019 and adopted. The CTP includes policies for each mode of transportation as well as each of our geographic policy areas.

Loudoun is a diverse jurisdiction with an urban policy area near the Silver Line Metro, a suburban area, a transition area, and a rural area in the western two-thirds of the county. Loudoun County has policies regarding regional, state, and local coordination as well as prioritization funding and implementation. For project selection, Loudoun has an annual capital improvement program and works with VDOT on a six-year improvement plan. That planning process includes public hearings.

Loudoun County's CTP provides policy guidance on priority project types for consideration and project selection. Priority project types include safety operations, improvements, completing missing links, and projects that incorporate Complete Streets, promoting the county's economic development priorities, providing connectivity in and around Metrorail station areas, and completing projects that implement sidewalk and trails program as well as the intersection improvement program. The county is currently conducting an equity analysis of its sidewalk and trails program.

The Loudoun County CIP identifies projects with programs and approved funding, and priorities are set each year through the CIP budgeting process. Funding is a combination of federal, state, and regional funds augmented by local funding options and private sector contributions.

Jennifer Monaco (City of Alexandria):

The City of Alexandria's comprehensive plan is made up of small area plans as well as citywide chapters, which includes a transportation chapter. In 2021, the city updated the plan with what is called the Alexandria Mobility Plan, which included multimodal elements and a focus on providing choices. The Mobility Plan is made up of strategies and policies, and it included minor updates to the 2016 pedestrian and bicycle plan which prioritized projects to fill in links in our network.

Alexandria established guiding principles for an accessible, connected, equitable, safe, and sustainable Alexandria, which is guiding project selection process. The project selection process prioritization happens during the transportation long-range plan, which pools all the projects from the small area plans and some of the projects that were identified in the mobility plan that are consistent with the strategies and policies laid out there.

The Alexandria Transportation Commission is used as a forum for a public process. The Alexandria Mobility Plan includes ranking projects based on guiding principles, scoring, and weighting of projects every two years, which also involves a public hearing. The city then takes top projects that are prioritized, along with project selection criteria from eligible grants and identifies grants and other funding sources for projects that are laid out in the CIP which has its own public process.

Sree Nampoothiri (NVTA):

The Northern Virginia Transportation Authority (NVTA) was created by the Virginia General Assembly in 2002 as the regional transportation planning agency for Northern Virginia. We follow a rating and evaluation process for prioritization of projects for funding. Some are the same criteria that the TPB uses.

NVTA revenue is divided into two parts: regional revenues and local revenues. The regional revenues stay at the NVTA table. Local revenues go back to the jurisdiction where the decision is made about the projects where funds should go. A key difference is that that regional revenues cannot be used for capital or operational maintenance; it can be used only for capital improvements.

The NVTA long-range transportation plan funds projects through a six-year program. It is a continuous, integrated process of planning and programming for TransAction, which is updated every five years with the most recent update adopted in December 2022.

Analysis is conducted to look at current and future needs, trends, and then how the project or group of projects improves various aspects of the transportation system. This involves public engagement at every part of this two-year process. All the Northern Virginia jurisdictions and partner agencies participate in this process, and this group involves TPB and WMATA. We also invited Montgomery County, Prince George's County, and District DOT also to participate, especially to look at bus rapid transit (BRT) connections.

Once the NVTA plan is in place, then we move on to funding through a six-year program that is updated every two years and, again, another set of analysis goes on to decide those priorities. Analysis and public engagement happen throughout the draft process.

The objectives, measures, and core values looked at to analyze projects are mobility, accessibility, and resiliency with equity, safety, and sustainability. These overlap with the principles and goals of the TPB. For the project selection process, the primary criteria is eligibility. The project application being submitted needs to be listed in TransAction. In addition, NVTA requests a governing body's resolution in support of the project application and to make sure that projects are priorities at the local level.

Through quantitative and qualitative analysis, projects are ranked. The rankings and analysis are shared with the public for their comment, then staff prepares recommendations that are reviewed by multiple committees including a technical advisory committee, citizen expert committee, and a planning/coordination committee of elected officials. From there projects go to the planning and programming committee. The committees can endorse the staff recommendations or they can modify. The project plan goes to the NVTA for review, modification, endorsement, and adoption.

NVTA goes through extensive analysis and public engagement and as a result, the criteria, goals, and core values map very well with TPB's own principles and goals. Once the NVTA funds a project, that is when it is brought for inclusion in the Constrained Long-Range Plan (CLRP) and TIP.

Amir Shahpar (Virginia DOT):

We are talking about VDOT, Virginia Department of Rail and Public Transportation (DRPT), and the Virginia Passenger Rail Authority. There is a federal mandate that states have a long-range transportation plan. There is state legislation that passes through the Commonwealth Transportation Board (CTB) to develop and update VTrans, which is a Virginia statewide transportation plan, at least every four years. VTrans lays out the overarching vision, principles, and goals that define how transportation projects are planned in the state and how we are going to achieve those goals.

VTrans includes bicycle and pedestrian, marine transportation, air transportation, and all modes. Resiliency and transportation safety are also very important. Mid-term needs are used for funding eligibility under SMART SCALE, and those needs guide revenue sharing principles. Virginia is one of the few states that uses performance-based planning and prioritization for project selection. VTrans has many metrics that keep track of safety, reliability, and connectivity.

Virginia has SMART SCALE, which is a mechanism that establishes the statewide prioritization process for project selection. After going through public involvement and project definition, and project estimating, local jurisdictions apply for these funds. SMART SCALE measures benefit relative to the cost of the project and strategies based on different criteria. The CTB assigns a weight to the factor based on the VTrans principles and goals. Currently VTrans and SMART SCALE are being reviewed.

SMART SCALE uses seven major criteria with different weights depending on where in the state you are dealing with them. The public involvement process is essential throughout, and the CTB finalizes the project selection for funding. Localities go through their own public involvement, then apply for the funds, then it goes to the public involvement and it is a very important step for VDOT.

We all work at the local, region, and state level to come up with how we want to shape the future of transportation in Virginia. For maintenance, the Commonwealth has a robust maintenance and state of good repair program, which is a performance-based project selection, and as stated by NVTA, by law they cannot use 70 percent of any regional revenues for operation and maintenance, but the 30 percent local funds can be used for that purpose.

Lyn Erickson:

We are going to invite elected officials to speak. I would like to ask James Walkinshaw, TPB Vice Chair, to lead off the group.

James Walkinshaw (Fairfax County TPB Vice Chair):

From my perspective, and I think from our TPB board's perspective, we are excited about the opportunity that Visualize 2050 presents. My hope is that all of us across our jurisdictions and across all the different agencies can use it as an opportunity to take a fresh look at our project lists.

One of the projects that is on Fairfax County's exempt list, because it's already at least partially funded and moving forward, is the Braddock Road multimodal project. I think it is a good example of a project that has been in our comprehensive plan and on our transportation plan as a widening project. When the community looked at it, when our staff looked at it, it did not take very long to figure out that widening of that road was probably no longer practical, feasible, and not consistent anymore with our goals, with our land use planning goals, with our environmental goals, with our transportation goals. In partnership with VDOT, Fairfax County pivoted on that project and now,

rather than a widening project we have a multimodal project, which is going to improve traffic flow by fixing interchanges, but maybe more importantly or equally importantly, significantly improve pedestrian and bicycle connectivity.

Having looked through some of the projects on Fairfax County's list that are not exempt, there may be some others that are in that category. I am hopeful we can all take a fresh look at the widening projects to determine those that are no longer in sync with our jurisdictions, our region, and our state goals and priorities. That is not to say that every widening project will be in that category, because they won't.

We also need to be respectful of the fact that for a lot of these projects there has already been significant community engagement and involvement over the years, and an expectation on the community's behalf that some of them are going to move forward. And on a jurisdiction-by-jurisdiction base, we need to be cognizant of that situation.

My hope is that everyone, while we are respecting the incredible work that's been done over many years to create these project lists, is also willing to take a fresh look at them to see if any of them are no longer in line with TPB's established goals and priorities but also each of our respective jurisdictions' goals and priorities.

Takis Karantonis (Arlington County):

I am excited because we are in transition. With everything that we have been doing at the TPB since I joined, I've seen a lot of the public focus, both in core jurisdictions as well as in the further away from the core jurisdictions with focusing on a lot of goals that need to be consistent with each other. For example, climate goals, evaluating new trends in transportation, how people are moving in the region after the pandemic, and how all these trends will be influencing our decision making, and how equity and equitable treatment of our different regions plays into all this. These are the reasons why I am seeing this process with a lot of hope and focus to see whether we can really support the goals as a whole and as a whole region as well.

I think that multimodal thinking has to be more accentuated, and I hope that the process will provide opportunities for that. We need to take people out of their cars as best as we can and offer them feasible, workable opportunities and alternatives across the region. We also need to have a better, cross-jurisdictional understanding of the needs of our partners around the region. I look forward to this intensive dialogue in the months to come here.

David Snyder (City of Falls Church):

Progress sometimes is not always a straight line, and sometimes involves process as well as other factors. I think the dialogue that has occurred here has helped move us forward, in and of itself. I do not think we ought to downplay the effort that's been put into here to, first of all, have TPB request a different process than has occurred before, and the transportation agencies have responded in great detail. I think most of my jurisdiction's projects probably fit into the very much climate-related awareness and will assist us and perhaps the region.

I do think there's sort of a fundamental question here, which is when we are done with all of this, what are we doing about air quality, and what are we doing with regard to reducing greenhouse gases. When I talked about progress before in terms of process, my next question will be progress in terms of outcome, and that will be an interesting discussion going forward, but you don't get there in one step. You get there in a series of steps with fundamental questions about outcomes. Are we

providing choices to people that are attractive so they do not have to drive in single-occupancy vehicles, and I mean choices that are attractive and useful and convenient, not mandated choices.

The second issue would be what is the role of technology and are we maximizing the role of technology, in whatever our transportation systems are. Are we moving forward to address the technological issues so we are getting the most progress in terms of reduction in greenhouse gases in whatever we do, whether we're building highways or we're adding buses or we're working on our transit system. Are we making maximum use of technology to achieve the best benefits.

Finally, as all the priorities indicate, there's not one priority that we have. We have multiple priorities, safety—regrettably, the trends are in the wrong direction on safety—is something we need to continue to focus on, as well as environment, convenience, and access to jobs.

Pamela Sebesky (City of Manassas):

I think it goes back to the philosophy of the TPB to begin with: this is all about acting locally, but we think of everything regionally and that includes across the state.

I think we continue to have discussions. It is interesting to hear Arlington and Alexandria talk a lot about bicycle and pedestrian projects when we don't have as many people. The way most people travel [in Manassas] is in vehicles. I think that we cannot, at this point, leave out the discussion on road development because we have to be able to move people around, and if we are going to reduce greenhouse gas emissions, we can't have people sitting in traffic that's not able to move. I know some people feel that that means do not build roads. Well, if you have housing and that housing is not connected to mass transit, then there really is not some other way. The majority of the people that work inside the Beltway live outside the Beltway, and we still have to move people around.

I feel like this has been really informative and very helpful, but I think that we all need to consider how are people getting inside the Beltway to be able to bike and walk if they live out here where I do, in Manassas, and I don't have any transportation on a weekend to get anywhere. How do I not have a vehicle to move around in. So, we made great progress, but we should not lose sight of how far we might have to go, as well.

Canek Aguirre (City of Alexandria):

While I understand where Pamela Sebesky is coming from, there also has to be an acknowledgement of a lack of investment in not having infrastructure in place, and what the planning process was in the past in not creating the spaces for public transit and for having centers of space—we want to move people closer to where they work. So you don't have to travel in the same ways that we are.

But you are talking about working against decades worth of infrastructure, but the investment's made, and that's what we've been doing in Alexandria. It is not to say that it can't be done in Prince William, Manassas, Manassas Park, and other places; the investments need to be done. I think it is unfair to just label it as, well, Alexandria and Arlington are doing this and that most people get around in cars. Yes, because we've designed the infrastructure in that manner. So, we have to change the way that we're thinking about it.

We fundamentally need to change philosophies on how we are doing this because we can't build our way out of traffic. If you have read some of the reports from the U.S. Department of Transportation, it's just not possible to build our way out of it. We have to change the way that we're doing things in

terms of our planning, in terms of our infrastructure, and trying to bring people closer to their jobs so that we can have the connectivity with bike lanes, with public transit, but the investments also have to be made as well.

Jeanette Rishell (City of Manassas Park):

My comments are more or less on a general 30,000-foot overview level. I think it is helpful to always remember that no single mode of transportation will relieve congestion in our region and that we should continue to support the multimodal approach to solving our transportation challenges. It is also helpful to remember that each jurisdiction has different needs and different challenges. So, again, a multimodal approach to transportation is important.

Of concern to me is something I have noticed over the several years that I have attended TPB meetings. This board has approved aspirational goals beyond those goals that are mandated, aspirational goals that are not achievable. So it may be that there is a frustration with the limitation of having only several mandated goals for the TPB, and that this frustration has led this organization to approve increasingly unachievable aspirational goals.

The integrity of the process that the TPB uses is very important. So how does the TPB move forward on goals that are not achievable? Again, I emphasize that process must have integrity. My concern is that those unachievable goals will be used as an excuse to weaponize process, to implement initiatives that do not benefit all jurisdictions and may actually harm some localities. I am thinking specifically, as an example, of the I-495/I-270 express lanes project removal. It had gone through a fully developed process but, in a very brief period of time, it was removed from the project list. Fortunately, it was restored. However, this removal, in my opinion, violated the integrity of the process, and the integrity of the process should be just as important to us.

Victor Angry (Prince William County):

I could not agree more with Mayor Rishell. I always call it unintended consequences. Prince William County is going through a major transformational change, and the key to that is infrastructure. We want to get caught up to this point where we have the walkability and the trails, and we are using mass transit as a means to really help with greenhouse gas emissions. While I agree with everything that has happened here, it's such a delicate dance. One thing I do not want to see done here, and we're dealing with it right now in Prince William County, is that other group of folks that look at every opportunity to bend further the no-growth agenda.

I want us to tread on that and understand the differences of the localities and the opportunities that are there, because while I want to be in a place where Prince William County is green and it's doing all of its transportation improvements that we can, we're going to be doing a lot of development in the process. So, it is just a delicate conversation.

Kanti Srikanth (TPB):

Since we do have some time, we want to open it up for any additional questions and thoughts on any of the comments of elected officials who have spoken so far or any of the agency staff to what they have heard. This is still at the beginning of the projects, and project inputs will be received over the next four or five months, so we have time.

John Lynch (VDOT):

Thank you to our local, regional, and our VDOT folks for an excellent presentation and coordinated information. I think it was clear from the presentation from all the agencies, the process, both that's been adopted by the localities to meet some of the regional goals, but also a lot that's been legislated as well, that we have to follow. When you look at those items that are used to prioritize, I believe that they align very well with the TPB guiding principles and the goals that we have.

The performance-based planning that was exhibited by each of the localities, as well as regional and VDOT planning, really puts to the test that we are looking to maximize the efficiency and the multimodal effects of our transportation projects, as well as make sure they are environmentally sound. I know for the projects in the environmental process we do look at reducing or evaluating greenhouse gases to ensure what that impact may have if that project does move forward during that environmental process.

The policies that our Commonwealth Transportation Board has put into effect with multimodal projects require bicycle/pedestrian facilities on all of our transportation facilities—and that's been for the last 22, 23 years—but we have a lot of catch-up to do. To get multimodal facilities in there that we need, we have a lot of work to do before we accomplish, but I think we are on the right path, and with this group of folks I think we'll get there.

Monica Backmon (NVTA):

Good afternoon. I will be brief, and I will just echo and associate myself with John Lynch's comments. Thank you.

Kanti Srikanth (TPB):

Coming from Virginia before I became staff to the TPB, I was aware of some of the prioritization process at the state level, at the Commonwealth level, and at the NVTA level. As I've been working with and reviewing the public comments that we at the TPB have received—even as part of the 2022 plan and now as part of this 2024 plan that we are working towards—I think one of the things I noticed is that Alexandria's process said that there is a ranking and a rating process they use, NVTA said the same thing, and SMART SCALE has something similar.

I would suggest to the transportation agencies that when you answer those policy-oriented questions as part of the technical inputs solicitation to consider including any quantitative assessments of the impacts that you may have. For example, it reduces person miles traveled by three percent, or it reduces nitrogen oxides by 0.2 tons. That is the information that is not available to the TPB staff because those analyses were not done by the TPB staff. If you have that information available, I think that will go some ways to showing that these are all contributing.

David Snyder made three points. He noted in terms of what is the outcome when we do all of these things. The TPB, when we do the air quality conformity analysis—which is evaluating the performance outcomes of all of these projects and land use inputs combined together—when we do that, we report out what can we expect in terms of reduced congestion, in terms of increase in transit ridership, in terms of increase in walking and biking trips and the amount of greenhouse gas reduced.. However, that is coming at the end of the process—That is the combined effect of the projects and the land use combined, but at the individual project level, any information you can share with us in the project description sheet, that would help. That goes to show that every project is contributing, and that is what the TPB analysis will indicate.

The analysis the TPB does is sometimes counteracted by other inputs that are in the plan. For example, the TPB assumes land use and growth. I think Pamela Sebesky made the point that if more growth is happening away from high-capacity transit, then you have to expect vehicle miles traveled (VMT) to go up because they don't have transit. That is a land use concern. There may be transportation projects that are helping to reduce VMT, but the growth that is happening and the location of where that growth is happening is counteracting some of the benefits of those projects. That is just as an example of how land use and demographic growth and transportation projects all work together; sometimes some of them counteracting the contribution of other inputs.

We will develop a summary of today's processes and today's input that we have received. We held the D.C. session two days ago, and then tomorrow is Maryland session. We will summarize all of them and share it with all of you so that Maryland would see what was discussed in Virginia and you can do the same thing, see what was discussed in Maryland and DC as well.

In the next few months, if you all think that this was useful, if you want us to bring you all together again, either separately by each state or collectively the entire board, we are happy to do that. We are trying something new; again, in response to see how we can advance more of our priorities.

James Walkinshaw (Fairfax County, TPB Vice Chair):

Thank you. If you have thoughts, questions, or concerns, please share them with Lyn and Kanti by email.

Resources

Visit www.Visualize2050.org for Visualize 2050 information and updates.



MEMORANDUM

TO: Transportation Planning Board
FROM: Nicholas Ramfos, Transportation Operations Programs Director
SUBJECT: Bike to Work Day 2023
DATE: May 11, 2023

As a reminder, Bike to Work day will be held in the Region on May 19, 2023. At least 14,000 participants are expected to participate at 107 pit stops covering the entire region.

We are hoping for a great turnout this year and hope each of you can participate at a pit stop in your jurisdiction. Attached is a press release on this popular regional event along with a listing of all of the pit stops and an event poster.

More information can be found on the web at www.biketoworkmetrodc.org

From: Lindsey Martin <lmartin@mwkog.org>
Sent: Thursday, May 11, 2023 11:58 AM
To: Nicholas Ramfos
Subject: Gearing up: D.C. area Bike to Work Day 2023 just ahead



NEWS RELEASE

Gearing up: D.C. area Bike to Work Day 2023 just ahead

Register now to participate in free, eco-friendly annual event

Washington, D.C. (May 11, 2023) – Thousands of metropolitan Washington area commuters will leave their cars at home on Friday, May 19 to take part in Bike to Work Day (BTWD), boosting their physical and mental health during the 22nd annual free event.

Co-organized by Commuter Connections and the Washington Area Bicyclist Association (WABA), BTWD 2023 – trending online at #BTWD2023 – will feature more than 100 pit stops in Washington, D.C., suburban Maryland, and Northern Virginia, offering giveaways, food, and beverages—plus a free Bike to Work Day T-shirt for the first 15,000 registrants to attend.

Registering for the annual celebration of bicycling as a green, low-cost commuting choice is easy at www.biketoworkmetrodc.org -- and registrants will automatically be entered into a raffle for a free bike.

“Bike to Work Day brings together our local communities while promoting a healthy, fun commuting alternative that helps reduce traffic congestion on roadways that are getting crowded once again,” said Nicholas Ramfos, Director of Commuter Connections, a regional network of transportation organizations coordinated by the Metropolitan Washington Council of Governments (COG).

As daily commute travel resumes and hybrid working schedules become more common, many commuters have returned to solely using their cars, bringing issues of congestion and emissions back to the forefront.

“Bike to Work Day is an important way to highlight one of several eco-friendly alternatives commuters can opt for, whether they go to the office one day per

week or five,” added Ramfos. While Bike to Work Day happens one day a year in May, Commuter Connections offers a wide range of services and resources year-round for commuters who regularly bike, carpool, vanpool, walk or take transit to work, including the [Guaranteed Ride Home \(GRH\) Program](#) that supplies a free and reliable ride home when one of life’s unexpected emergencies arises.

The generosity of regional sponsors makes this year’s Bike to Work Day event possible, with Gold Sponsors ICF, All About Burger, GO Alex, Pedego Electric Bikes Alexandria & Bethesda; Silver Sponsors BikeArlington, BicycleSPACE, Verra, City Dental DC.

MORE: Free registration for Bike to Work Day is available at www.biketoworkmetrodc.org or by calling (800) 745-RIDE. Follow Commuter Connections on Twitter at [@BikeToWorkDay](#) and Facebook at [@BikeToWorkDayMetroDC](#) and use #BTWD2023 or #BTWDC.

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Nora Madonick: nmadonick@asc-pr.com, (914) 393-4276

The Council of Governments is an independent, nonprofit association where area leaders address regional issues affecting the District of Columbia, suburban Maryland, and Northern Virginia.



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Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300, Washington, DC 20002



2023 Bike to Work Dat Pit Stop Locations

DC NE Anacostia Riverwalk Trail - River Terrace Park
DC NE Edgewood at Metrobar
DC NE Ivy City at BicycleSPACE
DC NE NoMa at Wunder Garten
DC NE Old City Market and Oven
DC NW Adams Morgan at Unity Park
DC NW Cathedral Heights at Conte's Bike Shop
DC NW Columbia Heights Plaza
DC NW Dupont Circle at American Geophysical Union
DC NW Franklin Park
DC NW Georgetown Waterfront Park
DC NW Golden Triangle - Farragut Square
DC NW Golden Triangle - L Street
DC NW Mt. Vernon Triangle at VIDA Fitness
DC NW National Geographic Society
DC NW Penn Quarter at City Dental DC
DC NW Shaw
DC NW West End at American College of Cardiology
DC SE Anacostia
DC SE Capitol Hill at Eastern Market
DC SE Capitol Riverfront at Canal Park
DC SE U.S. Coast Guard HQ
DC SW Capitol Hill at House Office Buildings
DC SW Southwest Business Improvement District
DC SW The Wharf
MD Charles Co Indian Head at Village Green Pavilion
MD Frederick Co Brunswick Train Station (MARC)
MD Frederick Co Frederick Downtown at Transit Center
MD Montgomery Co Bethesda - Downtown
MD Montgomery Co FDA White Oak
MD Montgomery Co Friendship Heights
MD Montgomery Co Gaithersburg Kentlands
MD Montgomery Co Gaithersburg Olde Towne Plaza (afternoon)
MD Montgomery Co National Institutes of Health Bldg 1
MD Montgomery Co North Bethesda at Pike & Rose
MD Montgomery Co Rockville - Fallsgrove Thomas Farm Com Ctr
MD Montgomery Co Rockville - Town Square
MD Montgomery Co Rockville - Twinbrook
MD Montgomery Co Silver Spring - Downtown at Veterans Plaza

MD Montgomery Co Takoma Park - Downtown/Old Town
MD Montgomery Co Takoma Park - Sligo Creek Trail
MD Montgomery Co Wheaton Downtown Marian Fryer Twn Plz
MD Prince George's Co Bladensburg Waterfront Park
MD Prince George's Co College Park at City Hall Plaza
MD Prince George's Co Greenbelt Aquatic & Fitness Center
MD Prince George's Co Hyattsville at Driskell Community Park
MD Prince George's Co Largo/Kettering/Perrywood Comm Ctr
MD Prince George's Co Mount Rainier Bike Co-op
MD Prince George's Co Oxon Hill/National Harbor
MD Prince George's Co Port Towns at Edmonston
MD Prince George's Co Riverdale Park Station
MD Prince George's Co University of Maryland
VA Arlington Co Arlington Mill Community Center
VA Arlington Co Ballston
VA Arlington Co Clarendon at The Lot (afternoon)
VA Arlington Co Columbia Pike at Penrose Square
VA Arlington Co East Falls Church Metro
VA Arlington Co HQ National Guard (TARC)
VA Arlington Co Langston Blvd (afternoon)
VA Arlington Co National Landing at Long Bridge Park
VA Arlington Co Rosslyn at Gateway Park
VA Arlington Co Shirlington at New District Brewing
VA City of Alexandria Del Ray at Colasanto Park
VA City of Alexandria Fairlington Centre
VA City of Alexandria John Carlyle Square Park
VA City of Alexandria Mark Center
VA City of Alexandria National Landing at APTA
VA City of Alexandria Old Town at City Hall
VA City of Fairfax Old Town Square
VA City of Falls Church West End Park - W&OD Trail
VA City of Manassas Park VRE Station
VA City of Manassas VRE Station
VA Fairfax Co Alexandria - Mt Vernon/Hybla Valley/Ft Hunt
VA Fairfax Co Alexandria South at Trek Bicycle
VA Fairfax Co Annandale at George Mason Regional Library
VA Fairfax Co Annandale Wakefield Park A. Moore RECtr
VA Fairfax Co Burke Centre VRE Station
VA Fairfax Co Centreville/Clifton

VA Fairfax Co Chantilly - Stringfellow
VA Fairfax Co Chantilly - Sully Government Center
VA Fairfax Co Fair Lakes Center
VA Fairfax Co Fairfax County Government Center
VA Fairfax Co Falls Church - Culmore
VA Fairfax Co Fort Belvoir
VA Fairfax Co Herndon Innovation Center
VA Fairfax Co Herndon Town Hall Green
VA Fairfax Co Lorton at Workhouse Arts Center
VA Fairfax Co McLean MITRE Corporation
VA Fairfax Co Mosaic at Strawberry Park (afternoon)
VA Fairfax Co Newington - Saratoga Park & Ride
VA Fairfax Co Oakton at Oak Marr RECenter
VA Fairfax Co Providence Community Center
VA Fairfax Co Reston at The Bike Lane
VA Fairfax Co Springfield at South Run RECenter
VA Fairfax Co Springfield Metro Park at Walker Lane
VA Fairfax Co Town of Vienna
VA Fairfax Co Tysons Corner Center
VA Fairfax Co West Springfield Government Center
VA Loudoun Co Leesburg at Raflo Park
VA Loudoun Co Sterling
VA Prince William Co Dumfries at Simpson Comm Ctr
VA Prince William Co Kelly Leadership Center
VA Prince William Co Manassas GMU at Freedom Center
VA Prince William Co Rippon Landing VRE Station
VA Prince William Co Woodbridge - Chinn Center
VA Prince William Co Woodbridge - Tackett's Mill
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ITEM 7 – Action

May 17, 2023

Coordinated Human Service Transportation Plan Update

Action: Adopt Resolution R11-2023 to approve the 2023 Update to the Coordinated Human Service Transportation Plan.

Background: The Coordinated Plan guides the Federal Transit Administration’s Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program for the Washington DC-VA-MD Urbanized Area. The TPB administers the grant with COG as the federal designated recipient. The draft Coordinated Plan was updated this year under the guidance of the Access for All Advisory Committee. The plan was released for a 30-day public comment period from April 13 through May 13. The board will be asked to approve this plan.

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

**RESOLUTION APPROVING THE UPDATE OF THE COORDINATED HUMAN SERVICE
TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act of 2015 for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, Moving Ahead for Progress in the 21st Century Act (MAP-21) of 2012 created the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program to "improve mobility for seniors and individuals with disabilities...by removing barriers to transportation services and expanding the transportation mobility options available"; and

WHEREAS, in June 2013, the Governor of Maryland, the Governor of Virginia, and the Mayor of the District of Columbia designated COG, as the TPB's administrative agent, the recipient of the Enhanced Mobility program for the Washington, DC-VA-MD Urbanized Area; and

WHEREAS, the Federal Transit Administration (FTA) issued final guidance for the Enhanced Mobility program on June 6, 2014 with FTA Circular 9070.1G which requires that projects funded with the Enhanced Mobility program be included in or respond to strategies in a Coordinated Human Service Transportation Plan; and

WHEREAS, in July 2006, the TPB established the Human Service Transportation Coordination Task Force to oversee the development of a Coordinated Human Service Transportation Plan to guide funding decisions for three programs under SAFETEA-LU Job Access and Reverse Commute (JARC), New Freedom and the Elderly and Disabled Individual program; and

WHEREAS, in 2016, the Human Service Transportation Coordination Task Force was merged with the TPB's Access for All Advisory Committee (AFA) and responsibility for updates to the Coordinated Human Service Transportation Plan was transferred to the AFA; and

WHEREAS, the first Coordinated Plan, which included the framework for the competitive selection process of JARC and New Freedom grants, was adopted by the TPB at its regular meeting on April 18, 2007; and

WHEREAS, an Update to the Coordinated Plan was adopted by the TPB at its regular meeting on December 19, 2009; and

WHEREAS, an Update to the Coordinated Plan was adopted by the TPB at its regular meeting on November 19, 2015; and

WHEREAS, an Update to the Coordinated Plan was adopted by the TPB at its regular meeting on December 19, 2018; and

WHEREAS, since 2007, the TPB has facilitated 12 project solicitations and selections that have resulted in 139 JARC, New Freedom, and Enhanced Mobility grants; and

WHEREAS, the AFA met six times between February 2022 and April 2023 to provide guidance on the update to the Coordinated Plan; and

WHEREAS, the AFA was given opportunity to review the draft plan and comment on it through May 13, 2023 and was advised of the public comment period on February 27, 2023; and

WHEREAS, the 2023 update to the Coordinated Plan updates key elements, the executive summary, appendices, tables, and figures.

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board approves the attached 2023 Update to the Coordinated Human Service Transportation Plan for the National Capital Region.

UPDATE TO THE COORDINATED HUMAN SERVICE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

DRAFT

May 2023



National Capital Region
Transportation Planning Board

UPDATE TO THE COORDINATED HUMAN SERVICE TRANSPORTATION PLAN (“COORDINATED PLAN”) FOR THE NATIONAL CAPITAL REGION

Prepared by the National Capital Region Transportation Planning Board

DRAFT

ABOUT THE TPB

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

CREDITS

Editors: Sergio Ritacco, Senior Transportation Planner, Jamie Bufkin, Transportation Planner, and Lynn Winchell-Mendy, Transportation Planner

ACKNOWLEDGEMENTS

Special thanks to members of the Access for All Advisory Committee for their contributions.

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SECTION 1: INTRODUCTION

The Washington, DC region's transportation system must equally serve the needs of all who rely on it. Some transportation-disadvantaged groups, like persons with disabilities and older adults with limited incomes or mobility impairments, have specialized needs that necessitate focused planning and coordination efforts. The TPB's Coordinated Human Service Transportation Plan for the National Capital Region (Coordinated Plan) guides funding decisions for the Federal Transit Administration's (FTA) Enhanced Mobility for Individuals and Individuals with Disabilities Program (Enhanced Mobility) by identifying strategies and projects that help meet the transportation needs of people with disabilities, older adults, and those with low incomes.

The process for this 2023 update to the Coordinated Plan was developed, as required by Federal guidance, with the participation of older adults, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers, and other members of the public.¹ This plan identifies the transportation needs of these groups, provides strategies for meeting these needs, and prioritize transportation services for funding and implementation.

The Enhanced Mobility Program

The FTA's Enhanced Mobility program provides matching funds to assist meeting the transportation needs for people with disabilities and older adults when existing transportation services is unavailable, insufficient, or inappropriate to meeting these needs. The program aims to "improve mobility for seniors and individuals with disabilities...by removing barriers to transportation services and expanding the transportation mobility options available."²

Through the three states that are part of this region, funds are apportioned annually for the Washington, DC-MD-VA Urbanized Area (see Figure 2). In consultation with The Maryland Transit Administration (MTA), the Virginia Department of Rail and Public Transportation (DRPT), the District Department of Transportation (DDOT) and Washington Metropolitan Area Transit Authority (WMATA), the Metropolitan Washington Council of Governments (COG) agreed to serve as the Designated Recipient for this new program. In June of 2013 the Governor of Maryland, the Governor of Virginia and the Mayor of the District of Columbia designated COG, as the National Capital Region Transportation Planning Board's (TPB) administrative agent, the recipient of the Enhanced Mobility program for the Washington, DC-MD-VA Urbanized Area.

Eligible recipients of funds include non-profit organizations, local governments, transit agencies, and private for-profit providers. Recipients must provide the required twenty or fifty percent matching grant funds for capital and operating expenses, respectively, for:

¹ Source: <https://www.transit.dot.gov/funding/grants/coordinated-public-transit-human-services-transportation-plans>

² Source: <https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310>

- “Public transportation projects planned, designed, and carried out to meet the special needs of older adults, and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable;
- Public transportation projects that exceed the requirements of the ADA;
- Public transportation projects that improve access to fixed-route service and decrease reliance on paratransit; and
- Alternatives to public transit that assist seniors and individuals with disabilities with transportation.”³

The Enhanced Mobility program also includes a Mobility Management category that enables those projects that improve access to multiple transportation options to take advantage of the twenty percent capital match requirement.

TPB Role in Enhanced Mobility

COG, as the administrative agent for the TPB, is the designated recipient for this program for the Washington DC-MD-VA Urbanized Area. The TPB is responsible for the competitive selection of Enhanced Mobility program projects and to certify that all projects selected for funding are included in the Coordinated Plan while meeting the requirements as documents in Federal guidance, particularly the engagement and participation of seniors, individuals with disabilities; representatives of public, private and nonprofit transportation and human service providers, and other members of the public.⁴ The Coordinated Plan was developed under the guidance of the Access for All Advisory Committee which includes the participation described in the requirement.

What Is Coordination?

In human service transportation, the term coordination refers to agencies, jurisdictions and non-profit organizations working together to maximize transportation services and eliminate service gaps. This is complicated by the different administrative and eligibility requirements amongst state and federal funding stream. By looking to incentivize coordination, the Enhanced Mobility program seeks to improve standards, level of service, and operations of services and programs.

MOBILITY MANAGEMENT

In recent years, human services coordination has focused on mobility management as a preferred approach. FTA describes mobility management as “an innovative approach for managing and delivering coordinated transportation services to customers, including older adults, people with disabilities, and individuals with lower incomes. Changes in demographics, shifts in land use patterns, and the creation of new and different job markets require new approaches for providing transportation services, particularly for customers with special needs. Mobility management focuses on meeting individual customer needs through a wide range of transportation options and service providers. It also focuses on coordinating these services and providers to achieve a more efficient

³ Federal Transit Administration. July 7, 2014. “FTA C 9070.1G – Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance and Application Instructions.” Page II-1.

⁴Source: <https://www.transit.dot.gov/funding/grants/coordinated-public-transit-human-services-transportation-plans>

transportation service delivery system for public policy makers and taxpayers who underwrite the cost-of-service delivery.”⁵

For the purposes of the Enhanced Mobility program, FTA defines mobility management as “short-range planning and management activities and projects for improving coordination among transportation service providers.”⁶ Projects include travel training, trip planning, and one-stop travel information centers. Further, projects deemed eligible as Mobility Management can qualify as a capital expense with the twenty percent match requirement (instead of fifty percent match).

Purpose of the Coordinated Plan

The Coordinated Plan guides funding decisions for FTA’s Enhanced Mobility program. The TPB adopted its first Coordinated Plan in 2007 with updates in 2009, 2014, and 2018. The Coordinated Plan under FTA rules must be updated each time the TPB updates its long-range transportation plan.

The purpose of this Coordinated Plan is to identify strategies and projects that help meet the transportation needs of people with disabilities, older adults, and those with low incomes and to guide funding decisions for the FTA’s Enhanced Mobility program. The Coordinated Plan also broadens the dialogue and supports further collaboration between human service agencies and transportation providers to better serve persons with disabilities and older adults.

The Coordinated Plan covers the jurisdictions of the multi-state region that is the TPB’s planning area. Figure 2 presents a map of the TPB planning area and the 2010 Census Washington DC-MD-VA Urbanized Area for funding through federally allocated fiscal year 2023. For funding beginning in federally allocated fiscal year 2024, FTA has instructed the use of the 2020 Census Washington DC-MD-VA Urbanized Area (Figure 3).⁷ COG, as the TPB’s administrative agent, serves as the designated recipient for Enhanced Mobility program for the Washington DC-MD-VA Urbanized Area.

There are five key elements of the Coordinated Plan (Figure 1): 1) An identification of unmet transportation needs of people with disabilities, older adults, and those with limited incomes, 2) An inventory of existing transportation services for these population groups, 3) Strategies for improved service and coordination, 4) Priority projects for implementation. And 5) Project selection criteria.

Figure 1: Key Elements of the Coordinated Human Service Transportation Plan



⁵FTA’s Mobility Management brochure can be found at <https://www.transit.dot.gov/ccam/resources/mobility-management-brochure>

⁶ FTA Circular 9070.1G Page I-4.

⁷ FTA, November 2022. “FTA Program Requirement Impacts of 2020 Census Changes.” <https://www.transit.dot.gov/funding/fta-program-requirement-impacts-2020-census-changes>

Figure 2: TPB Planning Area and Washington DC-MD-VA Urbanized Area, as defined by the 2010 Census for federally allocated FY 2023 Funding

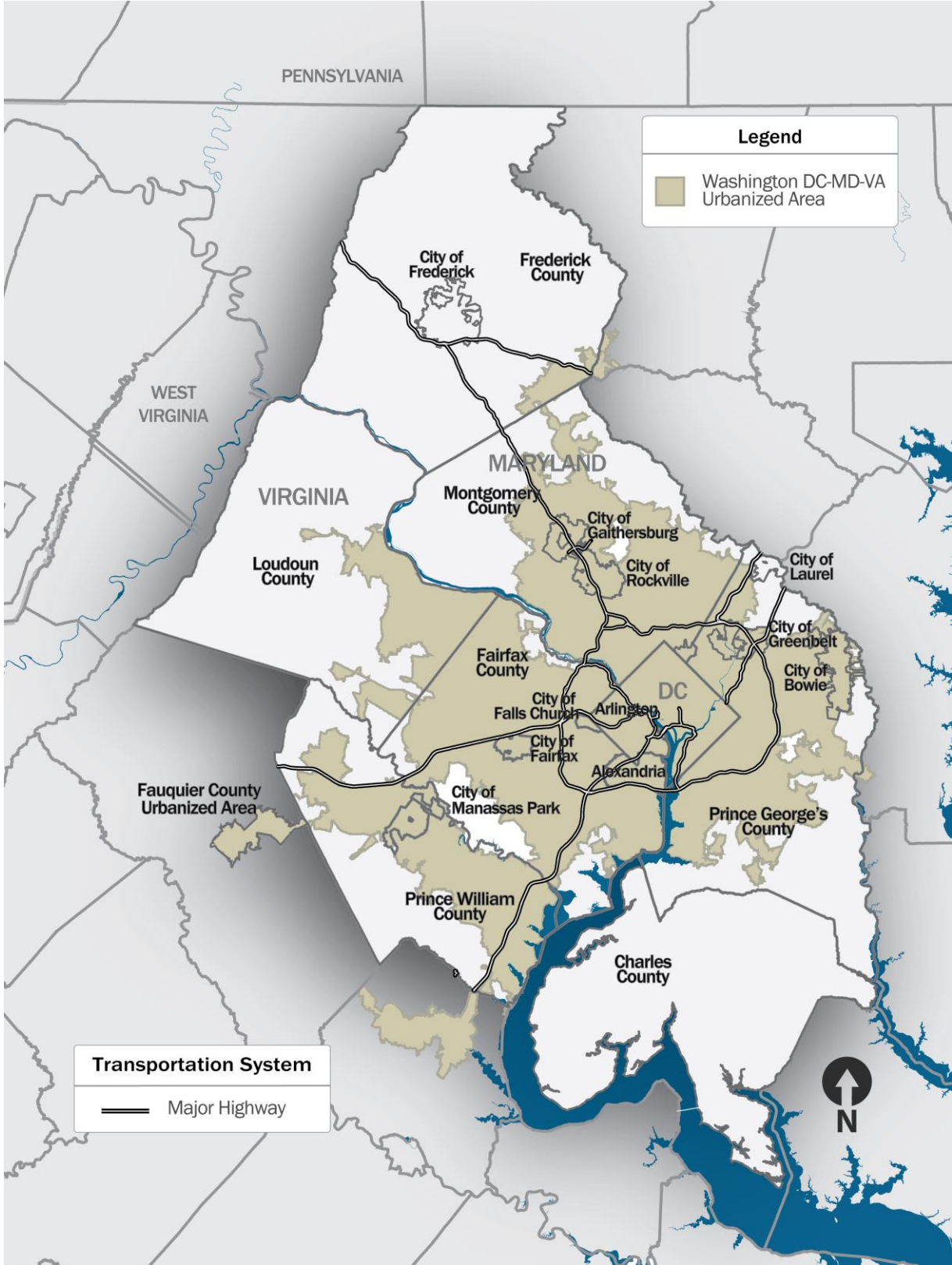
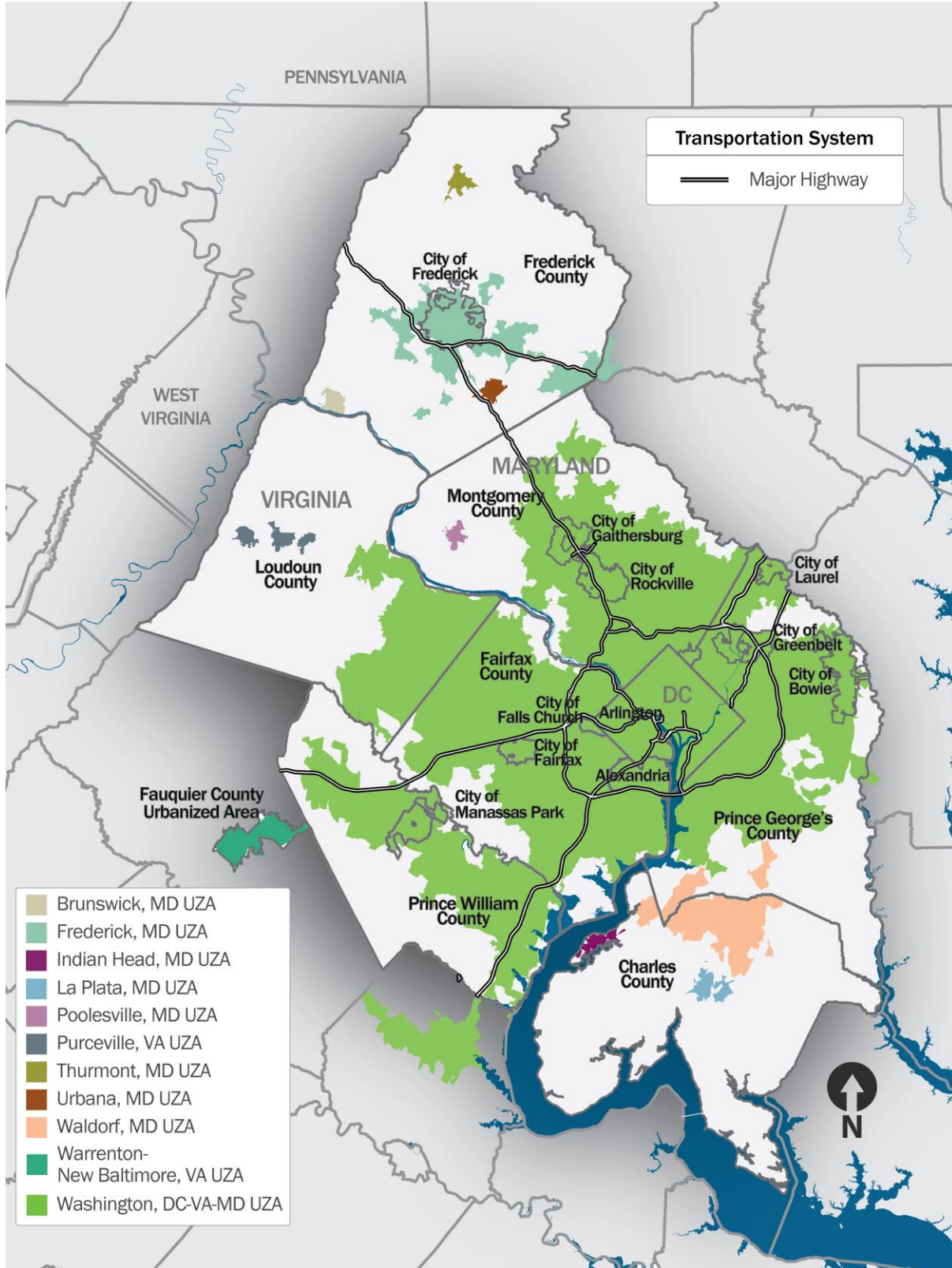


Figure 3: TPB Planning Area and Washington DC-MD-VA Urbanized Area, as defined by the 2020 Census for funding starting in federally allocated FY 2024



SECTION 2: PLAN DEVELOPMENT

The Coordinated Plan must be updated to guide funding decisions for the FTA's Section 5310 Enhanced Mobility program. This Coordinated Plan builds upon the 2018 update to the plan.

The TPB's Access for All (AFA) Advisory Committee is charged with overseeing updates to the Coordinated Plan. The AFA advises the TPB on transportation issues, programs, policies, and services important to traditionally underserved communities, including low-income communities, non-White communities, people with limited English proficiency, people with disabilities, and older adults. AFA members include community leaders and individuals representing these groups, human service and transportation agencies, and private providers of transportation. A full list of AFA members is included in Appendix A.

The kick-off for the 2023 update to the Coordinated Plan began on April 8, 2022, at the AFA meeting. Participants received a presentation on the Coordinated Plan and the unmet transportation needs identified previously by the AFA. The unmet transportation needs are the building block for the Coordinated Plan, as the other key elements are based on these needs. The inventory of existing services (in Appendix B) was distributed for revisions in March 2023. The revised unmet needs were distributed to the AFA for comment and presented at the March 2023 AFA meeting. On February 27, 2023, the AFA reviewed the strategies to meet the needs and priority projects. The final elements reflected in this Coordinated Plan were presented to the AFA at an April 24, 2023, meeting. A draft of the Coordinated Plan was presented to the TPB on April 19, 2023, and adopted on May 17, 2023.

Additional Public Input and Comments

In addition to the AFA guiding the update process, a presentation on the update to the Coordination Plan was given at the Community Advisory Committee (CAC) on April 13, 2023, and received a presentation on the draft plan and was asked to comment.

This Coordinated Plan was released for a 30-day public comment period from April 13, 2023 to May 12, 2023, via COG's website and a mailing to COG committees and grantees. Three comments were received and was satisfactorily addressed.

TPB Policy Framework and Coordinated Plan Guiding Principles

As the metropolitan planning organization and the designated recipient of Enhanced Mobility funds, TPB and COG have the unique opportunity to develop a plan that addresses the unmet needs of people with disabilities, older adults, and those with limited incomes to support their independence and mobility. TPB and COG have adopted several goals or initiatives related to equity and access for all – including transportation disadvantaged populations which are provided here as a context for the Coordinated Plan. Also, below are the “Guiding Principles” for the Coordinated Plan.

TPB POLICY FRAMEWORK

TPB's Synthesized Policy Framework

The TPB Synthesized Policy Framework reflects the main points from various TPB policy documents, including the TPB Vision, Region Forward, Regional Transportation Planning and Priorities, Aspirational Initiatives, and Climate Change Mitigation Strategies. The Framework's principles and goals inform planning throughout the region and guide the projects, programs, and policies that are submitted into where Enhanced Mobility projects must be included: the Long-Range Transportation Plan and the Transportation Improvement Program. The Policy Framework's Equity principal states:

The TPB sees equity considerations as an integral part of all its principles, goals, and strategies. Equity in transportation includes affordable and readily available multimodal travel options throughout the region that enable safe, efficient, and equitable access to jobs, housing, services, and other destinations.

The Policy Framework's Accessibility principal states:

All people who use the transportation system in the region, including residents, visitors, and people with disabilities, should be granted reasonable physical and affordable access to travel by road, transit, biking, walking, micromobility, ferry, and to housing choices. The TPB seeks a broad range of public and private transportation options that maximize physical access and affordability for everyone and minimize reliance on a single mode.

TPB Vision Goals

The TPB Vision, adopted in 1998, provides a comprehensive set of policy goals, objectives, and strategies to help guide transportation planning and investment decisions in the Washington region. Goal 1 states:

*The Metropolitan Washington region's transportation system will provide **reasonable access at reasonable cost to everyone in the region.***

COG's Region Forward Goals

COG developed Region Forward to guide local and regional decision making. Nine broad goal areas are identified, one of which is transportation, and numerous objectives and targets for assessing progress toward achieving each of the goals.

The applicable goals to the Coordinated Plan from Region Forward include the following:

- We seek a **broad range of public and private transportation choices** for our region which maximizes accessibility and affordability to everyone and minimizes reliance upon single occupancy use of the automobile.
- We seek a **transportation system that maximizes community connectivity and walkability**, and minimizes ecological harm to the region and world beyond.
- We seek to **minimize economic disparities** and enhance the prosperity of each jurisdiction, and the region as a whole, through balanced growth and access to high-quality jobs for everyone.

GUIDING PRINCIPLES

The TPB has established Guiding Principles for its Coordinated Plan. These principles build upon each other and are reflected throughout this plan in the strategies and priorities.

The Right to Mobility

People with specialized transportation needs have a right to mobility.⁸ Individuals with limited incomes and people with disabilities rely heavily, sometimes exclusively, on public and specialized transportation services to live independent and fulfilling lives. These services are essential for travel to work and medical appointments, to run essential errands, or simply to take advantage of social or cultural opportunities.

The costs of providing human service transportation are indeed rising. However, cost containment should not be achieved at the expense of service delivery. Fortunately, coordination of human service transportation offers the potential to improve service delivery by reducing duplication, making use of available capacity elsewhere in the system, and achieving economies of scale in providing these services.

Customer Service Focus

In providing public transportation, the transportation needs of the customer should always be kept at the forefront. The abilities of individual riders vary in different aspects of the transportation experience, from accessing program information, to trip scheduling, to route navigation. Policies and procedures should be clear and flexible enough to allow for different abilities, and to provide support as needed. The goal of every transportation provider should be to facilitate a safe, courteous and timely trip every time.

Elimination of Service Gaps

While there are many providers serving a numerous and diverse clientele, significant gaps exist in human service transportation, which limits the mobility of the individuals who rely on it. Across the region, users of specialized transportation programs live and work in different areas and have different travel patterns. To the maximum extent feasible, gaps in human service transportation services should be eliminated to ensure individuals have a viable transportation option when they need it.

Maximize Efficiency of Service Delivery

Accessible vehicles are expensive to acquire and maintain. Maximizing the efficiency of human service transportation vehicles helps to reduce program costs by generating additional user revenue while also helping to eliminate gaps in service, without the need for additional capital purchases. Transportation providers should collaborate to provide services where extra capacity exists. The TPB Coordinated Plan will help to identify opportunities for collaboration, as well as providing the space for resolving any issues related to cross-jurisdictional service delivery.

⁸ Right to mobility is defined as getting from the door of where you are through the door of where you need to go.

SECTION 3: ASSESSMENT OF NEEDS

Regional Demographic Profile

This profile illustrates how select transportation-disadvantaged population groups are represented throughout the region, in order to provide a backdrop for understanding the transportation needs that the Coordinated Plan attempts to address. Appendix C provides more information and maps of these population groups.

Table 1 presents demographic data from the American Community Survey (ACS) 5-year Averages for the years 2016-2020 for transportation-disadvantaged population groups living in the metropolitan Washington region. Over 421,000 people, or about 7.6% of residents, live below the poverty line, and 688,041 individuals, or roughly 12% of residents, are classified as low income, which is defined as making less than 1.5 times the official poverty rate. Approximately 473,560 individuals – 8.5% of the population – have a physical, sensory, or cognitive disability, and over 727,000 people in region – 13% of the population – are over 65 years old. Individuals with limited English proficiency make up 11.5% of the region’s population, and the majority of these individuals speak Spanish.

Table 1: Transportation-Disadvantaged Populations in the Washington Region

<i>Population Group</i>	<i>Region</i>	<i>Percent of Region ⁽¹⁾</i>
<i>Below the Poverty level ⁽²⁾</i>	421,411	7.6%
<i>Low-Income or below ⁽³⁾</i>	688,041	12.4%
<i>Persons with Disabilities ⁽⁴⁾</i>	473,560	8.5%
<i>Older Adults (65 and over)</i>	727,393	13.0%
<i>Limited English Speakers ⁽⁵⁾</i>	603,979	11.5%
<i>Total Population</i>	5,626,505	

Source: 2016-2020 U.S. Census American Community Survey; numbers are for the TPB Planning and Urbanized Areas.

(1) Due to each groups’ unique sampling “Percent of Region” will not compute with Total Population.

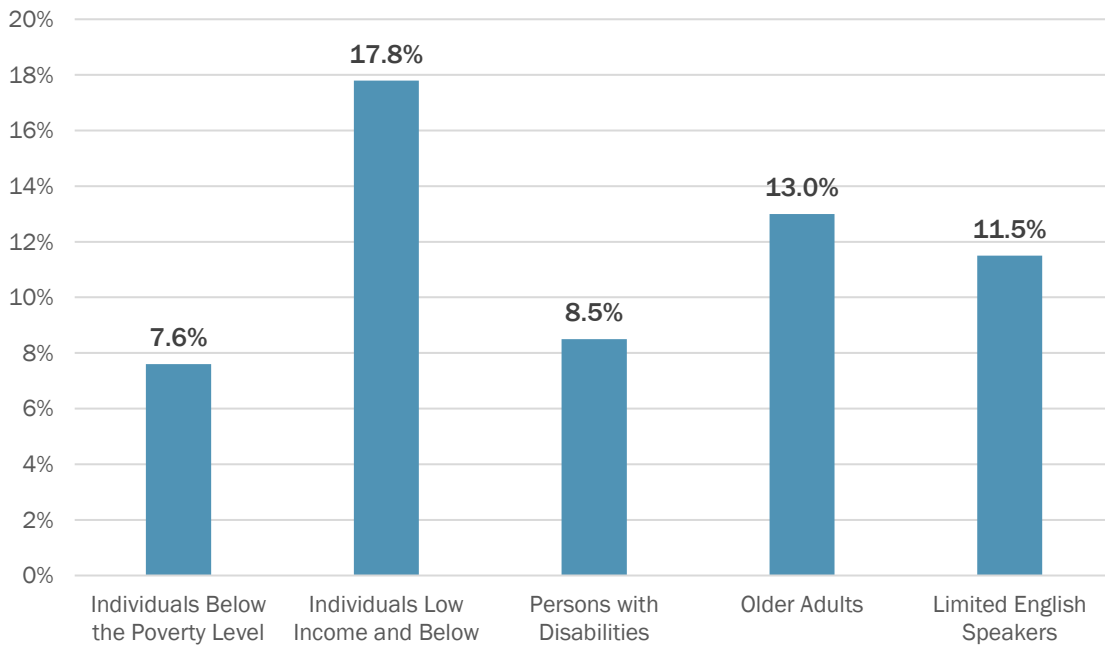
(2) Official poverty level depends on family size. For a family of four the poverty level is an annual income of \$26,000.

(3) “Low-income” is commonly defined as income between 100 to 150 percent of the poverty level. For a family of four an annual income of \$39,000 or below is considered low income.

(4) Includes individuals with a physical, sensory, and/or cognitive disability.

(5) Limited English Proficiency includes individuals who speak English less than “very well.”

Figure 4: Regional Demographic Profile of Transportation-Disadvantaged Populations in the Washington Region



Source: 2016-2020 U.S. Census American Community Survey. The geographic area is the TPB Planning Area plus small portions of Stafford County, VA, Anne Arundel County, MD, and Carroll County, MD.

Unmet Transportation Needs

The AFA has developed a list of significant unmet transportation needs of older adults, people with disabilities, and those with limited incomes which is the key building block for the entire Coordinated Plan. The unmet needs informed both the development of the strategies and priority projects described in the following sections. The strategies and priority projects are a critical element in the project selection process to ensure that Enhanced Mobility funds are being expended to address significant unmet transportation needs in the region.

The unmet needs raised by AFA members collectively address the four intersecting A's of availability, awareness, accessibility, and affordability. From the Availability theme, there is a shortcoming of frequent services that cross jurisdictional boundaries, travel long distances, or that operate during evening hours. Similarly, AFA members raised the concern of there being a lack of emergency or same-day services, requiring customers to always plan their travels in advance. Members also noted that the spatial disparity of higher job concentrations on the western side of the region has created the need for additional services that provide specialized and reliable travel to said employment nodes. Attracting more, high-quality drivers, perhaps through increased pay, was identified as a foundation to meeting unmet availability needs.

The Awareness theme centers around the dissemination of information in various forms. AFA members noted that older adults and lower-income individuals are less likely to have access to smartphones or reliable internet service. Awareness of service options can be spread through flyer posting or in-person outreach at specific gathering places. More hands-on awareness could come through standardized travel training for users, providing confidence and familiarity with services. The absence of a centralized and routinely updated source of information regarding all services throughout the region was also identified. Awareness on the ends of those who have direct contact with customers should also be enhanced through new training methods that improve communication and interactions with users. Awareness from community and neighborhood associations regarding the need to improve pedestrian and wheelchair access to public transportation stops is needed to actualize infrastructure enhancements.

The Accessibility theme describes unmet needs for reaching and interacting with destinations or activities. Accessibility to apps, smartphones, and the internet were identified as hindrances to using existing services. Members noted that existing internet-based services need to be more user-friendly and incorporate settings for those who are visually impaired or who are limited English speakers. Fare payments, trip planning, and search functions were also identified as needed improvements. On infrastructure, there is a need for additional wheelchair-accessible vehicles, sidewalks, bus stops, train stations, and regularly maintained features, such as elevators or bus lifts. Members noted that while a street may be deemed ADA compliant, it may not be ADA convenient. Throughout the planning, design, and implementation stages of a project or service, accessibility should be considered, especially within the first-and-last-mile of public transportation. Finally, with the emergence of private ride-hailing services (like Uber and Lyft), bike-sharing, and microtransit, there is a need to discuss access for those who lack internet access.

Lastly, the unmet needs discussed by the AFA members emphasized Affordability. Transit fares, parking costs, and tolls were identified as barriers to travel for many people, not just those with the lowest incomes. Members also raised the need for a transportation service that serves people who do not qualify as low-income but whose income is not high enough to afford existing services. In

In addition to cost barriers, there is a time dimension that can make public transportation unaffordable. More funding for additional transportation services, as well as for subsidy programs for existing options can widen the mobility options for disadvantaged users

Table 2: The Four A's of Significant Unmet Transportation Needs

<p>Availability</p>	<ul style="list-style-type: none"> • Need for more options for cross-jurisdictional and longer distance travel within the region • There needs to be more coordination of specialized services among transportation agencies and jurisdictions • Lifeline access to critical services for those who cannot drive for urgent and same-day services • Weekend and evening options are lacking as well as same-day services • Improved frequency and geographic coverage of services (e.g. travel outside of the MetroAccess service area) • Reliability of services for more timely access to jobs, programs, and medical appointments • The higher concentration of jobs in the western side of the region creates the need for more reliable and specialized travel from the east to the west • The need for improved pay of drivers to attract higher supply and quality of drivers
<p>Awareness</p>	<ul style="list-style-type: none"> • The need for more centralized and routinely updated information about existing services provided by transportation agencies and jurisdictions • The promotion of existing transportation services by both transportation and social service agencies to the targeted populations, which is customized to the audience, including those who have limited-English skills and/or may not have access to the internet or a cell phone • Information needs to be available in other ways than only online (such as through flyers) • Coordination of dissemination of information and marketing across programs – tailor outreach to specific groups and places (such as public housing) • Improve pedestrian access to bus stops (including the removal of barriers that make it difficult for people with disabilities to use pathways (trash cans, newspaper stands, bike, etc.) (need to raise awareness among community and neighborhood associations) • New approaches for training of transportation managers, agency staff and others who have direct contact with customers to improve communication, interactions and understanding of user’s needs and concerns • Standardized travel Training for customers on the use of available options, including but not limited to fixed-route services • The need for service providers to present recognizable caller IDs to customers

<p>Accessibility</p>	<ul style="list-style-type: none"> • Technology used in transportation (apps, internet, Smartphones) is not universally accessible for people – those with physical and cognitive disabilities, older adults, as well as people with who cannot afford a Smartphone • Availability of internet access to facilitation information on options, fare purchase, trip planning, etc. • Accessibility services/features not always easy to use (stops, stations, vehicles, taxis, sidewalks, payment systems, apps) • Websites need to be user-friendly including translation options, screen-reader compatible, adjustable font size, and search options that make information easy to find • Accessible services and features not reliable nor regularly maintained (e.g. elevators or bus lifts) • Lack of Wheelchair- accessible services • Accessibility enhancements for pedestrians for better navigation of physical infrastructure, especially for first-and-last-mile connections • Accessibility of private services such as ride-hailing (e.g. Uber and Lyft), bike lanes, bike-sharing, and microtransit (on-demand transportation at an affordable flat rate, e.g. Via) and toll lanes • Considering accessibility at the planning, design and implementation stages of a project, program, or service
<p>Affordability</p>	<ul style="list-style-type: none"> • Transit fares, parking costs and tolls are barriers for many people, not just those with the lowest incomes in the region • Public transit can be both time and cost-prohibitive • There is a need for transportation for people that don't qualify as low-income but whose income is not high enough to afford services • More funding for additional transportation services • Subsidies or funding for personal care attendants for people who need them to use transportation services

SECTION 4: SUMMARY OF EXISTING SERVICES

Many general purpose and specialized transportation services for persons with disabilities and older adults are provided throughout the region. Services include all-purpose specialized transportation services, Medicaid transportation, limited scope specialized services and fixed-route transit services. A listing of all existing services is included in Appendix B and is provided by Reach-a-Ride (www.reacharide.org), the online transportation information clearinghouse created by COG and WMATA.

General purpose paratransit is transportation provided for any ADA-eligible person for any trip purpose – medical, shopping or otherwise. The most prevalent of these is WMATA’s MetroAccess, a shared-ride, door-to-door service. A listing of other services in the region include:

- Alexandria, VA: DOT Paratransit
- Arlington County, VA: Specialized Transit for Arlington Residents (STAR)
- District of Columbia: TransportDC for residents eligible for MetroAccess.
- Fairfax County, VA: Human service coordinated service for program participants, formerly known as Fastran, and taxi subsidies to ADA-eligible individuals
- Montgomery County, MD: Same-Day Access Program
- Prince George’s County, MD: Residents can choose from among the county-wide Call-a-Bus and Call-a-Cab programs.

Complementing the general-purpose specialized transportation services is a network of private and nonprofit providers that offer additional transportation options. These providers include taxi companies, human service agencies, nonprofit organizations, and educational and healthcare institutions.

Complementing the general-purpose paratransit services are other services more limited in scope or purpose. Of these, the biggest one in terms of budget is Non-Emergency Medical Transportation (NEMT), which is provided in all three states as part of the Medicaid program. Individuals eligible for NEMT receive transportation to and from doctor offices, medical offices, and hospitals for Medicaid-approved care.

Fixed-route systems throughout the region offer additional options for accessible transportation. These include: WMATA’s Metrobus and Metrorail; Arlington ART; Fairfax County Connector; DC Circulator; Alexandria DASH; Prince George’s County The Bus; Montgomery County RideOn; Frederick County TransIT; City of Fairfax CUE; Prince William County OmniLink and OmniRide; and Loudoun County Virginia Regional Transit and Loudoun County Transit.

SECTION 5: STRATEGIES FOR IMPROVED SERVICE AND COORDINATION

Background

Coordination between agencies, jurisdictions and non-profit organizations can maximize transportation services and eliminate service gaps for older adults and people with disabilities. Barriers do exist that can constrain the ability of providers and other agencies to coordinate services and realize benefits for their clients. Common barriers to coordination include lack of resources, different training requirements or vehicle specifications, and funding requirements. While the AFA can play a role in facilitating discussions about coordination opportunities, local jurisdictions should also explore opportunities for collaboration independently.

A significant barrier is the multitude of government programs and funding requirements. Over the past 30 years, federal, state, and local governments have implemented various programs aimed at improving coordination of publicly funded transportation services for transportation disadvantaged populations, including people with disabilities, Medicaid recipients, and other human service agency clients. With two states, the District of Columbia, and multiple counties and cities, each with its own set of transportation programs and accompanying rules, coordination is particularly challenging.

Strategies for Improved Service and Coordination

FTA rules require that all projects funded under the Enhanced Mobility program must either address a strategy or a priority project in the Coordinated Plan. The strategies below were broadly defined to address the unmet transportation needs that the AFA previously identified under four themes: availability, accessibility, awareness, and affordability. Proposals submitted for funding must be responsive to at least one of the following four strategies. Projects with a greater overall impact on unmet needs may have a greater priority for funding.

The strategies developed reflect the unique transportation needs facing older adults and people with disabilities with limited incomes and most-likely transit-dependent. They reflect the importance of changes in demographics and travel patterns, and the ongoing need for additional transportation options.

I. EXPAND AVAILABILITY AND COORDINATION OF TRANSPORTATION OPTIONS

- Coordinate transportation services and programs within and across jurisdictions:
 - Make cross-jurisdictional transportation easier to access
 - Coordinate transportation operations among providers such as vehicle-sharing, joint fuel purchase, shared maintenance etc.
 - Involve private providers (including, but not limited to taxis and ride-hailing services, like Uber and Lyft) in service delivery
 - Involve potential stakeholders during the planning phase

- Use mobility managers to promote coordination and help individuals plan the whole trip (determining available options, researching eligibility, and applying and scheduling if needed)
- Use Enhanced Mobility grants to jump start the planning process needed to make coordination happen
- Make services more frequent and reliable including those that address the East-West divide (promotion and addition of services that connect the eastern side of the region to the western side)
- Add more reliable and timely transportation options for those who cannot drive, particularly for:
 - Urgent and same day service
 - Weekend and evening service
- Improve the timeliness of specialized services so that wait times and time on the vehicle is reasonable

II. INCREASE AWARENESS OF EXISTING TRANSPORTATION SERVICES

- Provide better and centralized information about existing specialized transportation options, (e.g. one-call, one-click services). Target and customize marketing of services to groups, including neighbors and caregivers, and offer the information in a variety of formats, including in languages other than English
- Transportation providers should support customer-empowered communication with clear and concise information using plain language about services, customer rights, and responsibilities
- Transportation agencies and providers should use customer satisfaction surveys to understand how effective their communication is and how satisfied customers are with their transportation services
- Create and revise websites to meet the highest standards for ADA website compliance, be user-friendly with easy navigation, and provide access to a variety of users, including those with vision impairments.
- Provide information on specialized transportation services in formats other than through websites (e.g. brochures and flyers)
- Provide safety education for users and drivers on pedestrians, bicycles, and other non-motorized modes of travel
- Train front-line staff to improve communication, interactions, and understanding of user needs and concerns

III. IMPROVE ACCESSIBILITY OF TRANSPORTATION OPTIONS

- Create and maintain safe and accessible pathways to and from bus and rail stations
- Provide first mile/last mile connections to bus and rail stations (e.g. shuttle, taxi and ride-hailing services)

- Make ride-hailing services, taxis, and microtransit accessible to people who use mobility devices and for those without smartphones
- Improve the accessibility and ease of use of payment systems
- Provide training on transportation-related websites and technology (e.g. apps, payment systems).
- Consider accessibility in the planning and design phase of projects and involve people with disabilities and older adults

IV. MAKE TRANSPORTATION OPTIONS MORE AFFORDABLE AND SUSTAINABLE

- Offer affordable options for all income levels (i.e. people who don't qualify as low-income yet cannot afford some services). Transit fares, parking costs, and tolls can be barriers to access.
- Subsidize rides for those who cannot afford the cost (user-side subsidies for transit, taxis, and ride-hailing services)
- Identify new revenue streams to sustain and increase specialized transportation options needed
- Make programs and services sustainable after grant funding ends
- Identify cost-efficient ways to provide specialized services (e.g. alternatives to MetroAccess)
- Prioritize projects that assist people with disabilities and older adults with limited incomes
- Build on or duplicate efficient and effective existing transportation options rather than creating entirely new services
- Evaluate new transportation services or pilots to identify lessons learned and build upon successes

SECTION 6: PRIORITY PROJECTS

The purpose of the priority projects is to signal to potential applicants the kinds of projects that are most needed in the region. Agencies may also apply for other project types not listed as priority projects. As outlined in the TPB's Selection Criteria for Enhanced Mobility, proposals addressing Priority Projects can score up to twelve additional points out of a maximum of a hundred.

A. Mobility Management

Mobility Management at the Systems Level means a full or part-time staff position within a county or city government, such as a county's transportation or human service agency, that serves in several capacities: policy coordinator, broker to help identify the best services for individual trip needs, and researcher of gaps in service. A Mobility Manager helps coordinate services in the jurisdiction and across jurisdictional lines and adapts the service to local need, serves as an information resource, for example, sharing information with agencies about project best practices, and connects agencies with travel trainers.

Mobility Management at the Individual Level is one-to-one assistance to customers in identifying their mobility needs and preferences, understanding the available options in their community that fit, aiding with applications for programs, or planning and reserving a trip from start to finish, as requested.

B. Coordinated Planning Efforts

Project emphasizes the importance of coordination at the local level by providing grant funds to jump start the planning process for coordination efforts. Grant funds could be utilized to make the planning process more inclusive, encourage non-traditional but interested parties to participate, develop a local coordinated plan to share vehicles, or develop a mobility management plan for a County or region.

C. Travel Training

Travel Training teaches people with disabilities or older adults how to access and use transportation services, including fixed-route services. There are different types of travel training services. Some include general orientation and others are tailored to the needs of the individual. Training can be provided in groups, one-on-one, and peer-to-peer. Travel training should instruct individuals on trip planning, payment systems, the use of mobile applications ("apps"), or alternatives to apps for people without access to Smartphones. Orientation and Mobility (O&M) training is specific to people with visual impairments and teaches safe and effective travel skills. O&M training is needed throughout the region, so people can receive training closer to where they live. Many people can benefit from travel training, including older adults, people with physical, intellectual, and sensory disabilities, people unable to afford their own vehicle, and people with limited English proficiency.

D. Door-through-Door or Escorted Transportation Service

Escorted transportation services, also known as door-through-door or assisted transportation, provides a means of extra safety and assistance to a rider who needs support to travel. The level of assistance a program provides varies but does not include heavy assistance such as lifting or handling medical needs or equipment. Examples might include preparing a rider for a trip by helping with a coat or gathering documents, accompanying someone into a medical building, and staying with them throughout their appointment, or helping an individual get into and out of a vehicle.

E. Increase Access to Transit Stations (and First Mile/Last Mile Connections)

This priority project category includes this initiative as an important way to make first mile/last mile connections from bus and rail stations and adds motorized options as well. Improvements near transit stations that provide connections to hospitals, libraries, government buildings and voting sites have the greatest priority. Three types of projects are included here:

- 1. Improving pedestrian infrastructure around transit stations to eliminate barriers** to the use of public transit; including making bus stops more accessible. Bus stops need proper boarding and alighting surfaces, spaces for a wheelchair under a shelter, accessible signage, proper snow removal, and removal of newspaper boxes or other items that block pathways.
- 2. Promote adaptive cycling for people with disabilities by increasing the number of accessible bikes in bikeshare programs** (e.g. hand bikes, side-by-side bikes, electric bikes and tricycles; and ensuring that these bikes are reserved for people with disabilities)
- 3. Offering taxi, ride-hailing, and shuttle services to transit stations.** If walking or biking is not an option to make a first mile/last mile connection to a Metrorail station due to disability, weather, or time of day, then taxis, ride-railing services, and shuttle services can provide an important link to increase access to public transit.

F. Increase Wheelchair-Accessible Options in Taxi and Ride-Hailing Services

People who use wheelchairs or mobility devices need vehicles with ramps or lifts to use taxis, ride-hailing services, or microtransit. Wait times can be longer for people who use mobility devices, and in some cases, there is no wheelchair-accessible service available at all. A priority is to make sure wheelchair-accessible taxis, ride-hailing, and microtransit services accommodate customers who use mobility devices within reasonable wait times. This project type can involve accessible vehicle acquisition, driver training, and operating subsidies. Also, wheelchair-accessible services delivered by private providers (such as taxis) can offer cost-effective ways to provide specialized transportation.

The use of wheelchair-accessible taxis for people to get to dialysis, for example, could help curb the cost to public agencies and improve the customer's transportation experience. MetroAccess is a shared-ride, pre-arranged service, and the length of time a dialysis patient, who may not be feeling well, is in a vehicle could also be reduced using taxis. Ride-hailing companies can partner with health care providers to offer patients rides to medical appointments given transportation challenges can be a common reason why people miss appointments.

G. Volunteer Driver Programs

Trained volunteers drive agency-owned or private vehicles to transport seniors and people with disabilities to wherever they need to go. Volunteer driver programs fill an important niche in outer and rural areas where transportation options are more limited and as a more affordable option for riders requiring an extra hand with groceries or navigation of a medical office building.

H. Tailored Transportation Service for Clients of Human Service Agencies (e.g. Vehicle Acquisition)

This project would assist people with disabilities who utilize agency services, but for whom public transit is not a viable option, either because of the unavailability of transit or due to the nature of their disability. One option is that agencies provide transportation to their clients by contracting with a provider, or with directly owned or leased vans. Human service agencies could also coordinate and potentially share vehicles, maintenance, insurance, operating support, and driver training between agencies to provide agency-specific transportation for clients.

Funding Types and Match Amounts

There are a variety of project types and eligible activities for which Enhanced Mobility funds can be used, and the types of funding and match requirements create the possibility for confusion. Table 3 includes common eligible activities under the Section 5310 program and the type of funding that each activity would be funded as. The activities in the table are not intended to be an exhaustive list, only to provide guidance.

Table 3: Eligible Activities and Funding Types

Project	Category and Match		
	Capital (80% Federal Match)	Operating (20% Federal Match)	Mobility management (80% Federal Match)
Travel training for people with disabilities or older adults to learn how to use public transit			X
Mobility management planning to coordinate local resources and identify unmet needs			X
Buying vehicles to provide new or additional service	X		
Maintaining new or existing vehicles procured with 5310 or Enhanced Mobility funding	X		
Buying software, hardware, or other equipment to improve ride route matching,			X
Personal mobility counseling for clients			X
Door through door service to help clients travel to and from trips		X	
Sensitivity training for bus and taxi providers or managers to educate them on issues facing people with disabilities		X	
Costs of taxi, ride-hailing or shuttle, service to bus stops and rail stations		X	
Bus stop and/or sidewalk improvements, especially around transit stations	X		
Promotion of adaptive cycling, including procurement of adaptive bicycles		X	
Procurement of wheelchair-accessible vehicles for or subsidizing of taxi or ride-hailing service		X	
Volunteer driver programs		X	

SECTION 7: FRAMEWORK FOR COMPETITIVE SELECTION

The competitive selection process includes a selection committee, chaired by the Access for All Advisory Committee chair or another TPB representative. Selection committee members have expertise locally or nationally with transportation for older adults and people with disabilities. Members will review the applications based on the selection criteria and will make a set of funding recommendations to the TPB. The TPB will be asked to approve the recommendations based on the selection committee's deliberations.

The selection criteria have been reevaluated based on the TPB's experience in awarding and administering grants for the Enhanced Mobility program as well as the previous experience with grants administration for JARC and New Freedom. Changes to the selection criteria emphasize the importance of project feasibility and an agency's institutional capacity to manage an FTA grant. In addition, since the TPB adopted Equity Emphasis Areas in the region in 2018, which are Census tracts with above average concentrations of low-income and/or traditionally disadvantaged racial and ethnic populations, the selection criteria now include an emphasis on serving these traditionally underserved communities.⁹ The following selection criteria include a maximum of 100 total points:

Coordination Among Agencies (25 points)

Coordination of services with other organizations can include providing service to clients of multiple agencies, coordinated purchasing, joint project planning and operation.

Responsiveness to TPB's Coordinated Human Service Transportation Plan (20 points)

Up to 10 points will be awarded based on how many Priority Projects in the Coordinated Plan that the project application addresses, and up to 10 points on how well the application responds to the strategies.

Institutional Capacity to Manage and Administer an FTA grant (20 points)

This criterion considers the availability of sufficient management, staff, and resources to implement an FTA grant, stable and sufficient sources of funds to provide required match and if applicable, past grant performance.

Project Feasibility (15 points)

Proposed activities are consistent with the objectives of funding, application clearly spells out how a project will be implemented, with defined roles and responsibilities, and include an action plan with milestones that is achievable within the 2-year timeframe.

Regional Need (5 points)

Up to 5 points will be awarded for applications that propose to serve more than one jurisdiction in the Washington DC-MD-VA Urbanized Area shown in Figure 5 and Figure 6 below.

⁹ To learn more about the Equity Emphasis Areas, visit www.mwcog.org/transportation/planning-areas/fairness-and-accessibility/environmental-justice/equity-emphasis-areas/

Equity Emphasis Areas (5 points)

Up to 5 points will be awarded for projects proposing to serve Equity Emphasis Areas in the Washington DC-MD-VA Urbanized Area shown in Figure 5 and Figure 6 below.

Customer Focus and Involvement (10 points)

To what extent does the applicant demonstrate an awareness of the needs of a targeted population group and how will customers be involved in the development and implementation of the proposed activity. Consideration will be made if the applicant agency is already directly serving the targeted population.

Figure 5: Equity Emphasis Areas and the U.S. Census 2010 Washington DC-MD-VA Urbanized Area used through federally allocated FY 2023

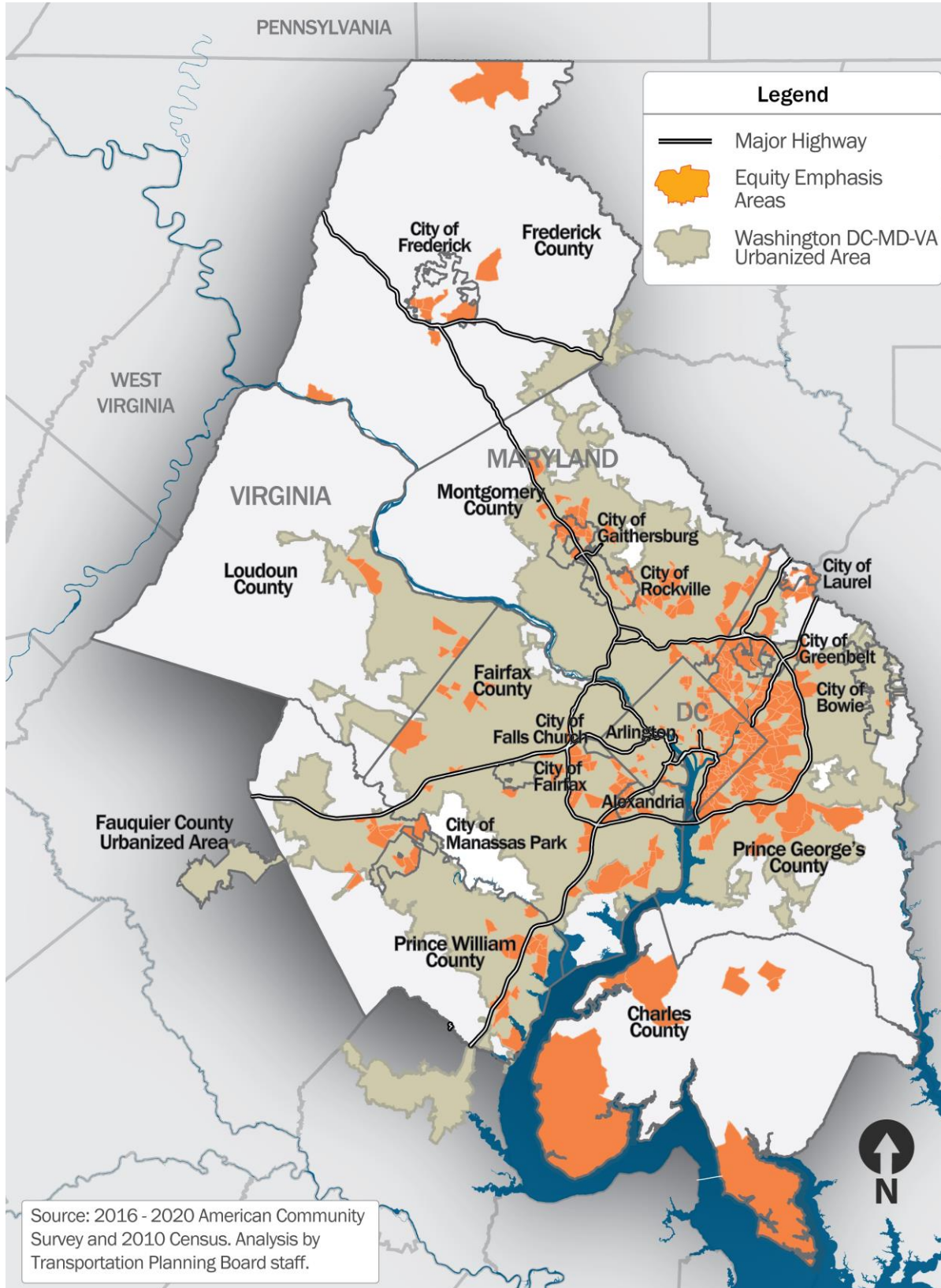
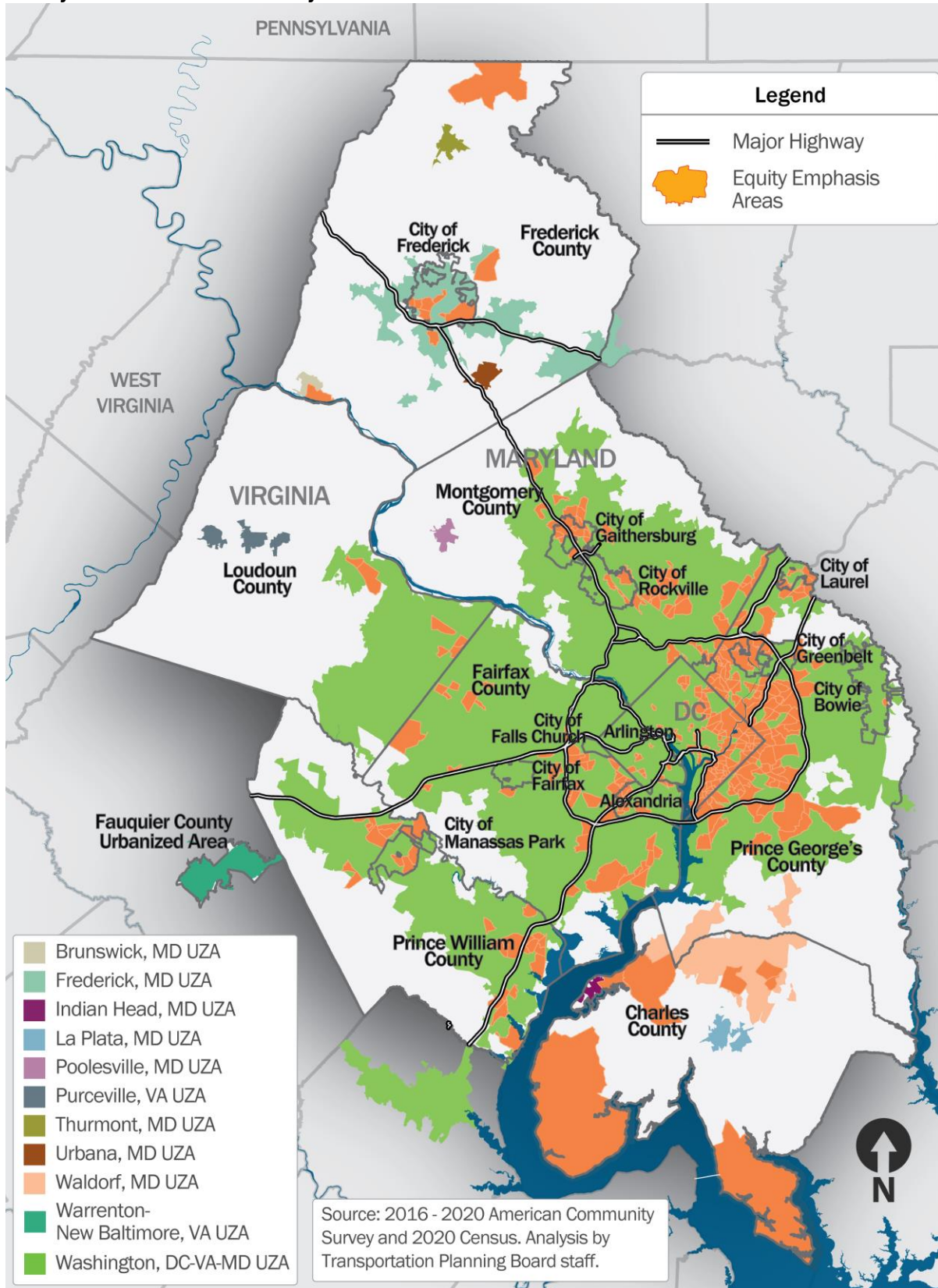


Figure 6: Equity Emphasis Areas and the U.S. Census 2020 Washington DC-MD-VA Urbanized Area for federally allocated FY 2024 and beyond



Geographic Eligibility: The Washington DC-MD-VA Urbanized Area

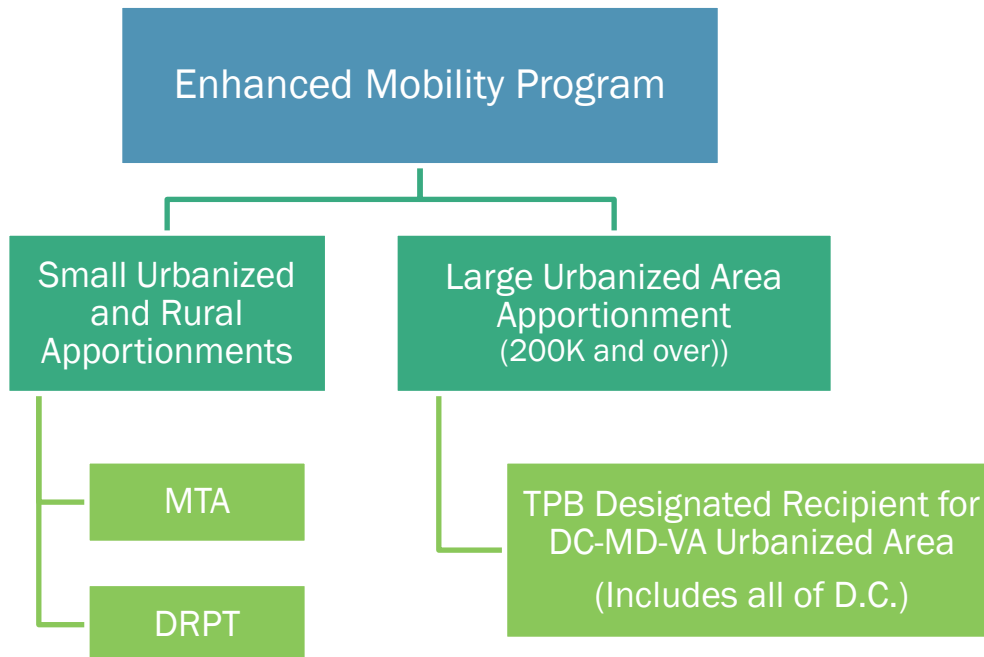
To be eligible for the 5310 Enhanced Mobility program funds administered by COG/TPB, federal rules require that a **project or service must benefit populations residing in the Washington DC-MD-VA Urbanized Area** as defined by the 2010 Census through FY 2023 and 2020 Census starting in FY 2024, shown in Figure 2 and Figure 3. The TPB planning area, also shown in Figure 2 and Figure 3, encompasses most of the Washington DC-MD-VA Urbanized Area, but not all of it, and there are areas within the TPB planning area that are not in the Washington DC-MD-VA Urbanized Area.

An interactive web-based map was created to assist potential applicants in determining if their proposed project is in the Washington DC-MD-VA Urbanized Area; this interactive online map shows both the boundary for the DC-MD-VA Urbanized Area and zip codes in the region. Interested applicants can pan and zoom throughout the region to ensure their proposed project falls within the required area. The map can be found here:

www.mwcog.org/tpbcoordination-geography.

For project proposals that serve populations living outside the Washington DC-MD-VA Urbanized Area, agencies can apply for the 5310 Enhanced Mobility Funds apportioned to Maryland Transit Administration (MTA) and Virginia Department of Rail and Public Transportation (DRPT) for Small Urbanized and Rural Areas.

Figure 5: Flow of Funds for the Enhanced Mobility Program



APPENDIX A: MEMBERS OF THE TPB ACCESS FOR ALL ADVISORY COMMITTEE

First	Last	Organization	City	St
Cynthia	Alarico	Fairfax County Department of Neighborhood/Community Services	Fairfax	VA
Janine	Ashe	Federal Highway Administration	Washington	DC
Cesar	Baretto	DDOT ADA Coordinator	Washington	DC
Christiaan	Blake	WMATA	Washington	DC
Emily	Braley	NV Rides	Fairfax	VA
Shawn	Brennan	Montgomery County DHHS / Aging & Disability	Rockville	MD
Stephen	Brumbaugh	USDOT	Washington	DC
Rosa	Carrillo	DC Office of Human Rights	Washington	DC
Kinta	Carter	Every Citizen Has Opportunities (ECHO)	Leesburg	VA
Cecelia	Castillo-Ayometzi	WMATA Offices of Fair Practices & Diversity	Washington	DC
Daria	Cervantes	The Arc of Montgomery County	Rockville	MD
George	Clark	Tri-County Council for Southern Maryland		MD
William	Clements	Gaithersburg HELP	Gaithersburg	MD
Janet	Cornick	MDOT Office of Civil Rights	Washington	DC
Sydney	Daigle	Institute for Public Health Innovation	Washington	DC
Faye	Dastgheib	DC Department of For Hire Vehicles	Washington	DC
Anthony	DeLorenzo	DC Dept. of General Services	Washington	DC
Bong	Delrosario	Maryland Department of Disabilities	Baltimore	MD
Paul	Donahue	Every Citizen Has Opportunities (ECHO)		VA
Heather	Edelman	Deputy Chief of Staff to Councilmember Christina Henderson		
Ariel	Emata	Liberty Transportation Corporation	Washington	DC
Richard	Ezike	The Urban Institute/CHPlanning, Ltd		VA
Steve	Faison	New Horizons - Director of Transportation	Upper Marlboro	MD
Deborah	Fisher	Represents people with disabilities	Hillandale	MD
Heather	Foote	Representing older adults	Washington	DC
Sara	Fought	Jewish Council for the Aging	Rockville	MD
Tom	Furlong	Diamond Transportation Services, Inc.	Springfield	VA
Mahtot	Gebresselassie	Virginia Tech PhD Student	Blacksburg	VA
Francie	Gilman	Individual		MD

First	Last	Organization	City	St
Eli	Glazier	Montgomery County Planning Dept.		MD
Spencer	Gopaul	Individual/Commission on African-American Affairs		
Christopher	Grayton	Yellow Cab Company of DC. Inc.	Washington	DC
Julia	Groenfeldt	Institute for Public Health Innovation		DC
Clemon	Hammie	Virginia Department of Transportation Civil Rights Specialist	Richmond	VA
John	Hartline	Tri-County Council for Southern Maryland	Hughesville	MD
Christina	Henderson	Council of the District of Columbia	Washington	DC
Hannah	Henn	Montgomery County DOT		MD
MaryJo	Hensler	Fairfax County Department of Neighborhood/Community Services		
Yolanda	Hipski	Tri-County Council for Southern Maryland		MD
Roger	Hoskin	Represents older adults		VA
Nancy	Huggins	Maryland Transit Administration – 5310 Program		MD
Sandra	Jackson	Federal Highway Administration	Washington	DC
Louis	Jones	Maryland Department of Transportation		MD
Maital	Kaminer	So Others Might Eat (S.O.M.E.)		
George	Kandathil	Tri-County Council for Southern Maryland		MD
Jerry	Kasunic	Department of For-Hire Vehicles		DC
Andrea	Lasker	Prince George's County DPWT – The Bus	Upper Marlboro	MD
Tomeka	Lee	Capitol Hill Village	Washington	DC
Marci	LeFevre	City of Hyattsville	Hyattsville	MD
Peter	Leisen	The Arc of Northern Virginia	Falls Church	VA
James	Lewis	City of Alexandria Traffic & Parking Board and Transportation Commission	Alexandria	VA
Valesca	Maldonado	Fairfax County Department of Neighborhood/Community Services	Fairfax	VA
Robert	Malone	The Arc of Prince George's County	Largo	MD
Leslie	Martin	Virginia Department of Transportation – Northern Virginia District	Fairfax	VA
Nechama	Maslansky	So Others Might Eat (S.O.M.E.)	Washington	DC
Susie	McFadden-Resper	DC Office of Disability Rights	Washington	DC
Sarah	McGowan	Dulles Areas Transportation Association		VA
Angela	Miller	Direct Action (for People with Disabilities)	Washington	DC
Glenn	Millis	WMATA - Office of ADA Policy & Planning	Washington	DC
Heidi	Mitter	VDOT – Northern Virginia District		VA
Sherri	Mohebbi	IT Curves		MD

First	Last	Organization	City	St
Zanelle	Nichols	ECHO		VA
Sam	Oji	Montgomery County DOT	Rockville	MD
Bill	Orleans	Member of the public		MD
Era	Pandya	Montgomery County Public Schools (works with children in low-income families)	Montgomery County	MD
Erica	Paris	DC Office of Disability Rights	Washington	DC
Doug	Pickford	Dulles Areas Transportation Association		VA
Maxine	Powell	Maryland Department of Transportation		MD
Karen	Randolph	District Department of Transportation – Title VI/Language Acces	Washington	DC
Mark	Rawlings	District Department of Transportation	Washington	DC
Doris	Ray	ENDependence Center of Northern Virginia	Arlington	VA
Brenda	Richardson	Women Like Us	Washington	DC
Lorena	Rios	Hispanic Chamber of Commerce of Northern Virginia	Reston	VA
Amir	Shaphar	Virginia Department of Transportation – Northern District	Fairfax	VA
Neil	Sherman	Virginia Dept. of Rail & Public Transportation (DRPT)	Richmond	VA
Shiva	Shrestha	Maryland State Highway Administration	Baltimore	MD
Kelley	Simoneaux	Representing Fairfax, Virginia	Fairfax	VA
Karen	Smith	The Arc of Greater Prince William	Woodbridge	VA
Zachary	Smith	DDOT Equity and Accessibility Program Analyst	Washington	DC
Kari	Snyder	Maryland Department of Transportation	Hanover	MD
Roy	Spooner	Yellow Paratransit. Inc.	Washington	DC
Rev. Gloria	Swieringa	Prince George's County Commission for Individuals with Disabilities	Ft. Washington	MD
Cristina	Vandroff	Tri-County Council for Southern Maryland		MD
Brittany	Voll	Virginia Dept. Of Rail & Public Transportation (DRPT)	Richmond	VA
Ashley	Ware	The Arc of Prince George's County		
Andrew	Wexler	Arlington County Department of Environmental Services	Arlington	VA
Angela	White	Greater DC-Maryland National MS Society	Washington	DC

APPENDIX B: INVENTORY OF SPECIALIZED SERVICES

(In the accessible version of the draft Coordinated Plan document, the inventory can be found in a separate Excel file)

Region-Wide Providers

Name	Service Area	Eligibility	WAV*	Fee Structure	Source of Funds	Website
Hospital for Sick Children Transportation Services	District, Maryland, and Virginia	HSCSN outpatients and HSCPC inpatients, outpatients through authorization only	Y	Fee schedule for outpatients, approved by DC Medicaid schedule, inpatients free	Self-supporting, donations, gifts, some Federal funding	https://international.childrensnational.org/
National Children's Center Transportation Services	Entire Metropolitan Washington Region	Children and adults with developmental disabilities in DC and Maryland who are served by NCC	Y	Not Applicable	Federal, State, Local	https://hschealth.org/
Friend's House Retirement Community	DC Metropolitan area and Baltimore for specific events	Older adults aged 62 and up who reside at Friend's House	N	Donations or self-pay depending on event	Medicare, Medicaid, Fees	http://www.friendshouse.com/
Jewish Council for the Aging of Greater Washington, ElderBus Services	Metropolitan Washington	No documentation required – Older adults 55 years and up, persons with disabilities	Y	Call	The Jewish Federation, JCA's fund raising, United Way, Combined Federal Campaign	http://www.accessjca.org/
Jewish Council for the Aging of Greater Washington, Connect-A-Ride		Older adults 50 years and up, persons with disabilities	Y	No fees	The Jewish Federation, JCA's fund raising, United Way, Combined Federal Campaign	http://www.accessjca.org/

***Wheelchair Accessible Vehicle**

Jewish Council for the Aging of Greater Washington, Escorted Transportation		<p>Customers must complete an intake form, provide proof of income, and have a doctor or social worker complete a disability form – The Escorted Transportation Program assists customers who need door through door assistance; are not capable of driving themselves or of using public transportation due to physical or cognitive issues; have a household income of less than \$40,000 per year. Call 240-395-0915 for details</p>	<p>Y</p>	<p>Customers contribute based on household income level. Montgomery County Department of Health and Human Services pays the remainder of the cost.</p>	<p>The Jewish Federation, JCA's fund raising, United Way, Combined Federal Campaign</p>	<p>http://www.accessjca.org/</p>
Virginia Department of Medical Assistance Services, Virginia Non-Emergency Medicaid Transportation Brokerage	<p>All of Virginia, and medical providers in DC and MD</p>	<p>Trip reservations must be requested at least 5 days in advance unless trip is "urgent" (for example, child woke up sick) and doctor must be seen sooner – Medicaid ID number – Virginia Medicaid members</p>	<p>Y</p>	<p>No fees</p>	<p>State and Federal</p>	<p>https://www.dmas.virginia.gov/providers/transportation/non-emergency-transport/</p>
Washington Metropolitan Area Transit Authority (WMATA), MetroAccess		<p>Must reserve transportation between one and seven days in advance of the desired travel date – A completed MetroAccess application certified by a health care professional. – To be eligible for MetroAccess service, you must: have a disability as defined by the ADA AND be unable, as a result of your disability, to utilize fixed-route transportation such as Metrobus and</p>	<p>Y</p>	<p>MetroAccess fares are two times the fastest comparable fixed-route fare, with a maximum fare of \$6.50. Exact fare is required.</p>	<p>Per the WMATA compact, the payment of all costs shall be borne by the persons using or benefiting from the Authority's facilities and services and any remaining costs shall be equitably</p>	<p>https://www.wmata.com/service/accessibility/</p>

		Metrorail; OR need to use a ramp or wheelchair lift to board or exit a public transit vehicle, but an accessible public transit vehicle is not being used at the time, date, and on the route you would travel. (All Metro buses are wheelchair accessible.) OR be unable to travel to or from a bus stop or rail station due to a disability.			shared among the federal, District of Columbia and participating local governments in the Zone	
Amyotrophic Lateral Sclerosis Association DC/MD/VA Chapter Transportation Services	All of Washington DC, Maryland, and Virginia	Forms available for download at http://webdc.alsa.org/site/PageServer?pagename=DC_transportation . – Resident of service area of DC, MD, or VA with ALS or PLS and registered with the Chapter – To be eligible, a person must have a diagnosis of ALS; reside in the Chapter's service area of DC, Maryland or Virginia; and have no other available transportation. Individuals with ALS must be able to exit their home or building without the assistance of the driver, either on foot or with a wheelchair ramp. We highly recommend the individual be accompanied by a caregiver in some cases the transportation company may require an attendant for the individual served. The van drivers are solely there to drive the van and cannot assist with getting the individuals into or out of the home and they cannot accompany the patient into the appointment	Y	No fees	Public donations, foundation grants, United Way, CFC, CHC of Maryland and Virginia	http://www.alsa.info.org

Transport-U Transportation Services	Entire Metropolitan Washington Region	Montgomery County Medicaid pre-approval for Medicaid Transports. – Adults, must be able to be safely transported in a wheelchair van. Cognitively and physically challenged adults must be accompanied by an escort. Montgomery county seniors who are pre-qualified for transportation benefit under the Montgomery County Medicaid program and clients with resources to pay privately for transportation.	Y	Self-pay, Medicaid, or Evercare Insurance		http://www.transportu.com/
National Multiple Sclerosis Society, National Capital Chapter, Transportation program	Entire Metropolitan DC region including Fauquier and Loudoun Counties in VA, Calvert, Charles, and St. Mary's counties in MD	MS diagnosis confirmation, completion of the MS Society financial assistance application. – Individuals diagnosed with Multiple Sclerosis	Y	Free	Grants, Private Donations	https://www.nationalmssociety.org/Chapters/MDM
Jewish Community Center of Northern Virginia, NV Rides	Throughout Northern Virginia	No documentation required, application process varies by program – non-driving older adults aged 50 years and up residing in Northern Virginia – Non-driving older adults aged 50 years and up residing in Northern Virginia	N	Free or low cost	Fairfax County, Community Foundation for Northern Virginia	www.nvrides.org
Sunrise Community of Maryland, Inc., Day Habilitation Program	Montgomery County and Prince George's County in Maryland	Individual must be determined eligible by and receive funding from the Maryland Developmental Disabilities Association.	Y	Determined by DDA.	Maryland Medicaid Waiver	https://health.maryland.gov/dda/Pages/sunrisegroup.aspx

CHI Centers, Inc.	Montgomery County and Prince George's County in Maryland	Transportation services are provided to certain adults with disabilities who are clients of the agency's Residential and Day programs.	Y	No fees	Primarily DDA, Enhanced Mobility; also, Private Donations	http://chiservices.org/
KKARRE, LLC, To Go Shuttle	All of Washington, DC and most of Silver Spring, Kensington, Takoma Park, Chevy Chase, Bethesda, and Rockville Metropolitan Washington	No documents required – Youth from 16-18, seniors 55-85, anyone who needs to use a wheelchair	Y	Flat rate	SOME COUNTY, DEPARTMENT OF COMMUNITY SERVICES	http://www.togoshuttle.com
New Horizons Supported Services, Inc., Personal Supports	Upper Marlboro and Prince Georges County		N	Free		https://www.nhssi.org/
Rappahannock-Rapidan Regional Commission, Academy Bus	Commuter bus route in Virginia that runs from Culpeper to Fauquier to multiple stops in Washington DC		Y	A single round trip pass is \$23, or riders can purchase a 20-punch pass (each way is one punch) for \$200 or a calendar 30-day (month) pass for \$300.		https://www.rrcommute.org/commuter-transportation
Abilities-Ride Program, WMATA Regency Taxi and Silver Cab	Maryland	Take up to 4 rides per day. Reservations are not needed, but they are strongly encouraged. Trips must begin or end in Maryland. One Personal Care Assistant (PCA) can travel with the customer at no added cost -- Must have current	Y	Customer pays the first \$5, Metro pays the next \$15, and customer pays any amount over a \$20 fare.	WMATA budget	https://www.wmata.com/service/accessibility/metro-access/Abilities-Ride.cfm

		MetroAccess certification – If you choose to join the Abilities-Ride program, you will continue to call MetroAccess to make trip reservations. MetroAccess will decide whether your trip will be moved to one of the Abilities-Ride providers or remain with MetroAccess. If the trip is moved, you will receive a text message and / or phone call from the Abilities-Ride provider. If the trip remains on MetroAccess, you will receive the normal MetroAccess reminder call				
Fauquier County famsRIDE and Call Center	Culpeper, Orange, Fauquier, Madison, and Rappahannock Counties		Y	No fees		https://www.fams.org/
Simon Transportation LLC (Non-Emergency Transportation)	All of Washington, DC; all of Montgomery County, and all of Prince Georges County	Picture ID	Y	Cash or Checks		www.simontransportationmd.com

Alexandria Providers						
Name	Service Area	Eligibility	WAV	Fee Structure	Source of Funds	Website
Alexandria City Community Services Board, Transportation Services	City of Alexandria and surrounding area as needed to serve agency clients		Y	None	City of Alexandria, State of VA, Federal Block Grants, other smaller grants, fees	https://www.alexandriava.gov/CSB
Alexandria Department of Transportation and Environmental Services/Transit Services, Alexandria DOT Paratransit	DOT provides service throughout the City of Alexandria, City of Falls Church, Arlington County, Fairfax County and Fairfax City		Y	\$3.00 per trip for inside the City of Alexandria and up to 5 miles outside the city, and \$5.00 per trip for all 5 mile and over, outside the city trips	City of Alexandria	https://www.alexandriava.gov/tes/info/default.aspx?id=6538

***Wheelchair Accessible Vehicle**

Arlington Providers

Name	Service Area	Eligibility	WAV	Fee Structure	Source of Funds	Website
Arlington County Intellectual and Developmental Disability Services transportation	Northern Virginia and DC	This service is available only to individuals that have been determined to be eligible to receive services from DDS. These services are intended for the eligible individuals who are unable to safely access regular public transportation or paratransit transportation services.	Y			https://aging-disability.arlingtonva.us/programs/dev-disability/
Arlington County Agency on Aging, STAR Senior Loops	Arlington County. Residents aged 60 and above - The Carlin, Claridge House, Culpepper Garden and Woodland Hill, Hunter's Park in Arlington County and other Arlington County residents age 60 and over who can get to these locations. The three areas of service are: (1) within 1 mile of Columbia Pike, (2) within a 2-mile radius of the Lee-Harrison Shopping Center, and	Building Loop: Live in one of the senior apartment buildings or ability to walk to it, Community Loop: Live in one of the target neighborhoods – Registration form that is available from the Residence Management or the STAR office – Residents age 60 and above of The Carlin, Claridge House, Culpepper Garden and Woodland Hill, Hunter's Park in Arlington County and other Arlington County residents age 60 and over who can get to these locations. The three areas of service are: (1) within a mile of Columbia Pike, (2) within a two-mile radius of the Lee-Harrison Shopping Center, and (3) the Crystal City / Pentagon City area	Y	No fees	The Senior Loops are funded with federal Older Americans Act funds, Virginia and Arlington funds. Additional funding comes from the Commonwealth of Virginia General Fund and the Arlington County General Fund. The programs are overseen by the Arlington Agency on Aging.	https://aging-disability.arlingtonva.us/resources/transportation/

***Wheelchair Accessible Vehicle**

	(3) the Crystal City / Pentagon City area.					
Arlington County Agency on Aging, STAR Assisted Transportation Service (STAR Assist)	Arlington, Northern Virginia inside the Beltway and Washington, DC	Physical assistance or supervision required to use STAR services – No need to physically go to the agency, if the resident can get to the agency on their own, they are unlikely to need STAR Assist – STAR users aged 60 and up who are going to health care appointments or to visit family and nursing homes or who are assisted living residents and need help getting to and from the STAR vehicles. Regular STAR service is only curb-to-curb	Y	Zone 1: \$3.50 / Zone 2: \$5 / Zone 3: \$9	The Senior Loops are funded with federal Older Americans Act funds, Virginia, and Arlington funds. Additional funding comes from the Commonwealth of Virginia General Fund and the Arlington County General Fund. The programs are overseen by the Arlington Agency on Aging.	https://aging-disability.arlingtonva.us/resources/transportation/
Arlington County Agency on Aging, STAR Interim Eligibility	Arlington, Northern Virginia inside the Beltway and Washington, DC	Copy of the application that has been submitted to MetroAccess – Arlington residents aged 60 and up who have submitted a MetroAccess application and need to go to health care appointments. If staff in the Arlington County Aging and Disability Services Division, Customer Service Center, are confident that MetroAccess eligibility will be granted, the applicant is certified for STAR Interim eligibility	Y	Zone 1: \$3.00 for trips inside Arlington, Zone 2: \$4.00 for trips to DC, Alexandria, Falls Church, or Fairfax County inside the Beltway as well as 2 health care centers near the beltway in Fairfax County: Inova Fairfax	The Senior Loops are funded with federal Older Americans Act funds, Virginia, and Arlington funds. Additional funding comes from the Commonwealth of Virginia General Fund and the Arlington County General Fund. The programs are	https://aging-disability.arlingtonva.us/resources/transportation/

				Hospital/Woodburn Mental Health at 3300 Gallows Road and Alzheimer's Family Day Center, 2812 Old Lee Highway	overseen by the Arlington Agency on Aging.	
Arlington County Agency on Aging, STAR Temporary Eligibility	Arlington, Northern Virginia inside the Beltway and Washington, DC	A physician's note indicating the reason for and expected duration of the disability is required – Arlington residents who have a temporary inability to drive or use public transit because of health care issues. STAR will be available for health care appointments such as chemotherapy and visits to doctors' offices following surgery. The expectation is that after 3 months a temporary STAR user will have recovered and return to customary travel arrangements or be able to apply for permanent MetroAccess eligibility	Y	Same as STAR Zones 1 and 2. Zone 1: \$3.00 for trips inside Arlington, Zone 2: \$4.00 for trips to DC, Alexandria, Falls Church, or Fairfax County inside the Beltway as well as two health care centers just outside the beltway in Fairfax County: Inova Fairfax Hospital/Woodburn Mental Health at 3300 Gallows Road and Alzheimer's Family Day Center, 2812 Old Lee Highway	The Senior Loops are funded with federal Older Americans Act funds, Virginia, and Arlington funds. Additional funding comes from the Commonwealth of Virginia General Fund and the Arlington County General Fund. The programs are overseen by the Arlington Agency on Aging.	https://aging-disability.arlingtonva.us/resources/transportation/

<p>Arlington County Agency on Aging, STAR Temporary Eligibility</p>	<p>Arlington, Northern Virginia inside the Beltway and Washington, DC</p>	<p>A physician's note indicating the reason for and expected duration of the disability is required – Arlington residents who have a temporary inability to drive or use public transit because of health care issues. STAR will be available for health care appointments such as chemotherapy and visits to doctors' offices following surgery. The expectation is that after 3 months a temporary STAR user will have recovered and return to customary travel arrangements or be able to apply for permanent MetroAccess eligibility</p>	<p>Y</p>	<p>Same as STAR Zones 1 and 2. Zone 1: \$3.00 for trips inside Arlington, Zone 2: \$4.00 for trips to DC, Alexandria, Falls Church, or Fairfax County inside the Beltway as well as two health care centers just outside the beltway in Fairfax County: Inova Fairfax Hospital/Woodburn Mental Health at 3300 Gallows Road and Alzheimer's Family Day Center, 2812 Old Lee Highway</p>	<p>The Senior Loops are funded with federal Older Americans Act funds, Virginia, and Arlington funds. Additional funding comes from the Commonwealth of Virginia General Fund and the Arlington County General Fund. The programs are overseen by the Arlington Agency on Aging.</p>	<p>https://aging-disability.arlingtonva.us/resources/transportation/</p>
<p>Arlington County Agency on Aging, Super Senior Taxi</p>	<p>Arlington County and beyond, trips must begin or end in Arlington County</p>	<p>All trips must begin or end in Arlington. The only taxi provider currently accepting Super Senior Taxi coupons is Red Top Cab. No need to physically go to the agency. -- Arlington residents aged 70 and over</p>	<p>Y</p>	<p>Fares are the same as any taxi, participants may buy \$20 books of taxi coupons for \$10, may purchase up to</p>	<p>The Senior Loops are funded with federal Older Americans Act funds, Virginia, and Arlington funds. Additional funding comes from the</p>	<p>https://aging-disability.arlingtonva.us/resources/transportation/</p>

				20 books per year	Commonwealth of Virginia General Fund and the Arlington County General Fund. The programs are overseen by the Arlington Agency on Aging.	
Arlington County Senior Adult Program, Senior Center Adult Transportation Program (SCAT)	Arlington County, Virginia	Call 703-892-8747 one week to one day in advance – Arlington Residents aged 55 and over	Y	\$20 annual registration fee plus \$2.50 each way	Arlington County General Fund	https://parks.arlingtonva.us/programs/adults-55/55-membership/
Arlington County of Environmental Services, Division of Transportation, Specialized Transit for Arlington Residents (STAR)	Metropolitan Washington	Arlington residents who are awaiting MetroAccess Eligibility should refer to Temporary STAR. Those who require door-to-door or hand-to-hand service should refer to STAR Assist. Arlington residents 70 years of age or older who desire same-day service should refer to Super Senior Taxi. No need to physically go to the agency. -- Individuals certified eligible for MetroAccess and living in Arlington County	Y	July 1, 2014: Zone 1 (each ride within Arlington County): \$3.50; Zone 2 (DC and Northern Virginia inside I-495, the Fairfax Hospital/Woodburn complex & Old Lee Hwy site of Alzheimer's Family Day Ctr): \$5; Zone 3 (Maryland and Fairfax County outside I-495): \$9	Arlington County General Fund	https://departments.arlingtonva.us/des/

Charles County Providers

Name	Service Area	Eligibility	WAV	Fee Structure	Source of Funds	Website
Charles County Nursing and Rehabilitation Center, Transportation Services	Charles County	Participant in or resident of the Center's services or facilities	Y	No fee	Medicare, Medicaid, private pay	http://www.sagepointcare.org/
Charles County Department of Planning and Growth Management, VanGO Specialized Services	All of Charles County	Must be ADA paratransit eligible. Will accept other transit agency certification of ADA paratransit eligibility for 30 days – Must complete application and be approved – General public for fixed route, older adults 60 years and up or disabled for specialized transportation service	Y	\$1.00 each way or \$2.00 all-day pass, half fare for senior and disabled. Reduced fare ranging from \$0.50 - \$1.50, depending on approval.	County General Funds, Maryland Transit Administration, Federal Transit Administration	https://www.charlescountymd.gov/services/transportation/vango-public-transportation/vango-specialized-services

Washington, DC Providers

Name	Service Area	Eligibility	WAV	Fee Structure	Source of Funds	Website
Seabury Resources for Aging (SRA), Seabury Connector	All District of Columbia within the Beltway	Proof of residency, proof of age, proof of address – District of Columbia residents 60 years and up	Y	There is no charge for the Seabury Connector and tipping is not permitted. Voluntary contributions are encouraged and may be mailed to: Seabury Connector, 6031 Kansas Avenue, NW, Washington, DC 20011.	DCOA Grant	http://www.seaburyresources.org
DC Center for Independent Living, Transportation Services	All trips originating in Washington, DC	Picture ID, documentation of disabilities – Persons with significant disabilities	Y	No fee, donations accepted	Health & Human Services, Administration for Community Living	http://www.dccil.org/
St. John's Community Services Transportation Services	Washington, DC	Agency clients in DC	Y		Medicaid	http://www.sjcs.org/

East River Family Strengthening Collaborative Project KEEN - Lead Agency for Ward 7, KEEN Transportation Services	Ward 7, Washington, DC	Individuals 60 years of age or older and residents of the District of Columbia, Ward 7	N	No fee, donations accepted	DC Office of Aging, participants	https://erfsc.org/senior-services-programs/
Hattie Holmes Senior Wellness Center Transportation Services	Washington, DC, mostly in Ward 4	Older adults 60 and up who live in DC and use the Wellness Center	N	No fee, donations accepted		https://dcoa.dc.gov/service/senior-wellness-centers
Model Cities Senior Wellness Center Transportation Services	Washington DC	DC residents 60 years and up	N	No fee, donations accepted		https://dacl.dc.gov/service/senior-wellness-centers-0
South Washington/West of the River Family Strengthening Collaborative - Lead Agency for Ward 6, Senior Transportation Services	Neighborhoods of Capitol Hill, Lincoln Park, and the SW Waterfront in Washington, DC	Individuals 60 years of age or older and residents of the District of Columbia, Ward 6	Y	No fee, donations accepted	DC Office of Aging, participants	http://swwrfsc.org/home.html
VIDA Senior Center, Transportation Services	Neighborhoods around VIDA Senior Center in NW Washington, DC	Older adults aged 60 and up who use VIDA center	N	No fee, donations accepted		http://www.vidaseniorcenters.org/

Medical Transportation Management Inc, Medicaid Non-Emergency Transportation	Washington, DC	Medicaid-eligible beneficiaries	Y	Not applicable	District of Columbia Department of Health Care Finance (DHCF)	http://www.mtm-inc.net
Transport D	Washington, DC zip codes	MetroAccess customers only. Unrestricted rides for the first 15 days of the month; only medical and employment trips for the rest of the month.	Y	\$7 each one-way ride: Each one-way trip is \$7.00, which can be paid by cash, credit card, or debit card	DC Department of For-Hire Vehicles	https://dfhv.dc.gov/service/transport-dc
Woodley House, Woodley House	Washington, DC zip codes	Agency clients only. Serves clients living with chronic mental illness.	Y	No fees for current clients.	Enhanced Mobility, DC Department of Behavioral Health	http://woodleyhouse.org

Falls Church Providers

Name	Service Area	Eligibility	WAV	Fee Structure	Source of Funds	Website
<p>City of Falls Church Housing and Human Services Unit, City of Falls Church Fare Wheels</p>	<p>City of Falls Church</p>	<p>Documentation to verify residence, age, disability, and income must accompany the application – Acceptable income documentation may include current federal income tax return or Social Security award letter if you are not required to file taxes. Acceptable disability documentation may include Social Security or Veteran's award letter. City of Falls Church residents, 62 years of age, or permanently and totally disabled, gross annual income not exceeding \$37,000.</p>	<p>Y</p>	<p>Monthly co-pay \$10.00</p>		<p>http://www.fallschurchva.gov/700/Transportation-Assistance</p>

Fauquier County Providers

Name	Service Area	Eligibility	WAV	Fee Structure	Source of Funds	Website
Fauquier County famsRIDE and Call Center	Culpeper, Orange, Fauquier, Madison, and Rappahannock Counties		Y	No fees		https://www.fams.org/
Rappahannock-Rapidan Regional Commission, Academy Bus	Commuter bus route in Virginia that runs from Culpeper to Fauquier to multiple stops in Washington DC		Y	A single round trip pass is \$23, or riders can purchase a 20-punch pass (each way is one punch) for \$200 or a calendar 30-day (month) pass for \$300.		https://www.rrcommute.org/commuter-transportation

Frederick County Providers

Name	Service Area	Eligibility	WAV	Fee Structure	Source of Funds	Website
Family Partnership Transportation Services	A 10-mile radius of the Family Partnership location	Participants in Family Partnership services, residing within a 10-mile radius of the location	N		Frederick County Government Funding and several grant funding sources	https://frederickcountymd.gov/55/Family-Partnership
Frederick Community Action Agency Transportation Service	Local in Frederick, Maryland	No documentation required – Clients who are lower-income and enrolled with the FCAA	Y	No fees	Broad range of federal, state, local and private funding	http://www.cit.yoffrederick.com/fcaa
Frederick County Department of Aging Transportation Services	Limited transportation available from senior centers which are in Frederick, Thurmont, Brunswick, Emmitsburg and Urbana	No documentation required – Older adults 60 years and up who want to participate in the senior center lunch program and live within a 3-mile radius of a senior center may make a transportation reservation. Other individuals may contact the local para-transit provider for transportation to the Frederick Senior Center or use public transportation if private means is unavailable	N	A contribution is requested for trips to the senior center. Special shopping or day trips/outings may have an associated fee depending on destination	Older Americans Act and other federal, state, and local funding, participant contributions.	http://www.frederickcountymd.gov/index.aspx?nid=54
YMCA Frederick County Head Start, Transportation Services	Frederick County	Frederick County residents – Children from 3 years to 5 years and their income-eligible families – Federal Poverty Guideline maximums	N	No fee for eligible families	Federal Government, State of Maryland	www.frederickymca.org
TransIT Services of Frederick County, TransIT	Frederick City, Walkersville, Brunswick, Jefferson,	None – General Public	Y	\$1.50 one-way cash fare, 0.75 one-way cash fare for reduced	Maryland Transit Administration State & Federal funds	http://www.FrederickCountyMD.gov/transit

	Emmitsburg, Thurmont			fair ID & seniors, \$4.00 one-day pass available only for mobile app.	(FTA) and County funds	
TransIT Services of Frederick County, TransIT- Plus	Frederick County, Maryland	Older adults 60 years and up and persons with disabilities - Frederick County residents	Y	\$2.00 cash fare for medical trips, \$3.00 for non- medical, or 10- trip tickets may be purchased in advance reducing the cost to \$1.50 medical and \$2.50 non- medical	Maryland Transit Administration State & Federal funds (FTA) and County funds	http://www.FrederickCountyMD.gov/transit

Daybreak Adult Day Services, Transportation Services	Frederick County, MD	No specific documents required for transportation, but must be participant in day program – Older adults aged 55 and up and younger adults on an individual basis, with age related medical and/or memory impairments – Subsidized program fees are income dependent	Y	Sliding scale, financial assistance available on sliding scale, medical assistance, private pay.	Private pay, Medical Assistance, Dept. of Social Services, V.A.	http://www.daybreakadultday.org/
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Fairfax County Providers

Name	Service Area	Eligibility	WAV	Fee Structure	Source of Funds	Website
Shepherd's Center of Oakton-Vienna, Shepherd's Center of Oakton-Vienna Transportation Services	Oakton and Vienna, Virginia	Older adults 50 and up, residing in Oakton and Vienna, Virginia	N	Free	Local congregations, community organizations and individual donors	http://www.scov.org/
Shepherd's Center of Northern Virginia, Annandale-Springfield, Shepherd's Center of Northern Virginia, Annandale-Springfield Transportation Services	Annandale and Springfield	None – Older adults 50 years and up, residing in Annandale and Springfield	N	None	Donations, fundraising	https://shepherdscenter-annandale.org/our-services/
Fairfax County Neighborhood and Community Services, Seniors-on-the-Go!	All the Washington DC Metropolitan area if beginning trip origin is in Fairfax County. May be used to travel to regional airports but will not be able to use from area	Older adults aged 65 and up who reside in Fairfax County or the City of Fairfax and have an annual income of \$40,000 or less as an individual or \$50,000 or less if registering as a married couple	Y	Discounted coupon booklets are \$20 for \$33 in taxicab fare. Allowed 16 \$33 coupon booklets in a 12-month period		http://www.fairfaxcounty.gov/fcdot/seniors.htm

	airports. When end destinations are outside of Fairfax County, must use the original cab operator to schedule return trip					
Fairfax County Neighborhood and Community Services, Fairfax County TaxiAccess	All the Washington DC Metropolitan area as long as beginning trip origin is in Fairfax County. May be used to take to regional airports but will not be able to use from area airports. When end destinations are outside of Fairfax County, must use the original cab operator to schedule return trip	Registered with MetroAccess – Copy of MetroAccess ID card – Resident of Fairfax County or the City of Fairfax with a disability and is registered with MetroAccess	Y	Discounted coupon booklets are \$10 for \$33 in taxicab fare, allowed 8 \$33 coupon booklets in a 12-month period		http://www.fairfaxcounty.gov/fcdot/taxiaccess.htm
Annandale Christian Community for Action, Annandale Christian Community for Action Transportation Services	Annandale, Culmore, Bailey's Crossroads and Lincolnia	No documentation required – Older adults residing in the Annandale Christian Community for Action service area and who are low-income	N	No fees	Church contributions, private contributions, foundation grants, and government grants	https://accacares.org/transportation-2/

City of Fairfax CUE Bus, Fairfax City - City Wheels Paratransit Service	Throughout City of Fairfax, George Mason University, Vienna Metro station and Fair Oaks Hospital	Physician certification – Physician certification of disability as defined by ADA	Y	\$3.20 per service. Senior citizens and persons with disabilities may obtain a CUE Bus identification card to receive the reduced bus fare of 85 cents.	Taxes	http://www.cuebus.org
Fairfax County Department of Community and Recreation Services, Human Services Transportation (Fastran)	For trips within Fairfax County.	Completed application and in some cases income verification. Call for details. – Fairfax County residents who are sponsored and certified by a county human services agency. Each program has its own eligibility requirements. Contact agency for specific details.	Y	Call for details.	Fairfax County Government	https://www.fairfaxcounty.gov/neighborhood-community-services/transportation
Shepherd's Center of Fairfax-Burke, Shepherd's Center of Fairfax-Burke	Fairfax and Burke, Virginia	Transportation to Medical Appointments Available Monday - Friday – 9:30 AM - 4:30 PM - We are unable to accommodate wheelchairs, participants must be able to get into and out of a vehicle independently – Can provide transportation services to older adults who live East of Fairfax County Parkway/286, West of Prosperity, Guinea, and Rolling Rd, South of Route 50, North of Old Keene Mill Road	N	Free		http://www.scfbva.org

Shepherd's Center of Fairfax-Burke, Shepherd's Center, South County	South County Area of Alexandria, Virginia	We are unable to accommodate wheelchairs, participants must be able to get into and out of a vehicle independently – Services are available to adults 50 years and older, residing in the south county area and Alexandria, VA	N	Free		http://www.scfbva.org
Shepherd's Center of Western Fairfax	Centreville, Chantilly, Clifton, VA	We serve clients that are older adults, 50+ years old who no longer drive or have access to a car. This branch only services clients living in the Clifton, Centreville, and Chantilly areas.	N	Free		http://www.scwfc.org
Fairfax County Government, Neighborhood and Community Services, Critical Medical Care Services	For trips within Fairfax County.	Must be a resident of Fairfax County. Transportation service under this program is not guaranteed but is provided on a space-available basis – Fees assessed on a sliding scale with no income cap	Y	Fees assessed on a sliding scale with no income cap.		https://www.fairfaxcounty.gov/neighborhood-community-services/transportation
Fairfax County Government, Neighborhood and Community Services, TOPS	For trips within Fairfax County, with some modes of transportation to surrounding jurisdictions.	Contact provider for details – Fairfax County resident	N	Contact provider for details.		https://www.fairfaxcounty.gov/neighborhood-community-services/transportation
Fairfax County Government, Neighborhood and Community Services, Mobility Management Services	Fairfax County and coordination with surrounding jurisdictions.	No income requirements – Fairfax County resident	N	No fees		https://www.fairfaxcounty.gov/neighborhood-community-services/transportation

Loudoun County Providers

Name	Service Area	Eligibility	WAV	Fee Structure	Source of Funds	Website
Loudoun County Area Agency on Aging, Senior Center and Adult Day Center transportation service	Loudoun County, Virginia	Older adults 55 years and up, residing in Loudoun County	Y	\$1 for each one-way trip for Senior Centers; \$2 each one-way trip for Adult Day Centers	County, state, and federal government	http://www.loudoun.gov/aaa
Virginia Regional Transportation Association, Virginia Regional Transit	Loudoun County and West Falls Church Metro Station to and from Ashburn	The ADA/Demand Response routes require 24-hour advance reservation – Certification from legally qualified health care professional required for reduced fee ADA service – General public, children under 12 years must travel with adult	Y	\$0.50 one way for most fixed routes, ADA/Demand Response from \$1 to \$3, West Falls Church Metro commuter route \$1.75	Federal, State, and Local	http://www.vatransit.org
Loudoun County Transit and Commuter Services, On-Demand Paratransit Bus Service	Loudoun County, Virginia	Persons with disabilities who cannot use public transit because of their disability can use the ADA paratransit services. To be eligible you must: Meet the disability guidelines of the Americans with Disabilities Act; be unable to access the service's fixed-route bus due to your disability; and be approved to use Metro Access or file an application or receive approval from ADA Ride to use Loudoun County Transit through ADA Ride and	Y		State and County	https://www.loudoun.gov/3303/Paratransit-Bus-Service

		be approved for paratransit service. If you have a short-term disability that prevents you from accessing local buses, you can get temporary approval for paratransit services – Loudoun County residents and ADA-certified people who are visiting from outside Loudoun County. For visitors, eligibility will be valid for up to 21 days in a rolling 12-month period				
Loudoun County Transit and Commuter Services, Complementary Paratransit Bus Service	Loudoun County, Virginia	Persons with disabilities who cannot use public transit because of their disability can use the ADA paratransit services. To be eligible you must: Meet the disability guidelines of the Americans with Disabilities Act; be unable to access the service's fixed-route bus due to your disability; and be approved to use Metro Access or file an application or receive approval from ADA Ride to use Loudoun County Transit through ADA Ride and be approved for paratransit service. If you have a short-term disability that prevents you from accessing local buses, you can get temporary approval for paratransit services – Loudoun County residents and ADA-certified people who are visiting from outside Loudoun County. For visitors, eligibility will be valid for up to 21 days in a rolling 12-month period	Y	\$2.00 for each one-way trip	State and County	https://www.loudoun.gov/3303/Paratransit-Bus-Service

Montgomery County Providers

Name	Service Area	Eligibility	WAV	Fee Structure	Source of Funds	Website
The Arc Montgomery County, The Arc Montgomery County	Montgomery County	Must be receiving support in The Arc programs. -- Passengers must receive support from The Arc Montgomery County's programs.	Y		Primarily DDA	http://thearcofmontgomerycounty.org/
Montgomery County Department of Transportation, Division of Transit Services, Call 'N Ride Program	Montgomery County and Medical Facilities in the entire Region	Participants are issued swipe card to pay for taxi service provided by taxi companies under contract with the County. Contact taxi companies directly for service. -- Proof of Montgomery County Residence, proof of age, proof of household income, passport photo and proof of disability (for applicants 18-66). -- Low-income seniors (67 years and older) and low-income individuals with disabilities (18 years and older) who reside in Montgomery County. Trip restrictions may apply.	Y	Fee Structure Sliding scale based on annual household income. Payment methods accepted: Call-n-Ride swipe card or combination of swipe card and other forms of payment. Income Requirements - Low income.	Government	http://www.montgomerycountymd.gov/DO T-Transit/seniors.html
Family Services, Inc. The Support Center, The Support Center Medical Adult Day Services with transportation	Montgomery County, Maryland only	Must be a participant of The Support Center residing within its service area -- Enrollment in The Support Center -- Participants of the Support Center and age 21 and up with a disability or older adults	Y	Individually determined by financial and physical qualifications	Maryland Medicaid, DC Medicaid, DDA, County Funding, and State Grant	http://www.thesupportcenter.net/

Easter Seals Serving DC MD VA, Easter Seals Transportation Program for Adult Day Services	Most of Montgomery County and parts of DC	Adults with disabilities and who are clients of the agency's Adult Day Center	Y	Cost for transportation included with other fees for service	Medicaid, Private Pay, Veterans Administration, Montgomery County Department of Aging	https://www.easterseals.com/DCMDVA/
Jewish Social Service Agency, Brenner Escorted Transportation	Primarily Montgomery County but also Washington DC, northern Virginia, and Baltimore (originating in Montgomery County).	Completed application and if requesting a subsidy proof of income and assets. Physician, Social Worker, or RN contact info required for all clients to determine the need for escorted transportation. – Frail seniors over 60 and disabled adults who are unable to take other means of transportation to necessary appointments.	Y	Passengers pay an hourly fee billed to them each month	Endowments, fees, private grants, and Montgomery County grants.	https://www.jsa.org/get-help/seniors/transportation/brenner-transportation-program/
Montgomery County Area Agency on Aging, Program Transportation Services	Within Montgomery County and depends on individual senior center location	Form with address required to determine if senior resides within bus route – Older adults 60 and up	Y	No fees, donations accepted	Montgomery County funding	https://www.montgomerycountymd.gov/senior/transportation.html
Montgomery County Area Agency on Aging, Senior Program Transportation Services	Within Montgomery County and depends on individual senior center location	Form with address required to determine if senior resides within bus route – Older adults 60 years and up	Y	No fees, donations accepted	Montgomery County funding	https://www.montgomerycountymd.gov/senior/transportation.html

Montgomery County Area Agency on Aging, Senior Program Transportation Services	Within Montgomery County and depends on individual senior center location	Form with address required to determine if senior resides within bus route – Older adults 60 and up	Y	No fees, donations accepted	Montgomery County funding	https://www.montgomerycountymd.gov/senior/transportation.html
Montgomery County Area Agency on Aging, Senior Program Transportation Services	Several Montgomery County senior centers	Form with address required to determine if senior resides within bus route	Y	No fees	Montgomery County funding	https://www.montgomerycountymd.gov/senior/transportation.html
Montgomery County Area Agency on Aging, Senior Program Transportation Services	Within Montgomery County and depends on individual senior center location	Form with address required to determine if senior resides within bus route – Older adults 60 and up	Y	No fees, donations accepted	Montgomery County funding	https://www.montgomerycountymd.gov/senior/transportation.html
Montgomery County Area Agency on Aging, Senior Program Transportation Services	Within Montgomery County and depends on individual senior center location	Form with address required to determine if senior resides within bus route – Older adults 60 and up	Y	No fees, donations accepted	Montgomery County funding	https://www.montgomerycountymd.gov/senior/transportation.html
Montgomery County Area Agency on Aging, Senior Program	Within Montgomery County and depends on individual senior center location	Form with address required to determine if senior resides within bus route – Older adults 60 and up	Y	No fees, donations accepted	Montgomery County funding	https://www.montgomerycountymd.gov/senior/transportation.html

Transportation Services						
Montgomery County Area Agency on Aging, Senior Program Transportation Services	Within Montgomery County and depends on individual senior center location	Form with address required to determine if senior resides within bus route – Older adults 60 and up	Y	No fees, donations accepted	Montgomery County funding	https://www.montgomerycountymd.gov/senior/transportation.html
Montgomery County Area Agency on Aging, Senior Program Transportation Services	Within Montgomery County and depends on individual senior center location	Form with address required to determine if senior resides within bus route – Older adults 60 and up	Y	No fees, donations accepted	Montgomery County funding	https://www.montgomerycountymd.gov/senior/transportation.html
Montgomery County Area Agency on Aging, Villages	Villages	Some residents of Montgomery County live in areas served by villages which provide volunteer rides. Connect-A-Ride can help callers determine whether they qualify. Call 301-738-3252 – Montgomery County residents	N	Sometimes villages charge membership fees.	Montgomery County funding	https://www.montgomerycountymd.gov/senior/transportation.html
Bethesda Help, Bethesda Help Transportation Services	An area of approximately 25 square miles bounded by the District of Columbia on the south; Falls Road, Montrose Rod, and Randolph Road on the north; Viers Mill Road, Georgia	Call one week before the date that transportation service is needed – – Persons in dire need of financial assistance, emergency food delivery, or transportation who reside in the Bethesda Help service area	N	No fees	Private Donations	http://www.bethesdahelp.org/

	Avenue, and 16th Street on the east; and the Potomac River on the west.					
Damascus Help, Damascus Help Transportation Services	Areas of upper Montgomery County, MD covered by zip codes 20871, 20872, 20882 north of Brink Road and 20876 from route 27 north of Brink Road; on a case-by-case basis we provide help to people who live just over the Montgomery County line in Frederick County, MD	Three-day notice before date of transportation need – Proof of residency – Adults, youth and children accompanied by a guardian.	N	No fee	Private Donations	http://www.damascushelp.org/
Gaithersburg HELP, Inc., Gaithersburg Help Transportation Services	Gaithersburg	We require at least 48 business hours (2 business days) notice to provide service to you and must be within our service area. However, to have the best chances of us finding you a driver, it is recommended to provide at least 2 weeks or more. For clients who are going to an appointment within 10 miles, we will provide a taxi if we cannot find a driver for you. Those who claim to not be able to go by taxi and rides over 10 miles and up to 20 miles would have to go by a volunteer driver or use a secondary (back-up) plan. If we	Y	Rides are no cost to you, but you are responsible for any parking fees where applicable. Please be prepared to pay cash or credit/debit card for any facilities that charge for parking and do not validate.	Grants, Private Donations	https://www.gaithersburghelp.org/get-help/transportation/

		are not able to find someone to take clients to appointments, then we would have to deny the request along with all rides over 20 miles. -- All elderly and/or disabled clients who live in Gaithersburg within our service area who call, if there is a need we will try to help				
Senior Connection, Senior Connection Transportation Services	Southern Montgomery County	Trip requests are for travel within Montgomery County only -- No document required, just information given on the phone -- To be eligible for this program, you must be a Montgomery County resident aged 60 or older -- Applications are required for service.	N	No fees	Local, Grants, Private Donations	http://www.seniorconnectionmc.org/
Western Upper Montgomery County Help, Western Upper Montgomery County Help Transportation Services	Poolesville, Beallsville, Barnesville, Dickerson and Boyds	If using wheelchair, must be able to transfer -- No documentation required -- Persons who reside in the Western Upper MC Help service area who do not have their own transportation or cannot use it on specific occasions -- Must live in Poolesville, Beallsville, Barnesville, Dickerson or Boyds	N	No fees	United Way of the National Capitol Area Grant and Payroll deduction donations; EAC Grant; Donations from various churches and individuals	http://www.wumcohelp.org

Montgomery County Department of Transportation, Division of Transit Services, Non-Emergency Medicaid Transportation (NEMT)	Entire Region (medical offices)	Transportation requires 24-hour advance notice – Completed Application form, doctor's certification of medical diagnosis, proof of residency – Maryland Medicaid recipient and Montgomery County resident who has a medically certified mental and/or physical disability that prevents applicant from utilizing available public transportation and has absolutely no other available means or access to public transportation to get to medically necessary appointments. Must be a Medicaid covered service and doctors must be a Medical Assistance participant	Y	No fees	Local	https://www.montgomerycountymd.gov/senior/transportation.html
Community Support Services, Inc., Community Support Services Inc.	Montgomery County	Must be receiving support in Community Support Services programs.	Y	No fees	Primarily DDA, Enhanced Mobility	https://www.css-md.org/

Prince George's County Providers

Name	Service Area	Eligibility	WAV	Fee Structure	Source of Funds	Website
The Arc of Prince George's County Transportation Services	All areas of Prince Georges County	Program participants	Y	No fees	Developmental Disabilities Administration	https://www.hearcofpgc.org/our-programs/adult/transportation/
City of Bowie Senior Center Transportation	City of Bowie	Proof of age, proof of residency, if disabled a copy of Social Security disability determination letter from a doctor documenting the disability – Older adults 55 and up or persons with disabilities, residing in the City of Bowie	Y	\$0.50 per ride		http://www.cityofbowie.org
City of Laurel, Department of Parks and Recreation, City of Laurel Transportation Services	City of Laurel city limits	Must ambulate independently or have companion – – Older adults 55 and up and adults 18 and up with disabilities, residing within the City of Laurel	Y		Some state, some county, city, and revenue producing programs	https://www.cityoflaurel.org/parks/senior-services
City of New Carrollton, City of New Carrollton Ride-A-Bus	Five-mile radius of City of New Carrollton	Call for details – Older adults or persons with disabilities residing in the City of New Carrollton	Y	Free	State of Maryland	https://www.newcarrolltonmd.gov/our_community/senior_transportation

<p>Prince Georges County Department of Public Works and Transportation, Prince George's County Call-A-Bus</p>		<p>You must be a resident of Prince Georges County resident. Please note: Priority given to older adults aged 60 and up and persons with disabilities - Service is not always available. In the event of a snow/ice or other natural emergency, service may not be available – Call for Details – Prince Georges County residents who are unable to use bus or rail services. Priority given to senior citizens and persons with disabilities and those going to medical appointments.</p>	<p>Y</p>	<p>Fares are based on one-way trips and are payable upon boarding, regular fare \$1.00. Person with Disabilities, Senior Citizens, and Escorts ride free of charge. Drivers cannot make change or handle fares.</p>	<p>County Funding, Capital, and Operating Grants</p>	<p>https://www.princegeorgescounty.md.gov/1138/Call-a-Bus</p>
<p>Prince Georges County Department of Public Works and Transportation, Prince George's County Call-A-Cab</p>		<p>If applying as a senior citizen, you may present a copy of your driver's license, Maryland issued identification card, Medicare Card, or Social Security Card. If applying as a person with a disability, you may present a copy of a MetroAccess ID card, Medicaid card, Social Security Disability Income statement or a doctor's note citing the specific disability. Please note, that the doctors note must be current, signed and dated on doctor's letterhead. – Prince Georges County residents sixty years of age or older and residents with a disability</p>	<p>N</p>	<p>Eligible persons may purchase a coupon book for \$10.00 which has \$20.00 worth of coupons to use as taxi fare</p>	<p>County Funding</p>	<p>https://www.princegeorgescounty.md.gov/1102/Call-a-Cab</p>

Prince Georges County Department of Public Works and Transportation, Prince Georges County Senior Transportation Services		A picture ID may be requested for proof of age, no other documentation required. – Prince Georges County residents sixty years of age or older and persons with disabilities	Y	No fees	County Funding, Capital, and Operating Grants	https://www.princegeorgescountymd.gov/1100/Senior-Transportation-Services
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Prince William County Providers

Name	Service Area	Eligibility	WAV	Fee Structure	Source of Funds	Website
The Arc of Greater Prince William/INSIGHT, The Arc of Greater Prince William/INSIGHT Transportation		Resident of service area and participating in agency services. You must be a low-income resident of Prince Williams County. – Individuals with developmental disabilities receiving services from The Arc	Y	Medicaid, sliding scale, small fee, free	Medicaid Waiver, County of Prince William, United Way of National Capital Area, donations, grants, fees, etc.	
Potomac and Rappahannock Transportation Commission, OmniLink Bus Service	Woodbridge, Lake Ridge, Dale City, Dumfries, Manassas, Gainesville, Washington, DC/Arlington employment centers, Tysons Corner	Service is open to everyone. However, to qualify for our Reduced Fare rates, a customer must be 60 years of age or older, be a Medicare card holder, or approved Reduced Fare application. Also, children aged 8 and under cannot ride unattended.	Y	\$7.70 one-way regular fare if cash. \$5.75 one-way fare if paying with a SmarTrip card. \$3.85 for Reduced fare 9:30am - 3:00pm and after 7:00pm	Federal, state, and funding from local jurisdictions	https://omniride.com/service/
Potomac and Rappahannock Transportation Commission, Metro Direct Bus Service	Woodbridge, Manassas, Gainesville, Franconia/Springfield Metro Station, West Falls Church Metro Station	None – Service is open to everyone. However, to qualify for our Reduced Fare rates, a customer must be 60 years of age or older, be a Medicare card holder, or approved Reduced Fare application. Also, children aged 8 and under cannot ride unattended.	Y	\$3.30 one-way regular fare if cash. \$2.65 one-way fare if paying with a SmarTrip card. \$1.65 for Reduced fare 9:30am - 3:00pm and after 7:00pm	Federal, state, and funding from local jurisdictions	https://omniride.com/service/

<p>Potomac and Rappahannock Transportation Commission, OmniRide Bus Service</p>	<p>Woodbridge, Lake Ridge, Dale City, Dumfries, Manassas, Gainesville, Washington, DC/Arlington employment centers, Tysons Corner</p>	<p>None – Service is open to everyone. However, to qualify for our Reduced Fare rates, a customer must be 60 years of age or older, be a Medicare card holder, or approved Reduced Fare application. Also, children aged 8 and under cannot ride unattended.</p>	<p>Y</p>	<p>\$7.00 one-way regular fare if paying in cash. \$5.50 one-way fare if paying with a SmarTrip card. \$3.50 for Reduced fare (during applicable hours of 9:30am - 3:00pm and after 7:00pm).</p>	<p>Federal, state, and funding from local jurisdictions</p>	<p>https://omniride.com/service/</p>
<p>Potomac and Rappahannock Transportation Commission, Wheels-to-Wellness</p>	<p>Prince William County</p>	<p>To qualify, applicants must be 80 years old or older; OR disabled as defined by the Americans with Disabilities Act; AND/OR Have income that is no greater than 1.9 times the federal poverty level and NOT BE eligible for Medicaid transportation services. In addition, the applicant must reside in Prince William County, Manassas City, or Manassas Park City, although trips do not have to begin or end in those areas. – Income must be not more than 1.9 times the federal poverty level and NOT BE eligible for Medicaid transportation services.</p>	<p>N</p>	<p>Participants are responsible for paying a \$3 co-pay for each one-way trip, as well as any remaining fare balance after the Wheels-to-Wellness payment.</p>	<p>Federal, state, and funding from local jurisdictions</p>	<p>https://omniride.com/service/</p>

Taxi Companies

Name	Service Area	Eligibility	WAV	Fee Structure	Source of Funds	Website
Yellow Cab Company, Yellow Cab of DC	Metropolitan Washington		Y	Current DC taxi rates		http://www.dcyellowcab.com/
Yellow Cab of Prince William County, Yellow Cab of Prince William County	Prince William County	To purchase, visit our office Monday through Thursday 8:30 am until 4:30 pm. and Friday 8:30 am until 3:30 pm. We must receive proof of age with every request. Please present a valid government issued ID as proof of age qualification – Must be a senior citizen aged 65 or older	Y	Fee structure is regulated by the County: \$3.00 for the first 0.1 of a mile, or fraction thereof for a single passenger; \$0.20 for each additional 0.1 of a mile, or fraction thereof; \$1.00 for each additional passenger, in excess of one, four(4) years of age and older; \$0.20 for each thirty-two seconds of waiting time (no charge for distance); \$2.00 Personal service charge (when driver must leave		https://www.yellowcabpw.com/

				the vicinity of the Taxi).		
Diamond Transportation Services, Diamond Transportation Services	Metropolitan Washington	Service is open to the public. Clients who need assistance and children must be accompanied by a personnel care attendant	Y	DTS rates are based on per trip cost according to the location of the pickup and the distance of the trip. There is a pickup and a mileage fee. DTS also provides hourly charter service in minibuses for small groups. These group trips are on an hourly basis. In order to receive pricing for an individual trip or a group charter, call the office for a quote	Private entity no funding provided for non-subsidized transportation unless the client participates in a local program that DTS participates in	https://www.nellc.com/diamondtransportation/
Barwood Taxi, Barwood Taxi Service	Can transport client anywhere if the trip originates or ends in Montgomery Count. The only exception is no pickup allowed in Prince Georges County, MD	No documentation required – Whether you live in Bethesda, Chevy Chase, Rockville, Gaithersburg, Germantown, Glen Echo, Silver Spring, Olney, Ashton, Burtonsville, Poolesville, White Oak, Laytonsville, Damascus, or anywhere in between, call us for safe, prompt and courteous taxi service. We can pick	Y	Current Montgomery County taxi rates http://www.montgomerycountymd.gov/DOT-Transit/taxi_reg/taximeterrate.html		https://www.barwoodtaxi.com/

		up or drop off in Washington, DC if the other end of the trip is in Montgomery County.				
Regency Ca Taxi Services	Mainly Montgomery County but serves entire Washington Metropolitan Area if either the pickup or drop off originates in Montgomery County, MD	No documentation required	Y	Current Montgomery County taxi rates	Provide by Share Holders	http://www.regencytaxi.com/
Alexandria White Top Cab Company Taxi Services	City of Alexandria and surrounding metropolitan DC area	General public	Y	Fares regulated by City of Alexandria & Fairfax County		http://www.whitetopcab.com/index.html
Alexandria Yellow Cab Inc., Including Wheelchair Accessible Service	City of Alexandria and surrounding DC metropolitan area	General public	Y	Fares regulated by City of Alexandria		http://www.alexandriayellowcab.com/default.aspx
Arlington Red Top Cab Company, Including Wheelchair Accessible Service	Arlington County and surrounding DC metropolitan area	General public	Y	Fares regulated by Arlington County, company provides discount for seniors		http://www.reddtopcab.com/
Blue Top Cab Company Taxi Services	Arlington County and surrounding DC metropolitan area	General public	Y	Fares regulated by Arlington County		http://www.blueetop.com/

Friendly Cab Company	Arlington County and surrounding DC metropolitan area	General public	Y	Fares regulated by Arlington County		
Fairfax White Top Cab Company Taxi Services	Fairfax County and surround metropolitan DC area	General public	Y	Fares regulated by Fairfax County		http://www.whitetopcab.com/index.html
Fairfax Red Top Cab Company Taxi Services	Fairfax County and surrounding metropolitan DC area	General public	Y	Fares regulated by Arlington County, company provides discount for seniors		http://www.fairfaxredtopcab.com/
Murphy Brothers Inc., Yellow Cab Taxi Services	Fairfax County and surrounding metropolitan DC area	General public	Y	Fares regulated by Fairfax County		http://fairfaxyellowcab.com/#/booking/
Springfield Yellow Cab Company Taxi Services	Fairfax County and surrounding DC metropolitan area	General public	Y	Fares regulated by Fairfax County		http://springfielyellowcabs.com/
Sun Cab Taxi Services	Montgomery County, MD	Call in to dispatch center – General public	Y	Meter fare, voucher, coupon	Payment from drivers and corporate accounts	http://www.suncabmoco.com/
Paramont Taxi Company Taxi Services	Prince George's County and surrounding DC metropolitan area.	General public	Y	Cash		
Taxi-Taxi as Dispatcher for 6 taxi operators in Prince George's County, Taxi Services	Prince George's County and surrounding DC metropolitan area.	General public	N	Cash, vouchers, TaxiCab Card		https://silvercab.com

Action Tax Cab Services	Primarily Montgomery County	Any person who has a trip originating or terminating in Montgomery County	Y	Fares regulated by Montgomery County		http://www.actiontaxi.com/
Buckley's for Seniors, LLC, Buckley's for Seniors	Metropolitan Washington	Must be able to get in and out of our vehicles without assistance. No wheelchair vans available but we can store wheelchair in trunk if client can lift and transfer into our vehicles. – No documentation required – non-wheelchair user unless accompanied by an aid.	N	Rate is \$65-69/hour - one hour minimum plus gas (\$1.50/3 mi.)		http://www.buckleys4seniors.com/
Royal Cab Company Taxi Services	Pick-up anywhere in Washington DC and transport anywhere in the US	No documentation required	Y	Current DC Taxi Rates	JARC & New Freedom	http://www.DC TAXIONLINE.COM
Anytime Union Taxi	Montgomery County, all area airports and train stations		Y			https://anytimeuniontaxi.com/index.html
TRNASCO, Inc, Taxi Transportation	Pick-up anywhere in Washington DC and transport anywhere in the US	No residency requirements but we can pick-up only in DC.	Y	Current DC Taxi Rates	JARC & New Freedom	http://www.DC TAXIONLINE.COM

APPENDIX C: REGIONAL DEMOGRAPHIC PROFILE OF TRANSPORTATION-DISADVANTAGED GROUPS

This Appendix provides 2020 data from the 2016-2020 American Community Survey (ACS) on the numbers and spatial locations for transportation-disadvantaged population groups the Coordinated Plan helps serve.

Transportation-disadvantaged groups are defined as populations lacking financial, physical, or language ability to provide their own transportation and/or have difficulty accessing public transportation.

Based on Census data, the population groups in this Appendix are defined as:

- **Below the Poverty Level**
 - Individuals whose income is below the official poverty line depending on family size.ⁱ
 - 1 person = \$12,486 per year
 - 4 people = \$24,339 per year
- **Low-Income Population**
 - Individuals whose income is between 100 to 150 percent of the poverty level. For a family of four an annual income of \$36,509 or below is considered low income.
 - 1 person = \$18,729 per year
 - 4 people = \$36,509 per year
- **Limited English Speakers** include individuals who identify as speaking English less than “very well.”ⁱⁱ
- **Persons with Disabilities** include individuals with any type of physical, sensory, and/or cognitive disability. For individuals under 5, hearing and vision difficulty is used to determine disability. Individuals between 5 and 14 also include cognitive, ambulatory, and self-care difficulties. Individuals 15 years of age and older includes the five categories and independent living difficulty.ⁱⁱⁱ
- **Older Adults** are individuals 65 years of age and over.

Geographic area includes the Transportation Planning Board (TPB) planning area and the Washington, DC Urbanized Area (see Figure C-1). In instances where the Urbanized Area falls outside the TPB planning area only tracts associated with the Urbanized Area were included. As a result, the geographic area includes portions of Fauquier County, VA, Stafford County, VA, Anne Arundel County, MD, and Carroll County, MD.

Figure C-1: TPB Planning and Urbanized Area



More than 7 percent of residents lived below the poverty level during the surveying years 2016-2020 and an additional 12.4 percent were classified as low-income (see Table C-1 and Figure C-2). In the same year, 8.5 percent of persons had a disability and roughly 13 percent of people were 65 years of age and over. Individuals with Limited English Proficiency make up 11.5 percent of the population.

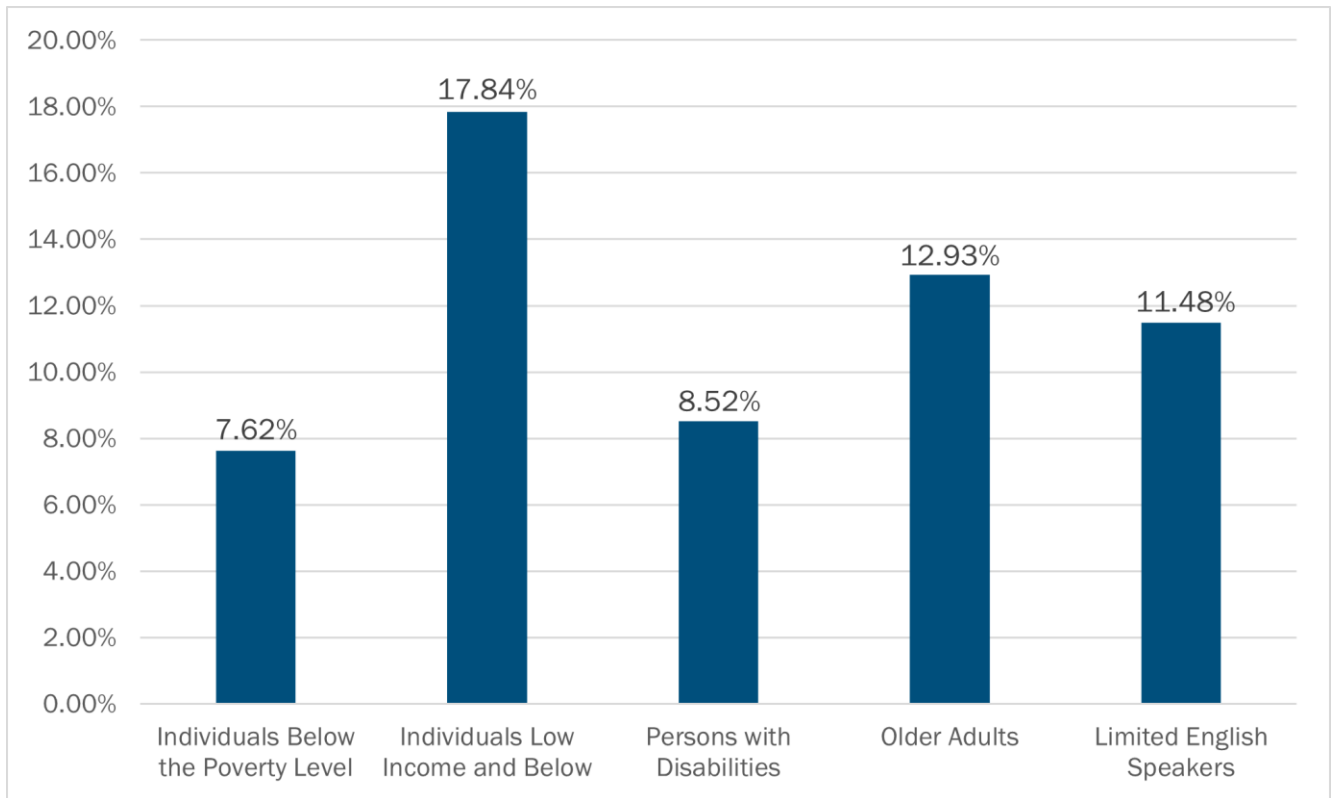
Figures C-3 to C-6 show the spatial locations of transportation-disadvantaged population groups in the region.

Table C-1: Transportation-Disadvantaged Populations in the Washington Region, 2016-2020

Population Group	Region	Percent of Region ⁽¹⁾
<i>Below the Poverty level</i>	421,411	7.62%
<i>Low-Income or below</i>	688,041	12.44%
<i>Persons with Disabilities</i>	473,560	8.52%
<i>Older Adults (65 and over)</i>	727,393	12.93%
<i>Limited English Speakers</i>	603,979	11.48%
<i>Total Population</i>	5,626,505	

Source: 2016-2020 U.S. Census American Community Survey; numbers are for the TPB Planning and Urbanized Areas (see definition on page 2). ⁽¹⁾ Due to each groups' unique sampling "Percent of Region" will not compute with Total Population.

Figure C-2: Regional Demographic Profile of Transportation-Disadvantaged Populations in the Washington Region



Source: 2016-2020 U.S. Census American Community Survey; numbers are for the TPB and Urbanized Area (which includes small portions of Stafford County, VA, Anne Arundel County, MD, and Carroll County, MD).

Figure C-3: Low-Income Population, 2020

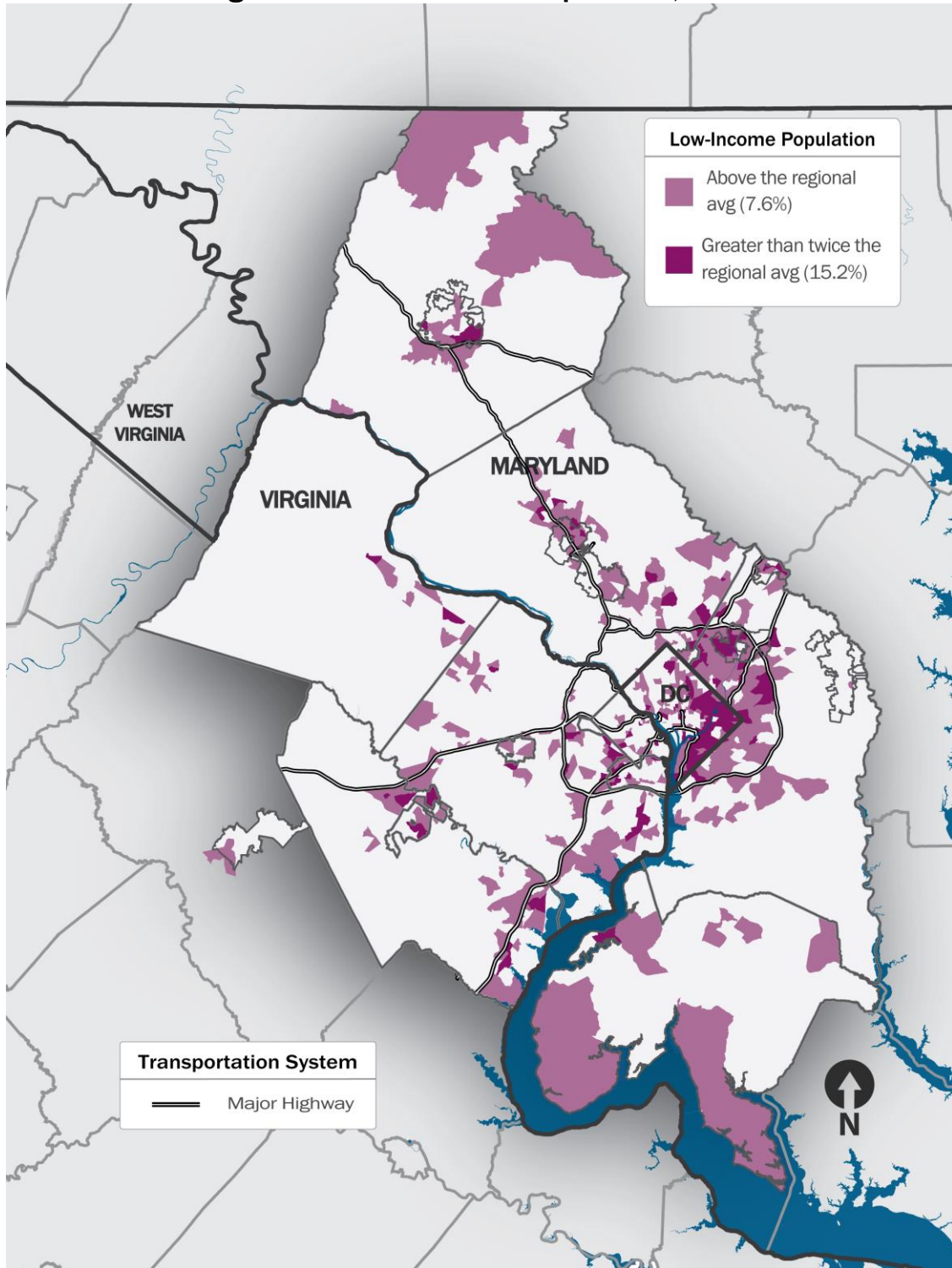


Figure C-4: People with Disabilities, 2020

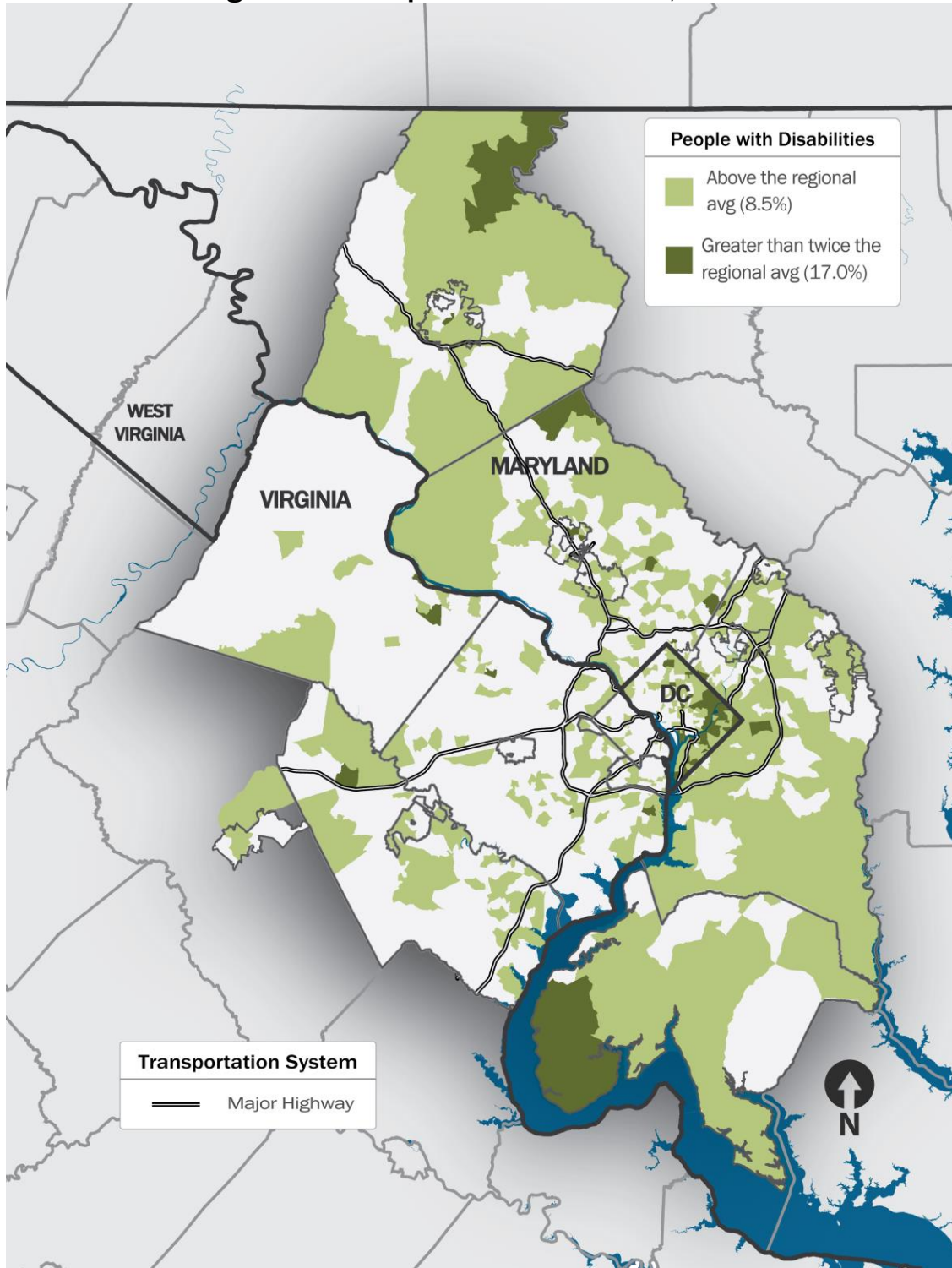


Figure C-5: Older Adult Population, 2020

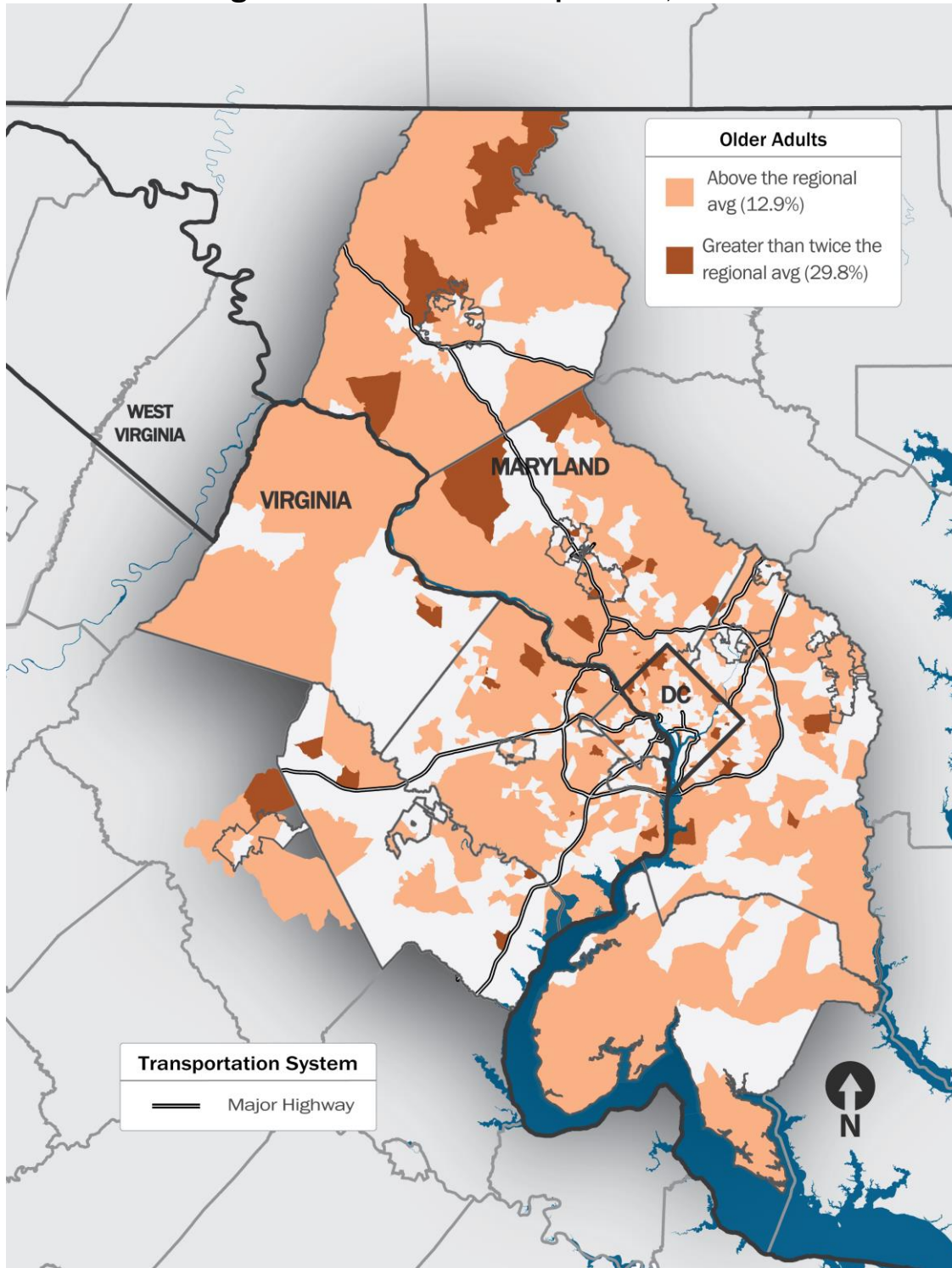
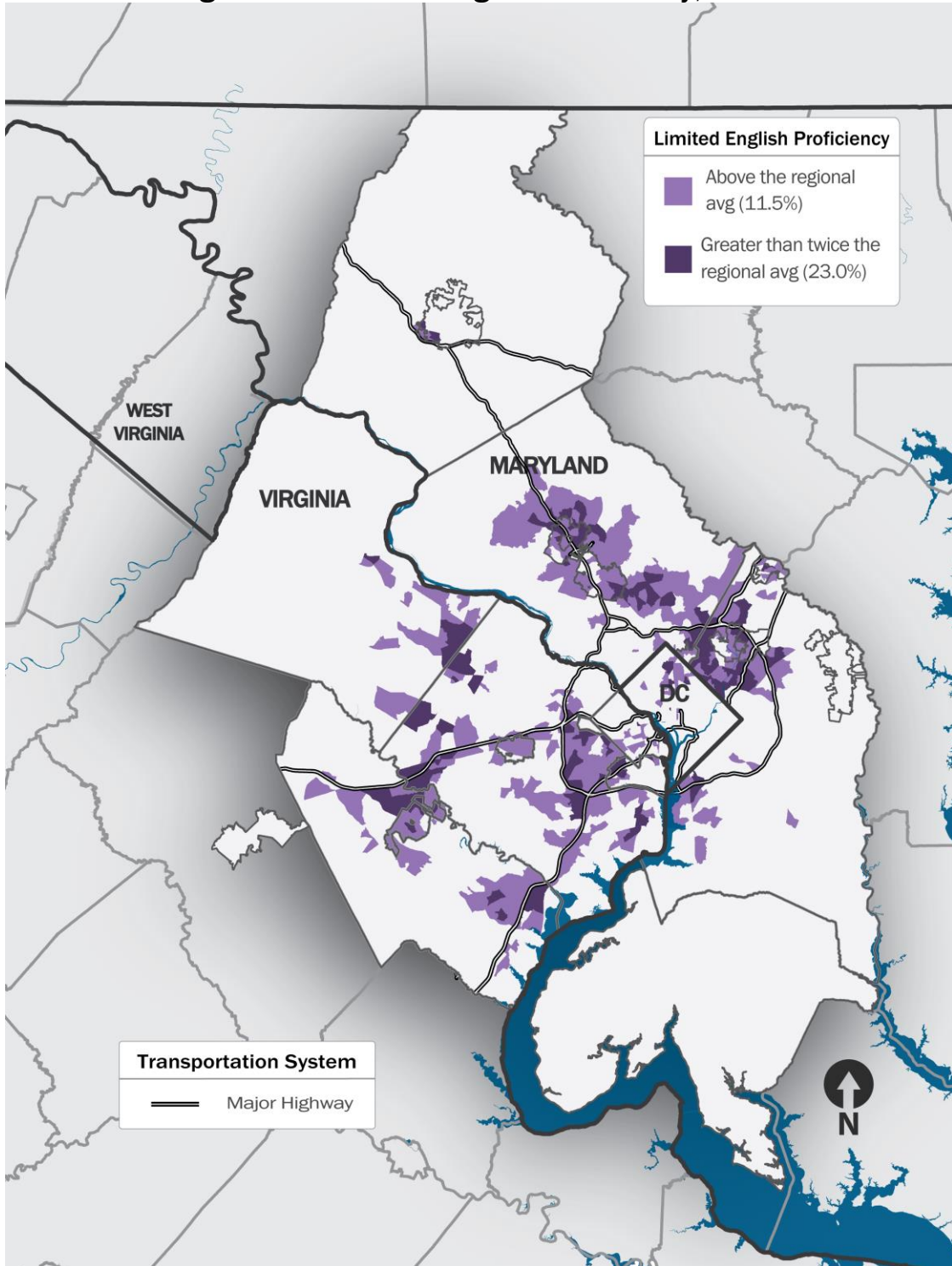


Figure C-6: Limited English Proficiency, 2020



Endnotes

ⁱ U.S. Census. 2016. "Poverty thresholds." <https://www.census.gov/data/tables/time-series/demo/income-poverty/historical-poverty-thresholds.html>.

ⁱⁱ Shin, Hyon B. and Rosalind Bruno. October 2003. "Language Use and English-Speaking Ability: 2000." U.S. Census. Pg. 2. Accessed March 13, 2018. <http://www.census.gov/prod/2003pubs/c2kbr-29.pdf>.

ⁱⁱⁱ Beginning with the 2008 ACS, the Census significantly revised the questions to determine disability. These changes affected the populations identified and it is not recommended to compare 2008 and newer figures to prior data, including 2000 Decennial. For more information, please see:

U.S. Census. "How Disability Data are Collected." American Community Survey. <https://www.census.gov/topics/health/disability/guidance/data-collection-acss.html>;

For detailed definitions of the six disability categories (Hearing, Vision, Cognitive, Ambulatory, Self-care, and Independent living difficulty) see: U.S. Census. 2016. "American Community Survey and Puerto Rico Community Survey; 2016 Definitions." Pg. 56-57. https://www2.census.gov/programs-surveys/acs/tech_docs/subject_definitions/2016_ACSsubjectDefinitions.pdf

**APPENDIX D: TPB RESOLUTION R11-2023
APPROVING UPDATE TO THE COORDINATED PLAN
MAY 17, 2023**

(RESOLUTION TO BE INSERTED)

ITEM 8 – Action

May 17, 2023

Regional Roadway Safety Program Project Approvals

Action: Approve the Regional Roadway Safety Program Projects.

Background: Staff will brief the board on the projects recommended by the Regional Roadway Safety Program (RRSP) Selection Panel to receive technical assistance in the fourth round of the program. The board will be asked to approve the recommended projects.



MEMORANDUM

TO: Transportation Planning Board
FROM: Janie Nham, TPB Transportation Planner
SUBJECT: FY 2024 Regional Roadway Safety Program Technical Assistance Funding Recommendations
DATE: May 11, 2023

This memo provides information on the recommendations of the Selection Panel for the fourth round of technical assistance under the Regional Roadway Safety Program (RRSP). The panel met in April and recommended eight projects for funding. The TPB is scheduled to vote on the panel's recommendations on May 17.

FUNDING RECOMMENDATIONS FOR FY 2024

A total of \$550,000 in FY 2024 Unified Planning Work Program (UPWP) funding was authorized for the current round of the Regional Roadway Safety Program. Following an evaluation process and joint deliberation, the RRSP selection panel recommends eight projects for funding. The recommended projects support several key TPB safety priorities:

- All eight projects address one or more of the funding priorities outlined in TPB Safety Policy Resolution R3-2021.
- All eight projects either directly or indirectly encourage improved road user behavior.
- Four projects have a jurisdiction-wide or region-wide focus, while the remaining four projects concentrate on specific locations.
- Seven projects benefit Equity Emphasis Areas.

The projects recommended for funding are:

MARYLAND

Jefferson-Patrick Redesign Study

City of Frederick, \$80,000

This project will develop preliminary engineering designs that redesign a five-way intersection at S. Jefferson Street, Prospect Boulevard, and Pearl Street. The project will additionally provide design recommendations for three main corridors in the City to enhance walkability, bikability, and safety. The study findings will inform the development of two small area plans for Downtown Frederick and the City's southwest area.

Local Roadway Safety Plan - Identifying, Analyzing and Prioritizing Roadway Safety Improvements

City of Gaithersburg, \$60,000

This project will develop a Local Road Safety Plan (LRSP) that provides a framework to guide roadway safety improvements in the City. The LRSP would include a prioritization of safety issues, risks, actions, and improvements and would inform the City's capital improvement planning.

Bel Pre Road Safety Improvement Project

Montgomery County, \$80,000

This project will develop preliminary engineering designs of safety improvements proposed for Bel Pre Road, a four-lane arterial with a history of serious injury and fatal crashes and identified in the County's Vision Zero High Injury network. The corridor falls within an Equity Emphasis Area community and the proposed improvements include safety countermeasures that target vehicular speeding and unsafe pedestrian crossings at uncontrolled intersections.

Pedestrian Crossing Guidelines

City of Rockville, \$40,000

This project will develop a set of guidelines to help City staff identify and implement pedestrian crossing treatments as part of its Vision Zero program. The guidelines would help City staff to account for a variety of variables and to select the most effective facilities for crossing improvements.

VIRGINIA

Pedestrian Lighting Improvements Study

City of Alexandria, \$80,000

This project will conduct a study of pedestrian lighting needs in key areas. The study would evaluate lighting best practices, identify and evaluate priority areas for lighting improvements, and develop recommendations for lighting improvements. Between 2016 and 2020, 25 percent of pedestrian crashes that occurred in Alexandria at night resulted in fatal or severe injury.

Regionwide, Data-Driven Anti-Drunk Driving Campaign

Arlington County, \$80,000

This project will evaluate regional alcohol-related crash patterns and factors, and research successful strategies to reduce impaired driving. The goal of the project is to produce a strategic package of recommendations for regional jurisdictions to use for education purposes and to foster a consistent anti-drunk driving message across the region.

Main Street Corridor Roadway Safety Audit

City of Fairfax, \$80,000

This project will conduct a roadway safety audit of Main Street, a 1.7-mile arterial in the City of Fairfax where 250 roadway crashes were reported over a five-year period including two pedestrian fatalities. The corridor has been identified in the top one percent of regional and state priorities in VDOT's Pedestrian Safety Action Plan (PSAP).

Darbydale/Forestdale Avenue Corridor Retrofitting Project

Prince William County, \$50,000

This project will prepare preliminary engineering designs to retrofit safety countermeasures in the Darbydale/Forestdale Avenue corridor. The corridor is identified as a priority location in the County's 2022 Roadway Incident Management Program (RIMP) based on crash incidents, touches two Equity Emphasis Areas, and includes a middle school. This project would also serve as a model for retrofitting other "legacy" roadways in the County, roadways that were designed based on outdated traffic and mobility assumptions.

APPLICATION PROCESS

The TPB solicited applications from member jurisdictions for this year's FY 2024 RRSP round from January 6 through March 3, 2023. Applicants could submit optional abstracts, which provided them with preliminary feedback from TPB staff on how to strengthen their submissions. Applicants were eligible to receive between \$30,000 and \$80,000 in technical assistance for planning and preliminary engineering projects (up to 30 percent design).

The TPB received 12 applications (five from Maryland jurisdictions and seven from Virginia jurisdictions) requesting a total of \$910,000 in technical assistance. Maryland jurisdictions requested \$380,000 total in assistance, and Virginia jurisdictions requested \$530,000 total in assistance. No applications were received from the District of Columbia this year. For FY 2024, the RRSP was funded for \$550,000. This budget includes four funding sources:

- \$150,000 from the TPB's FY 2024 UPWP core regional planning funds
- \$185,000 of Virginia UPWP Technical Assistance
- \$185,000 of Maryland UPWP Technical Assistance
- \$30,000 of District of Columbia UPWP Technical Assistance

SELECTION PROCESS

The selection panel included the following members:

- Tim Kerns, Maryland Highway Safety Office
- Christine Mayeur, District Department of Transportation
- Bobby Mangalath, Virginia Department of Transportation
- Michael Trinh, Virginia Department of Transportation
- Janie Nham, COG/TPB staff

The selection panel met on April 21 to review the project applications and develop a list of recommended projects. Panelists applied TPB funding priorities as well as their own extensive knowledge of roadway safety to assess the proposed projects. Each panel member individually reviewed and scored each application in advance of the meeting and assigned each application a high, medium, or low ranking based on their scores. The rankings served as a foundation for the panel's collective discussion.

Based upon a consensus developed through the panel's April 21 meeting and subsequent exchanges, the selection panel developed a list of eight projects to recommend to the TPB for approval. The panel believes this package of projects will result in safety improvements, including fewer deaths and injuries. In developing its recommendations, the panel strove to equitably allocate program funds between Maryland and Virginia.

In some cases, the panel chose to award funding at lower levels than the applications requested. These changes were made in accordance with information on project scalability provided in the applications.

PROPOSED PROJECT COMPLETION TIMELINE

On May 17, 2023, the TPB will be asked to approve the recommended collection of eight projects for technical assistance funding under the FY 2024 RRSP. Upon approval, TPB staff will coordinate with the relevant jurisdictions to finalize project scopes of work and begin the consultant selection process. Work on the specific projects will begin after consultant contracts are signed. The projects are anticipated to complete by June 30, 2024.

For further questions regarding the RRSP, please contact Janie Nham (jnham@mwkog.org).

ITEM 9 – Information
May 17, 2023

Congestion Management Process Update

Background:

Staff will review recent Congestion Management Process (CMP) activities, including the background of the CMP, highlights from the 2022 CMP Technical Report, and a recent twelve-year regional bottlenecks analysis.



MEMORANDUM

TO: Transportation Planning Board
FROM: Andrew Meese
TPB Program Director, Systems Performance Planning
SUBJECT: Congestion Management Process Update
DATE: May 11, 2023

At the May 17, 2023 Transportation Planning Board meeting, staff is slated to provide a briefing and update on the Congestion Management Process component of our metropolitan transportation planning. This memorandum, with the accompanying presentation slides, provides background information.

BACKGROUND

A Congestion Management Process (CMP) is a federal requirement for large-area metropolitan transportation planning, a requirement sustained by over three decades of federal transportation law and regulations. The TPB approves the National Capital Region's CMP by means of its approval of the region's long-range transportation plans including Visualize 2045 – the CMP is a wholly integrated component within Visualize 2045. Associated additional CMP activities, described below, are undertaken under the oversight of the TPB Technical Committee. Based on recent Technical Committee discussions, and since such a briefing had not been provided recently, it was recommended to present TPB with a briefing and update on the CMP.

WHAT IS A CMP?

Federal law states that the “transportation planning process in a TMA¹ shall address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system...through the use of travel demand reduction...job access projects, and operational management strategies.”² As opposed to a plan or program, it is intended to be a process by which MPOs undertake and document analyses of a multi-modal range of congestion management strategies (especially strategies that avoid increasing single-occupant vehicle capacity), as part of putting together metropolitan transportation plans and Transportation Improvement Programs. In a region such as metropolitan Washington where multi-modal approaches to transportation are robust and longstanding, this takes the form of documentation of the many activities that TPB and its partner agencies undertake/implement that contribute to congestion management.

¹ TMAs are Transportation Management Areas are designated by the Federal Transit Administration and the Federal Highway Administration as metropolitan areas whose urbanized population is 200,000 or more.

² Federal Register Vol. 81, No.103, pp.34152, May 27, 2016

COMPONENTS OF THE REGION'S CMP

The components of the region's CMP are:

1. [Visualize 2045](#) comprises the official regional CMP, notably Chapter 8 (Planning for Performance) and Appendix E devoted to CMP documentation. Project-specific congestion management is addressed in the [Technical Inputs Solicitation](#) undertaken during development of Visualize 2045.
2. [National Capital Region Congestion Reports](#) are posted as a quarterly dashboard on the COG/TPB website, looking at quarter-by-quarter vehicle probe data/speed-based information on congestion.
3. Biennial [CMP Technical Reports](#) provide the most detail, as explained below.
4. Special studies are undertaken as needed, such as the bottlenecks analysis described below.

CMP TECHNICAL REPORT

The CMP Technical Report provides technical details, amplifying what is found in Visualize 2045, and documents the CMP in the National Capital Region. It contains recent information on congestion and congestion management strategies on the region's transportation systems. The [2022 CMP Technical Report](#), accepted by the TPB Technical Committee in July 2022, is the most recent. Staff will review highlight findings and recommendations from this report at the May 17 meeting.

TWELVE-YEAR BOTTLENECKS ANALYSIS

As a follow-up to the 2022 CMP Technical Report, staff undertook a twelve-year analysis of roadway bottlenecks in the region, benefiting from the recent availability of a twelve-year data set from the University of Maryland Probe Data Analytics Suite. Staff will review highlight findings from this analysis at the May 17 meeting. The TPB Technical Committee was briefed on this analysis at its December 2022 meeting.

OUTLOOK

The CMP remains a key component of metropolitan transportation planning, advising the development of the Visualize 2045 plan and programmed projects in the Transportation Improvement Program, as well as ongoing activities such as the Commuter Connections and Metropolitan Area Transportation Operations Coordination programs. Importantly, the CMP documents TPB's commitment to multi-modalism and alternatives to single-occupant vehicle travel.

ITEM 10 – Information

May 17, 2023

TPB's Transportation Resiliency Planning Program

Background:

Staff will provide an update on the TPB's transportation resiliency planning program, including a brief overview of key terms, current status of the regional transportation resiliency study and accompanying working group, and expected timeline for completion of the study.



MEMORANDUM

TO: Transportation Planning Board
FROM: Katherine Rainone, Transportation Resilience Planner
SUBJECT: Transportation Resilience Planning at TPB
DATE: May 11, 2023

This memo describes the initial actions TPB is and will be involved in regarding resiliency planning. TPB will be continuing the overall resiliency study, create a Transportation Resiliency Improvement Plan, and will be convening a resiliency forum, among other activities.

The Metropolitan Washington region has long dealt with disruptions relating to natural hazards, such as extreme heat or cold, extreme storm events, and flooding of all kinds, but recent trends are making it more important for the region's leaders to plan for improved resilience.

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

The above federal actions, paired with the TPB's own Climate Change resolution (TPB R8-2021, October 2020) that affirmed the region's climate resilience goals of becoming a Climate Ready Region and making significant progress to be a Climate Resilient Region by 2030, provides the impetus for improved resilience of regional transportation systems, has led to the creation of TPB's new Transportation Resilience Planning Program.

TRANSPORTATION RESILIENCY IMPROVEMENT PLAN (TRIP)

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

TPB TRANSPORTATION RESILIENCY STUDY - PHASE II

Together with member jurisdictions and agencies, TPB is developing a regional TRIP as part of the second phase of its transportation resiliency study. The study – which will include a vulnerability assessment of risks posed by natural hazards on generalized transportation assets (phase 1) and regional-specific assets (phase 2) – will be guided by a regional working group who will primarily provide input and feedback on key milestones during the development of the TRIP through a series of meetings. The TRIP will also include a list of resilience projects to address the vulnerabilities previously identified, driven by member agencies responsible for the various regional transportation assets. This project will also convene a Resiliency Forum – which will include a broader swath of regional participants, seeking to include at least one representative from all member jurisdictions. The goal for the Forum will be to build knowledge of climate risks among the jurisdictions and collaborate with them to develop resilience solutions. The final component of the study will be an interactive map of major regional resilience hazards which will include climate hazard layers, transportation asset layers, and Equity Emphasis Areas.

TPB'S COORDINATED HUMAN SERVICE TRANSPORTATION PLAN

2023 Update

Sergio Ritacco
Transportation Planner

Transportation Planning Board
May 17, 2023



Objective

- Review public comment to-date
- Introduce examples of previously funded projects
- Request approval of R11-2023

What is the Coordinated Plan?

- FTA requires COG, as the designated recipient of funds, to have a Coordinated Plan guiding implementation of the Enhanced Mobility grant program
- Must be updated every 4 years
- Must include input and guidance from TPB's Access for All Advisory Committee and the impacted populations: Older Adults, People with Disabilities, and low-income
- Includes:
 - Unmet Transportation Needs
 - Priority Projects
 - Inventory of Existing Services
 - Competitive Selection Process
 - Strategies for Improved Service and Coordination

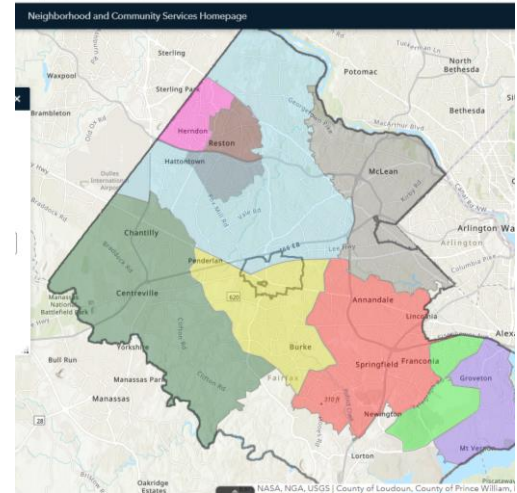


Public Comment Summary

- Public Comment period: April 13 to May 13, 2023
- As of May 11, 2023, three comments received and accommodated in latest plan draft:
 - Comment to consider additional policy language
 - Update to *recharide* database entry
 - Comment with additional unmet accessibility needs
- Next Solicitation for Enhanced Mobility grant applications: Summer 2023



Types of Projects Previously Funded



Next Steps

- Request action to adopt resolution R11-2023 to approve the 2023 Update to the Coordinated Human Service Transportation Plan
- Next Solicitation for Enhanced Mobility grant applications: Summer 2023



Sergio Ritacco

Transportation Planner

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Metropolitan Washington Council of Governments

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Washington, DC 20002



National Capital Region
Transportation Planning Board

REGIONAL ROADWAY SAFETY PROGRAM

FY 2024 Project Recommendations

Janie Nham
TPB Transportation Planner

Transportation Planning Board
May 17, 2023

Regional Roadway Safety Program

- Established and funded by the TPB via Resolution R3-2021 adopted July 2020
- FY 2024 represents the program's fourth round
- Promotes TPB roadway safety priorities
- Program Funding (FY 2024)
 - Core UPWP: \$150,000
 - Maryland Technical Assistance: \$185,000
 - Virginia Technical Assistance: \$185,000
 - District of Columbia Technical Assistance: \$30,000
 - **Total Program Funding: \$550,000**



FY 2024 Solicitation

- Application solicitation between January 6 – March 3, 2023
 - Optional abstracts were due February 24
- Two program enhancements this year
 - Aligned application timeline with TLC program
 - Increased funding eligibility of planning projects to \$80,000
- 12 applications were received totaling \$910,000 in funding requests
 - Five applications from Maryland jurisdictions and seven applications from Virginia jurisdictions
 - Nine benefited Equity Emphasis Areas
 - Two focused on roadway user behavior



Selection

- Selection Panel
 - TPB staff + safety officials from DDOT, MDOT, and VDOT
 - Individual Evaluations



- Discussion: consensus recommendations



Funding Recommendations

Jurisdiction	Project Name	Requested Amount	Funding Recommendation
<i>Maryland Projects</i>			
City of Frederick	Jefferson-Patrick Redesign Study	\$80,000	\$80,000
City of Gaithersburg	Local Roadway Safety Plan	\$80,000	\$60,000
Montgomery County	Bel Pre Road Safety Improvement Project	\$80,000	\$80,000
City of Rockville	Pedestrian Crossing Guidelines	\$60,000	\$40,000
<i>Virginia Projects</i>			
City of Alexandria	Pedestrian Lighting Improvements Study	\$80,000	\$80,000
Arlington County	Regionwide, Data-Driven Anti-Drunk Driving Campaign	\$80,000	\$80,000
City of Fairfax	Main Street Corridor RSA	\$80,000	\$80,000
Prince William County	Darbydale/Forestdale Avenue Corridor Retrofitting Project	\$80,000	\$50,000



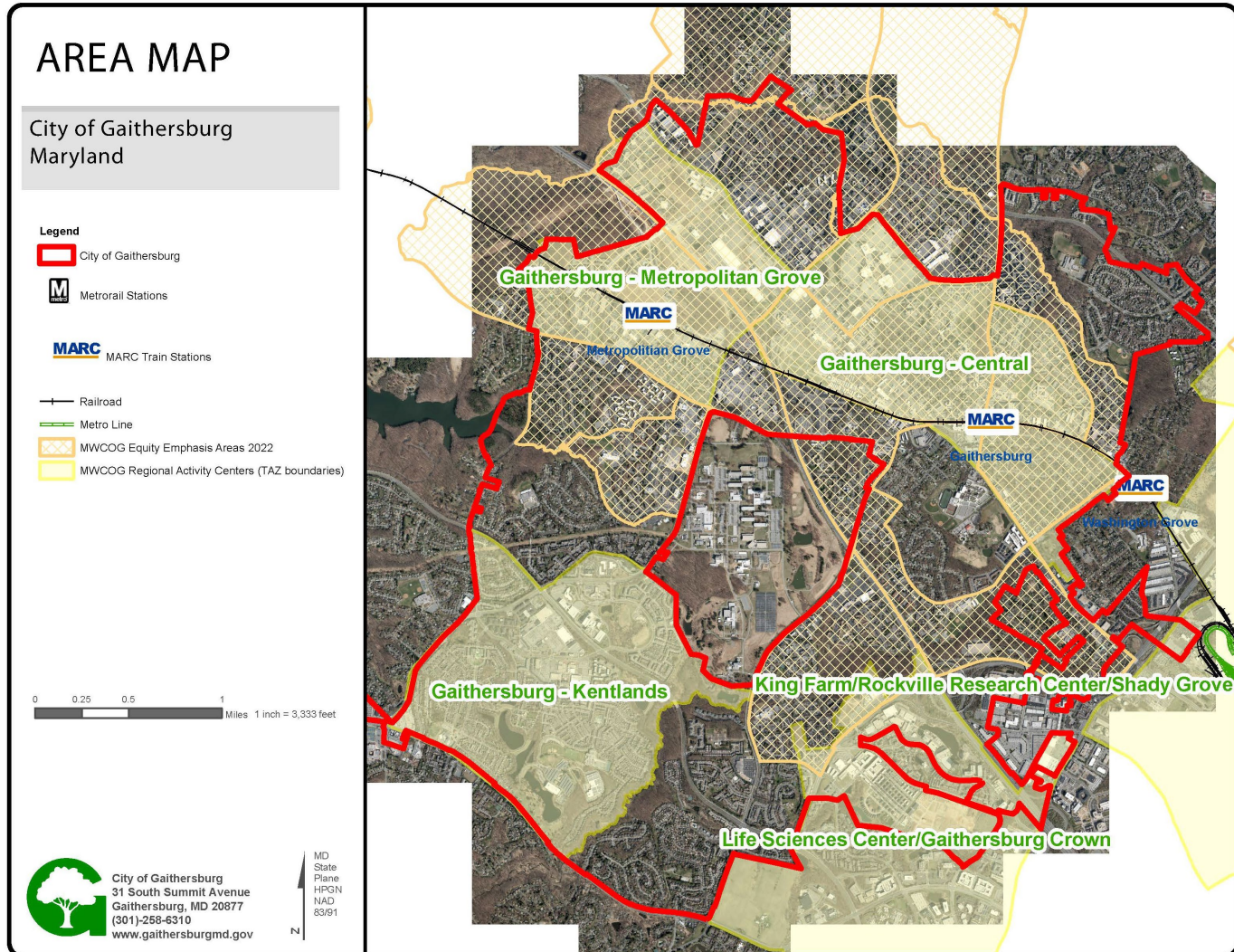
Jefferson-Patrick Redesign Study

City of Frederick - \$80,000



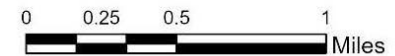
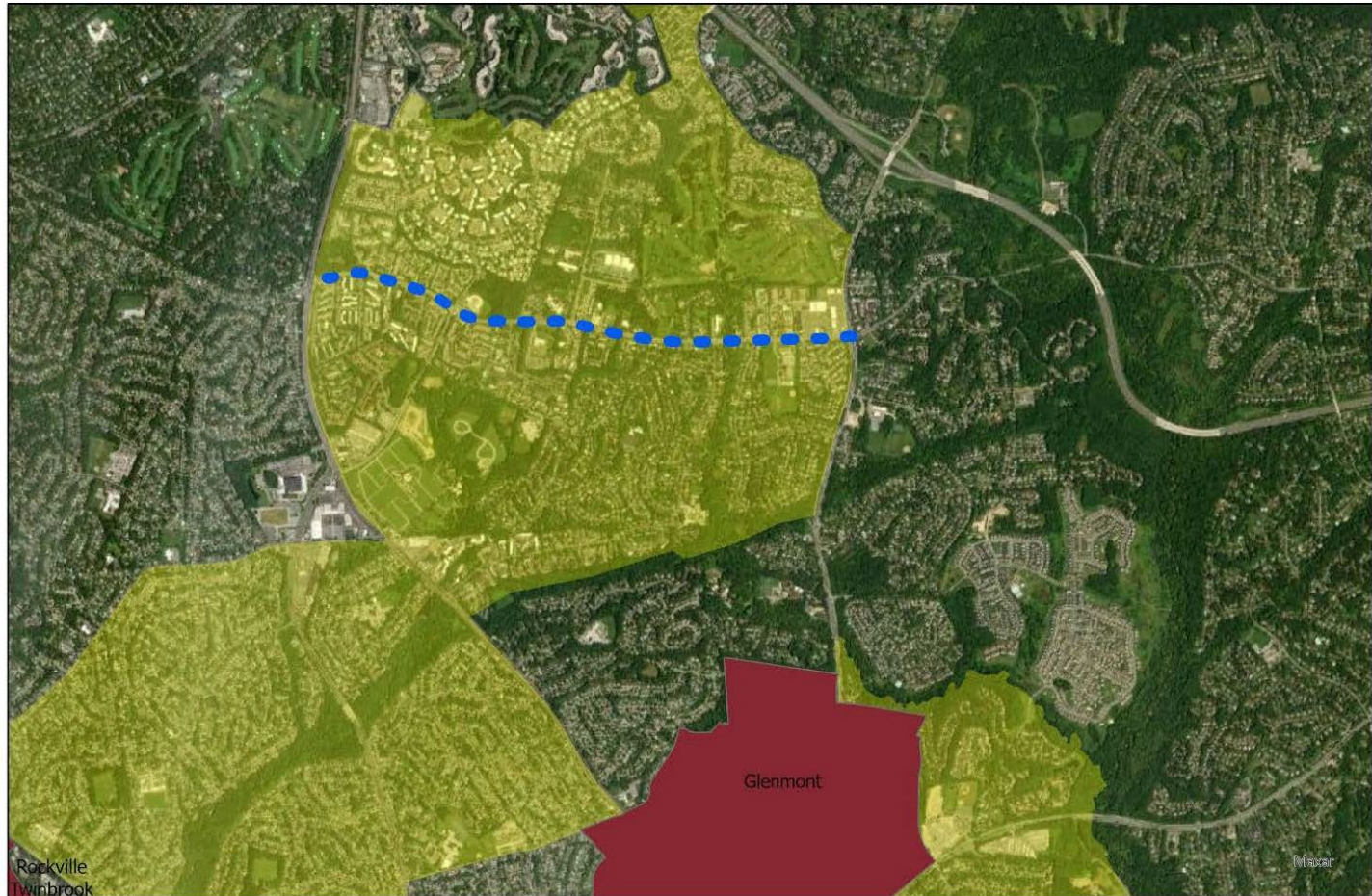
Local Roadway Safety Plan

City of Gaithersburg - \$60,000



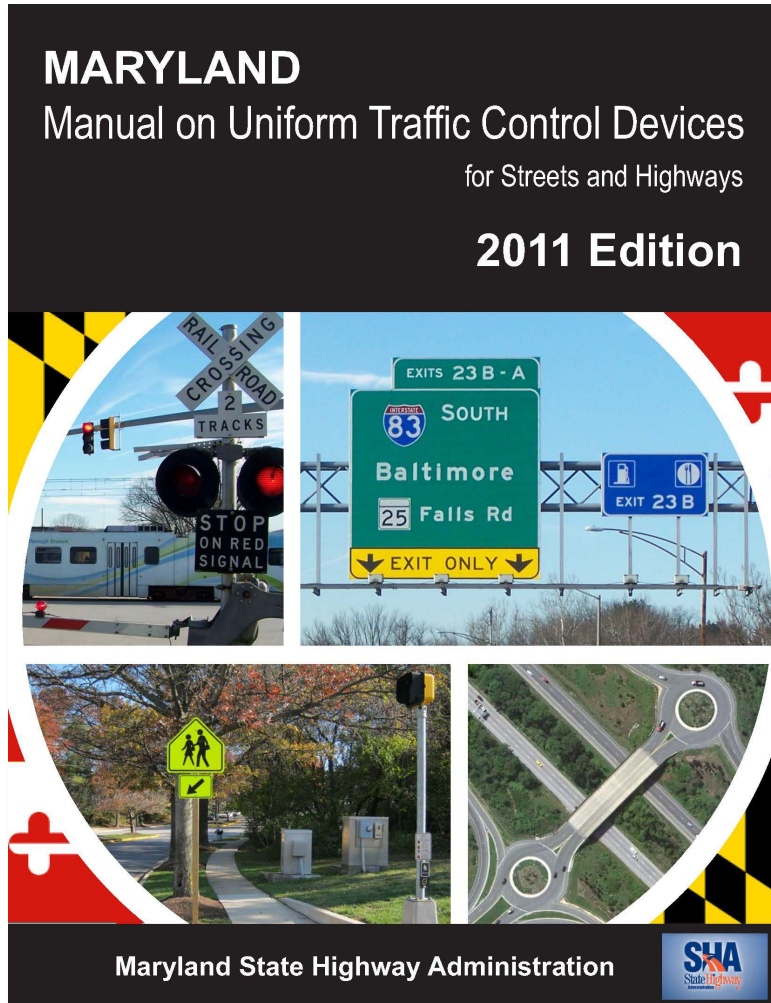
Bel Pre Road Safety Improvement Project

Montgomery County - \$80,000



Pedestrian Crossing Guidelines

City of Rockville - \$40,000



Improving Pedestrian Safety at Unsignalized Crossings

TRANSIT COOPERATIVE RESEARCH PROGRAM
AND
NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM

TCRP REPORT 112/NCHRP REPORT 562

Improving Pedestrian Safety at Unsignalized Crossings

Kay Fitzpatrick, Shawn Turner, Marcus Brewer,
Paul Carlson, Brooke Ullman, Nada Trout, Eun Sug Park,
and Jeff Whitacre

TEXAS TRANSPORTATION INSTITUTE
College Station, TX

AND

Nazir Lalani
TRAFFEX ENGINEERS, INC.
Ventura, CA

AND

Dominique Lord
TEXAS A&M UNIVERSITY
College Station, TX

Subject Areas:
Operations and Safety • Public Transit

Research sponsored by the Federal Transit Administration in cooperation with the Transit Development Corporation and by the American Association of State Highway and Transportation Officials in Cooperation with the Federal Highway Administration

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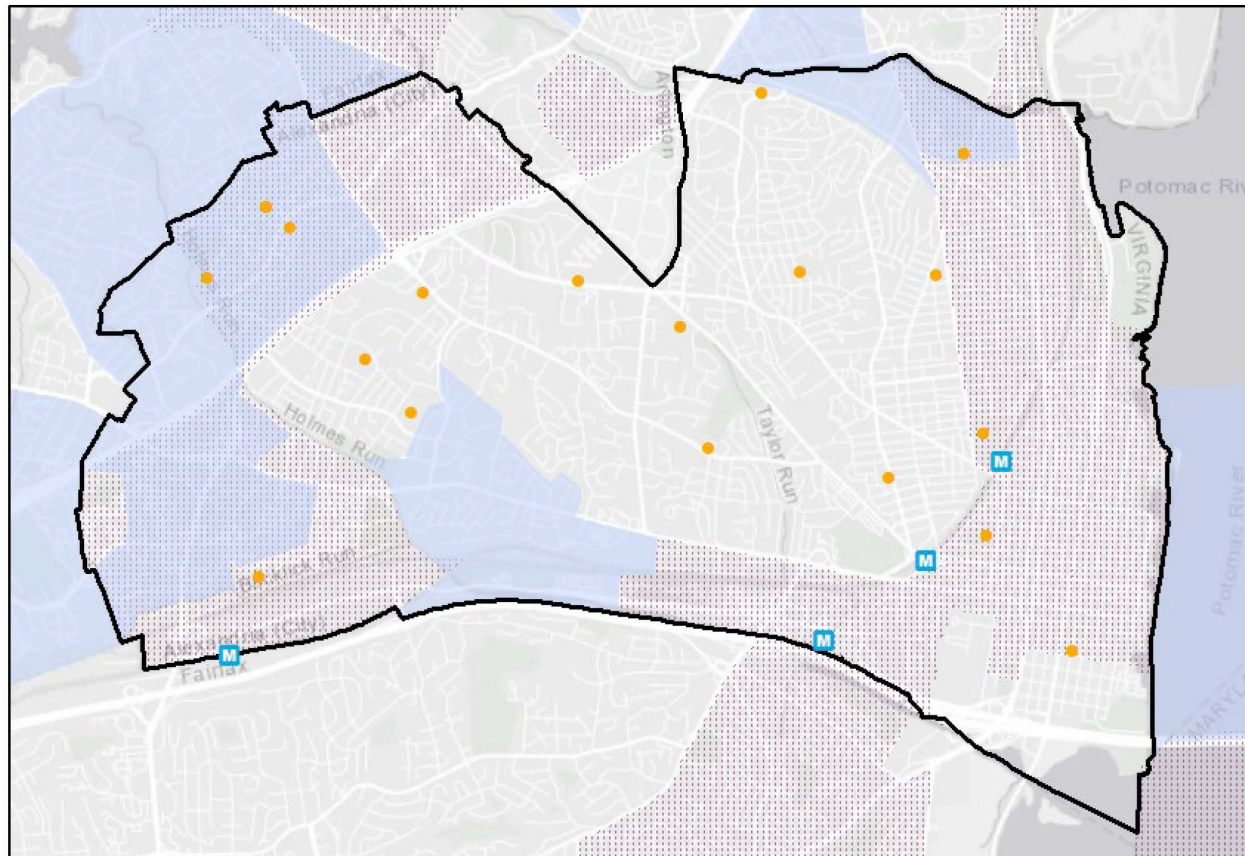
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National Capital Region
Transportation Planning Board

Pedestrian Lighting Improvements Study

City of Alexandria - \$80,000



Legend:

-  City of Alexandria Boundary
-  Equity Emphasis Areas
-  Regional Activity Centers
-  Schools
-  Metro Stations



Regionwide, Data-Driven Anti-Drunk Driving Campaign

Arlington County - \$80,000

NCR Crash Contributing Factors, 2013-2017

Source: MWCOG 2020 Regional Safety Study



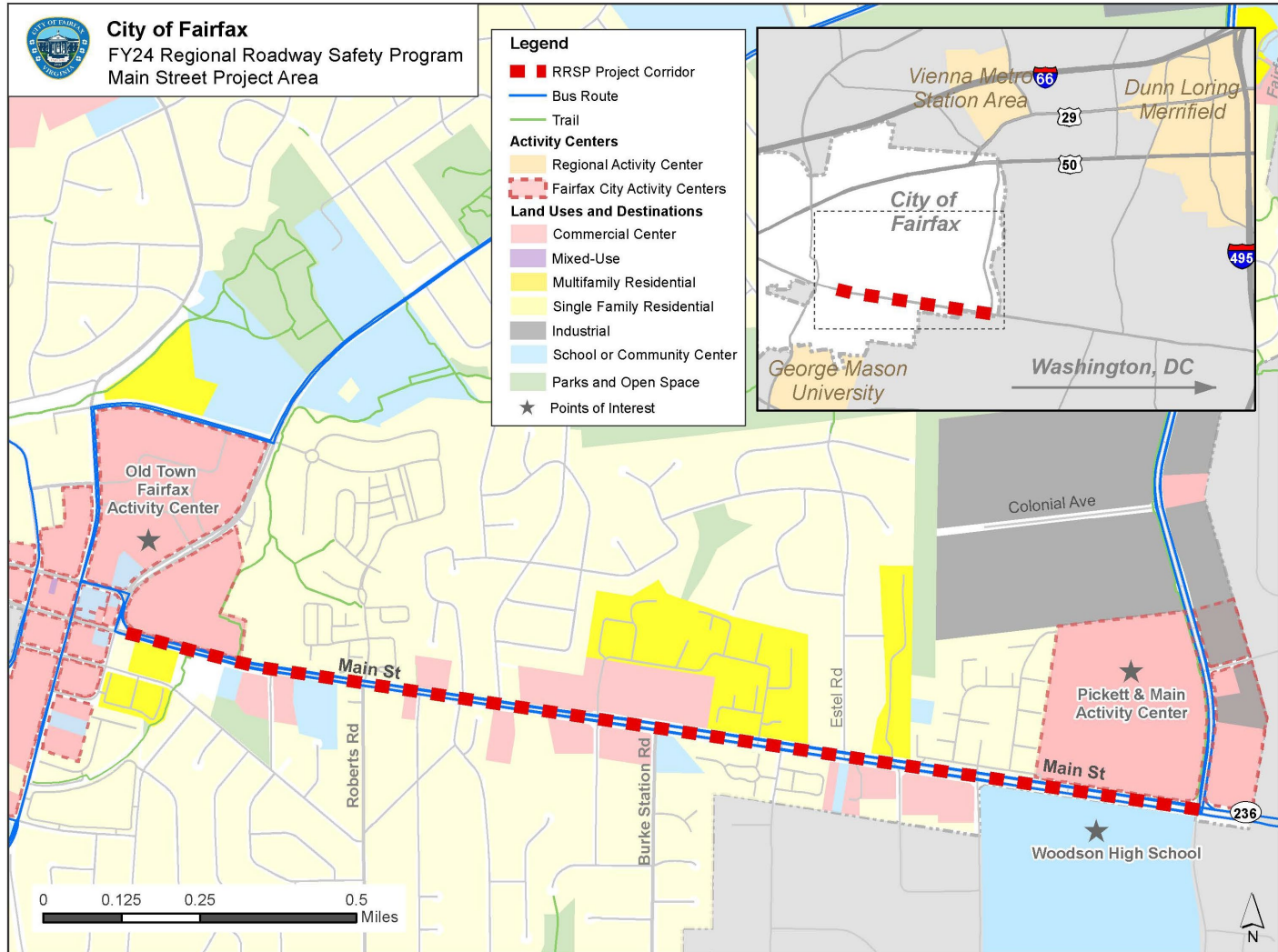
Source: Arlington County



National Capital Region
Transportation Planning Board

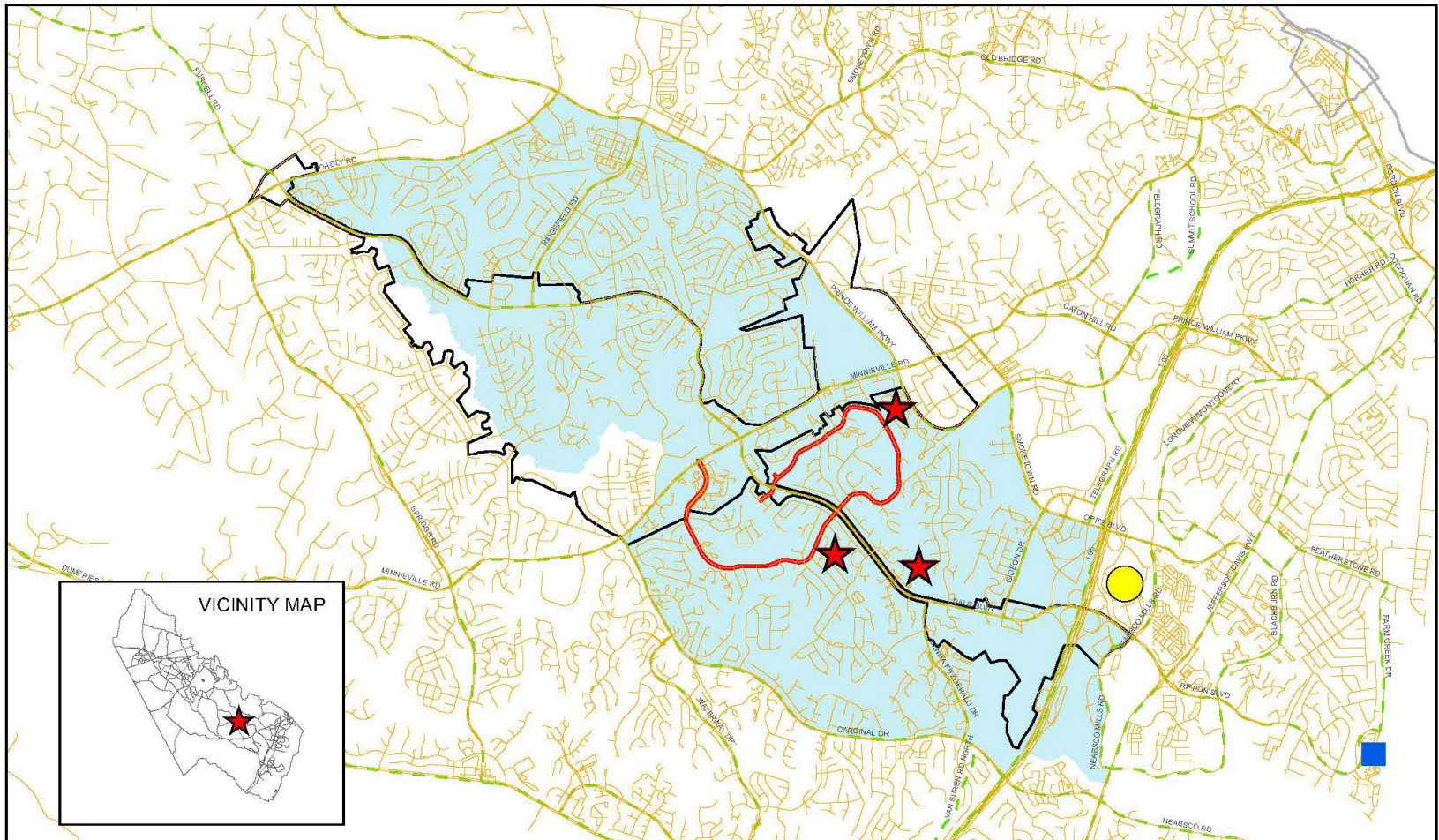
Main Street Corridor RSA

City of Fairfax - \$80,000



Darbydale Avenue/Forestdale Avenue Retrofitting Project

Prince William County - \$50,000



Next Steps

- Present to TPB for Approval: May 17
- Consultant selection process: June - July
- Task Order Award and project kick-off: August - September

Janie Nham

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National Capital Region
Transportation Planning Board

CONGESTION MANAGEMENT PROCESS UPDATE

And Twelve-Year Bottleneck Analysis

Andrew Meese
TPB Program Director, Systems Performance Planning

Transportation Planning Board
May 17, 2023

Introduction

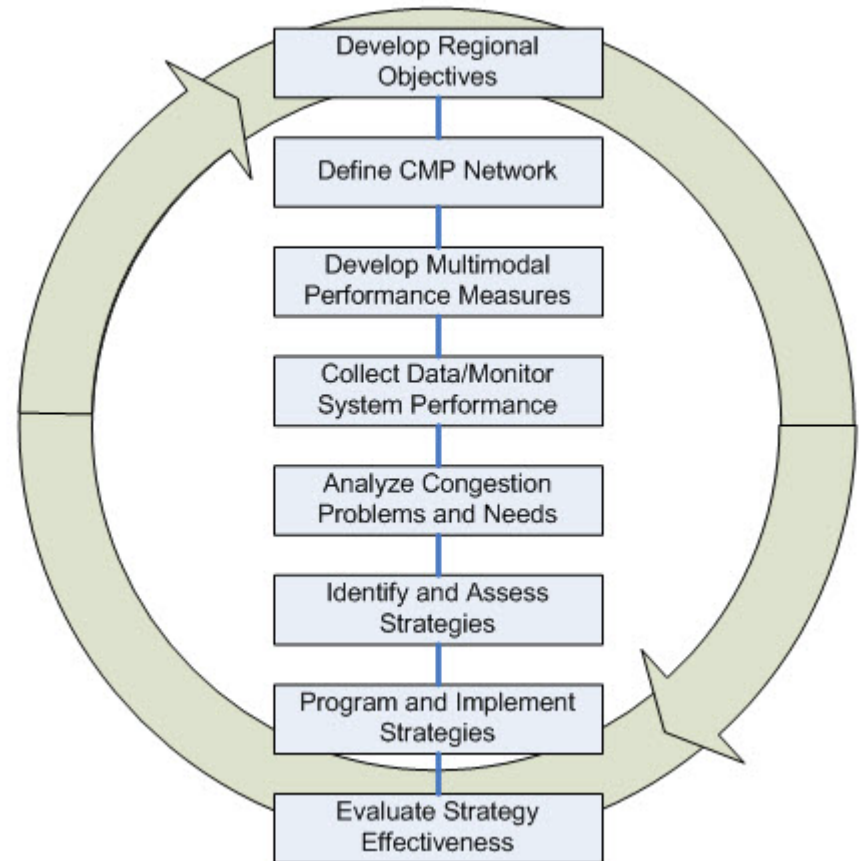
- A Congestion Management Process (CMP) is a requirement in metropolitan transportation planning
 - Many generations of federal regulations for metropolitan planning (including IJA/BIL) have maintained a CMP requirement
- Our official regional CMP component is wholly integrated into the overall long-range transportation plan (Visualize 2045)
- In addition, a CMP Technical Report has been developed as a supporting document biennially since 2008
- Today's presentation will look at:
 - The overall need for a CMP
 - The 2022 CMP Technical Report
 - The associated 12-year bottlenecks analysis



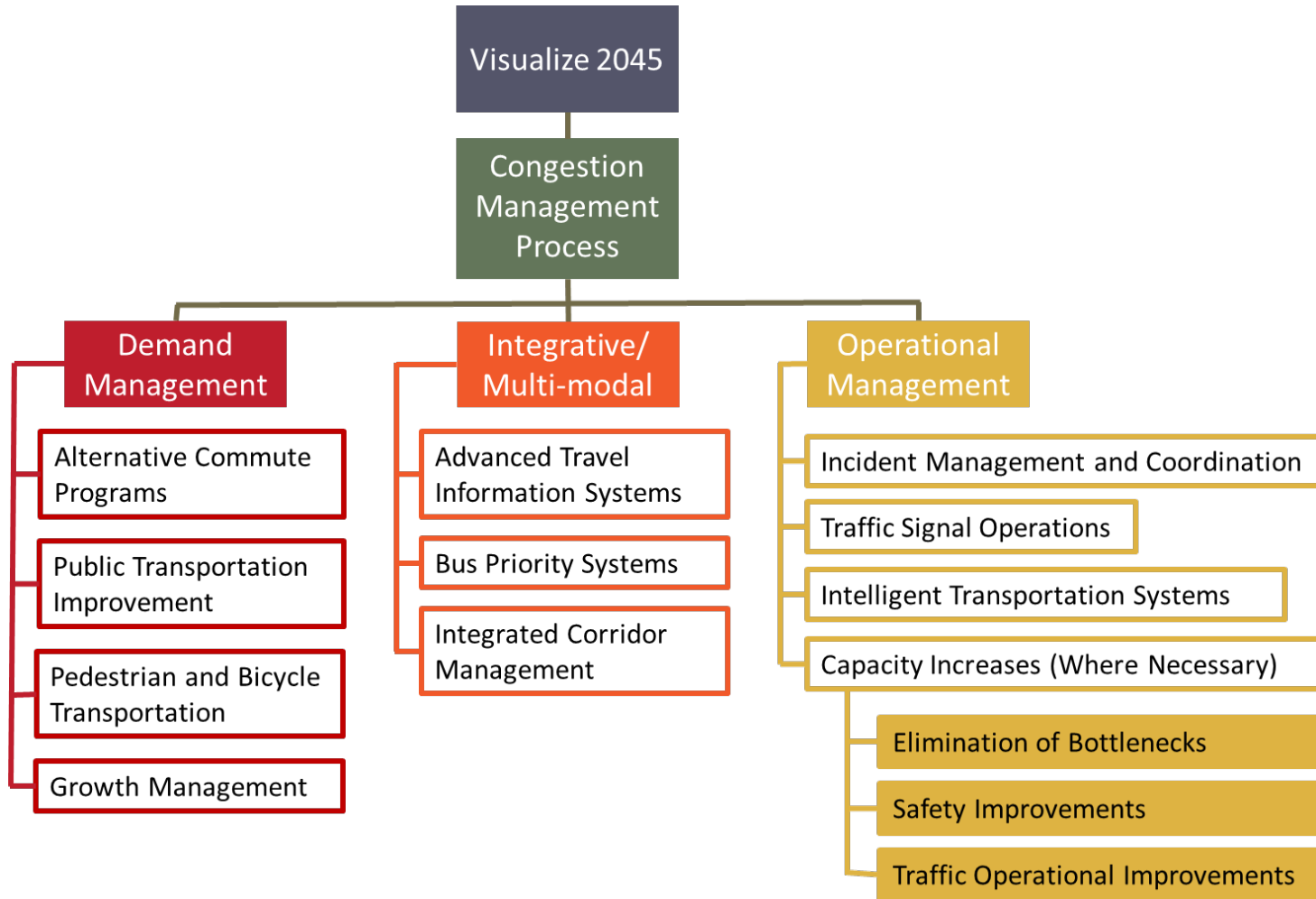
What Is a CMP?

The transportation planning process in a TMA shall **address congestion management through a process** that provides for safe and effective integrated management and operation of the multimodal transportation system...**through the use of travel demand reduction...job access projects, and operational management strategies.**

- Federal Register Vol. 81, No.103, pp.34152, May 27, 2016.



Congestion Management Strategies



Components of the Region's CMP

1. Visualize 2045 comprises the official regional CMP
 - Chapter 8 and Appendix E
 - Project-specific CMP addressed in Technical Inputs Solicitation
2. National Capital Region Congestion Reports (quarterly dashboard)
3. Biennial CMP Technical Reports
4. Special studies as needed



CMP in Visualize 2045

1. Chapter 8 – Planning for Performance (pp. 193-195)
 - TPB ensures that the plan includes alternatives to SOV
2. Appendix E – Federal Compliance and Impact on Plan Development
 - The CMP informs the project selection process for the plan and Transportation Improvement Program (TIP)

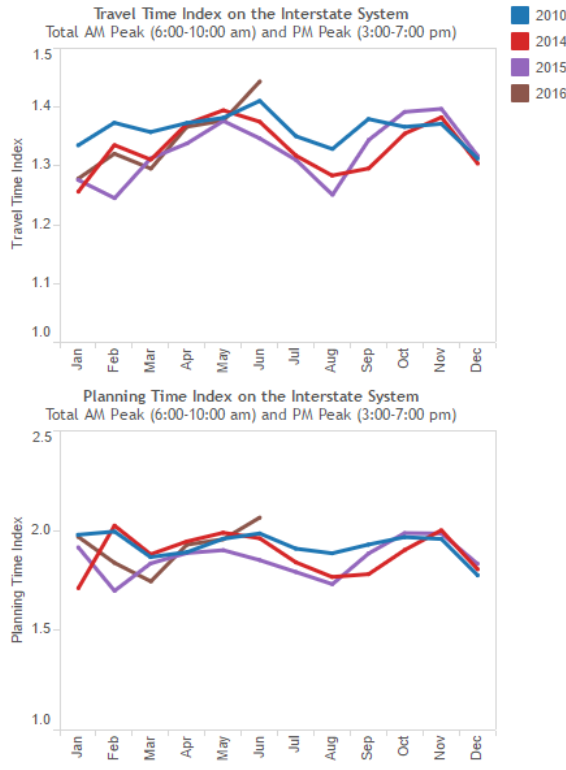


Dashboard

[Home](#) > [Transportation](#) > [Data & Tools](#) > [Congestion Dashboard](#)

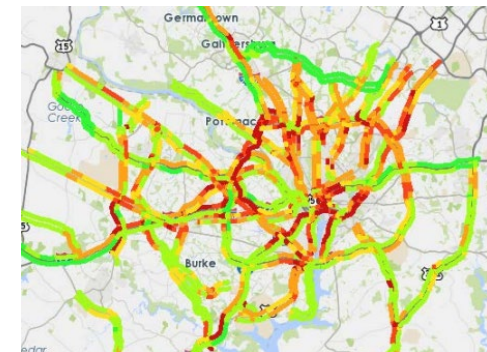
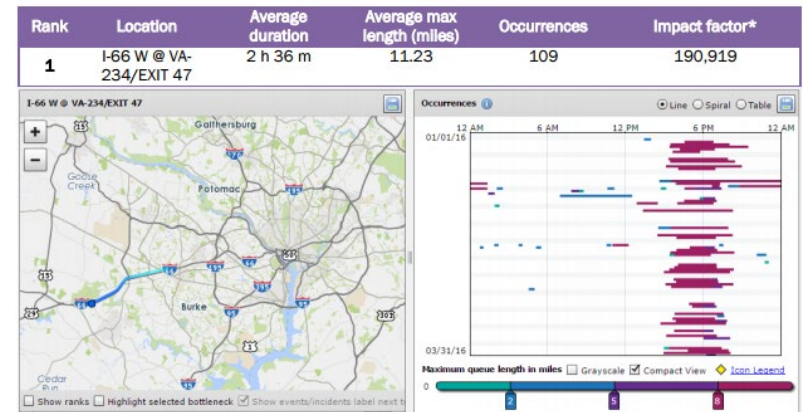
TRANSPORTATION Congestion Dashboard

Regional Trends



Quarterly updated NCR
Congestion Report at:

<https://www.mwcog.org/congestion/>



CMP Technical Report (Biennial)

CMP Technical Report serves as a background document to the official LRP/CMP, providing detailed information on data, strategies, and regional programs involved in congestion management:

Compiles information from a wide range of metropolitan transportation planning activities

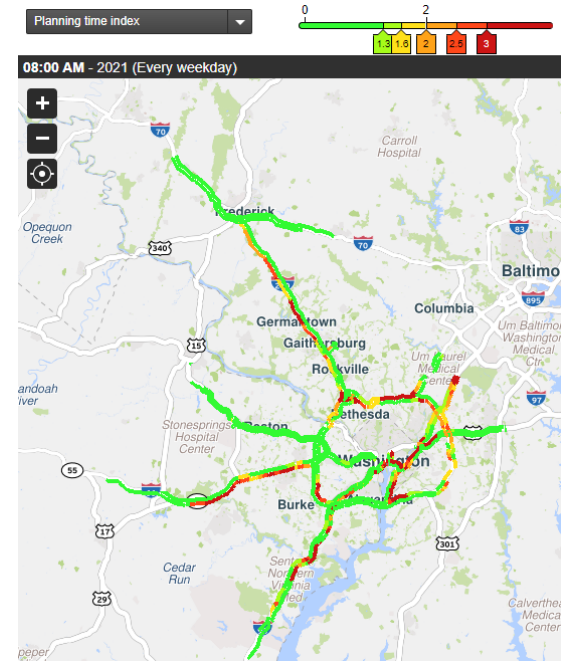
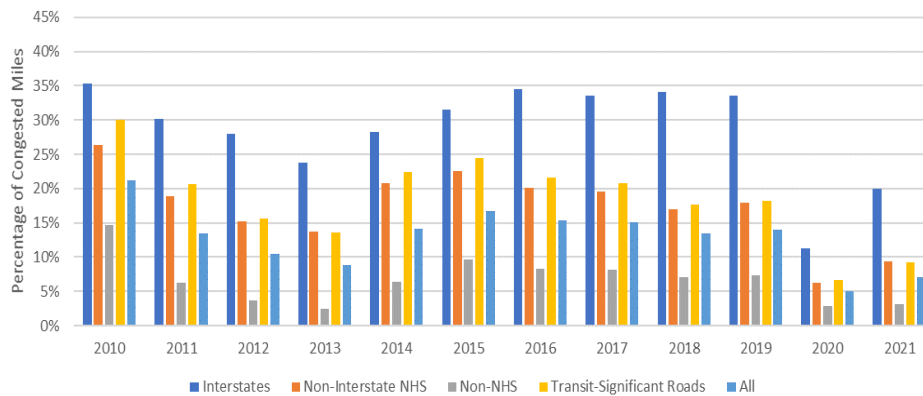
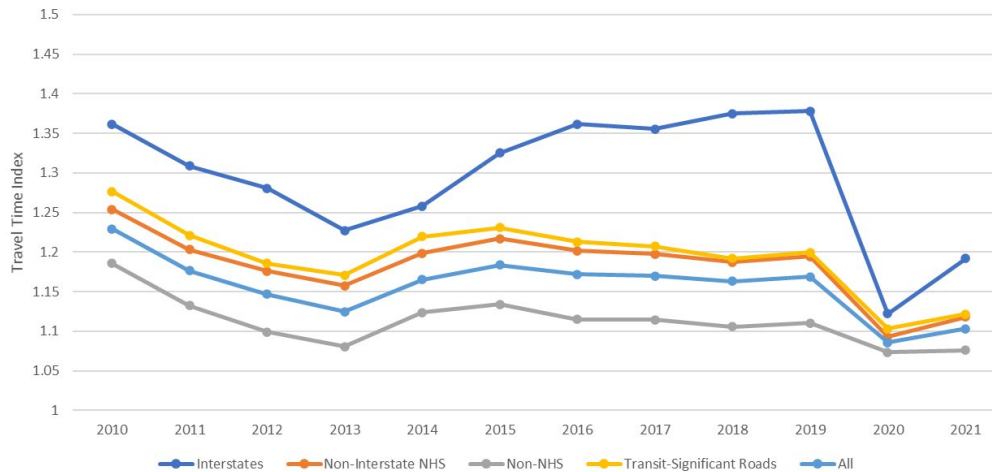
Provides some additional CMP-specific analyses, particularly Vehicle Probe Project data-based analyses



Congestion Management Strategies



Congestion Analyses in CMP Report



CMP Technical Report Key Findings

1. Congestion analysis
2. Reliability analysis
3. Bottlenecks
4. Travel demand management continues its importance
5. Walking/biking continue to grow
6. Variably priced lanes offer travel options
7. Regional Transportation Operations Coordination (e.g. MATOC)
8. Real-time travel information
9. COVID-19 Pandemic Impacts



Report Recommendations (1 of 2)

1. Continue the Commuter Connections program
2. Continue the MATOC program
3. Continue to coordinate PBPP with the CMP
4. Encourage integration of operations and travel demand management components of congestion management
5. Pursue sufficient investment in the existing transportation system
6. Consider variable pricing and other management strategies
7. Encourage transit and explore transit priority strategies
8. Encourage congestion management during major construction projects
9. Encourage access to non-auto travel modes



Report Recommendations (2 of 2)

10. Continue and enhance traveler information
11. Encourage implementation of projects, programs, and processes that support the TPB Aspirational Initiatives
12. Encourage connectivity within and between Regional Activity Centers
13. Continue and enhance the regional congestion monitoring program with multiple data sources
14. Monitor trends in freight, specifically truck travel
15. Participate in collaborative planning connected and autonomous vehicle readiness
16. Monitor impacts of and interactions with shared mobility services
17. Encourage Traffic Incident Management (TIM)



National Comparison

Texas A&M Transportation Institute (2020 data)			INRIX Traffic Scorecard (2021 data)			TomTom Traffic Index (2021 data)		
Annual Person-Hours of Delay per Auto Commuter			Hours Lost in Congestion			Extra Travel Time compared to Free Flow Conditions		
Metro Area	Value	Rank	Metro Area	Value	Rank	Metro Area	Value	Rank
New York	56	1	Chicago	104	1	New York	35%	1
Boston	50	2	New York	102	2	Los Angeles	33%	2
Houston	49	3	Philadelphia	90	3	Miami	28%	3
Los Angeles	46	4	Boston	78	4	Baton Rouge	27%	4
San Francisco	46	4	Miami	66	5	San Francisco	26%	5
Washington	42	5	San Francisco	64	6	Chicago	24%	6
Dallas	40	6	New Orleans	63	7	Honolulu	23%	7
Chicago	39	7	Los Angeles	62	8	Seattle	23%	7
Atlanta	37	8	Houston	58	9	Riverside	23%	7
Philadelphia	37	8	Washington	44	13	Washington	21%	8

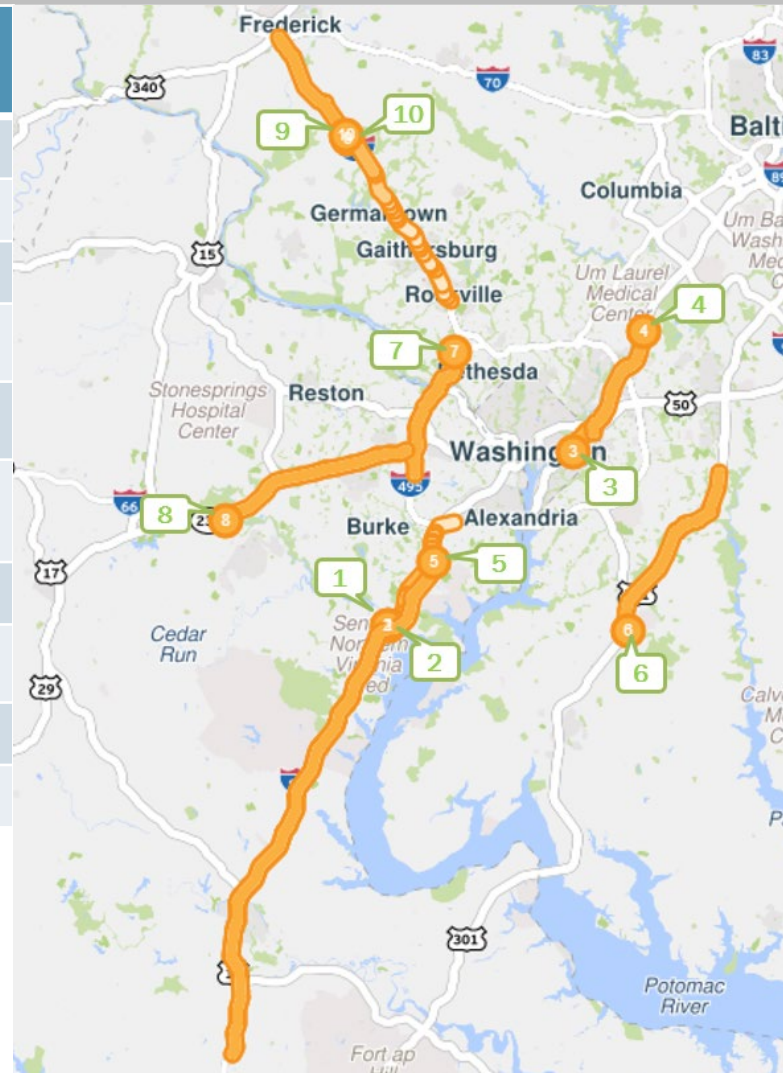


Location of Top 10 Bottlenecks in 2021

Location	Impact factor*
I-95 S @ VA-123/EXIT 160	530,457
I-95 N @ VA-123/EXIT 160	386,481
DC-295 S @ E CAPITOL ST	278,813
B/W PKWY N @ POWDER MILL RD	255,314
I-95 N @ VA-617/BACKLICK RD/EXIT 167	216,574
US-301 S @ MCKENDREE RD/CEDARVILLE RD	196,300
I-495 IL @ I-270-SPUR	176,892
I-66 W @ VA-234/VA-234-BR/EXIT 47	159,189
I-270 S @ MD-109/EXIT 22	153,541
I-270 N @ MD-109/EXIT 22	146,933

*Base impact - the sum of queue lengths over the duration

Source: TPB analysis of University of Maryland Probe Data Analytics Suite data.



Initiation of 12-Year Bottleneck Analysis

- There was a bottlenecks analysis methodology change for the 2022 report compared to previous reports (2020 and prior), making comparison difficult
- In lieu of comparison with previous reports, staff initiated a new 12-year analysis as a look back
- This also helped us address questions about persistent versus short-lived bottleneck locations, comparative severity, and trends
- Analysis conducted in fall 2022 for twelve one-year periods (2010 to 2021)



Bottlenecks Analysis Tool*

- Analyzed vehicle probe data (speeds) for a set of network links
- Regionally about 14,000 roadway links were available for analysis
 - Data not available for minor roads/streets
 - Data caveats for certain facilities (e.g., reversible lanes; parallel paid/free/HOV lanes)
- The tool produces a ranking table and maps of bottlenecks
- Examined options within the bottleneck tool for weighting by different factors
 - “Base Impact” confirmed as the chosen option
 - Other options generate different results/rankings!

*Bottleneck Ranking Tool, Probe Data Analytics (PDA) Suite, Regional Integrated Transportation Information System (RITIS), University of Maryland



History of 2021 Bottlenecks

Rankings for each individual year 2010-2021

2021 Rank	Location	Highest Rank 2010-2021	Lowest Rank 2010-2021	Number of Times in Annual Top Ten 2010-2021
1	I-95 S @ VA-123/EXIT 160	1	1	12
2	I-95 N @ VA-123/EXIT 160	2	>100*	8
3	DC-295 S @ EAST CAPITOL ST	2	>100*	7
4	BALT-WASH PKWY N @ POWDER MILL RD	2	6	10
5	I-95 N @ VA-617/BACKLICK RD/EXIT 167	5	>100*	1
6	US-301 S @ MCKENDREE RD/CEDARVILLE RD	3	31	10
7	I-495 INNER LOOP @ I-270-SPUR	2	>100*	8
8	I-66 W @ VA-234/VA-234-BR/EXIT 47	3	66	3
9	I-270 S @ MD-109/EXIT 22	9	35	2
10	I-270 N @ MD-109/EXIT 22	10	>100*	1

*Anomalous values for a given year may indicate data glitches rather than actual conditions.

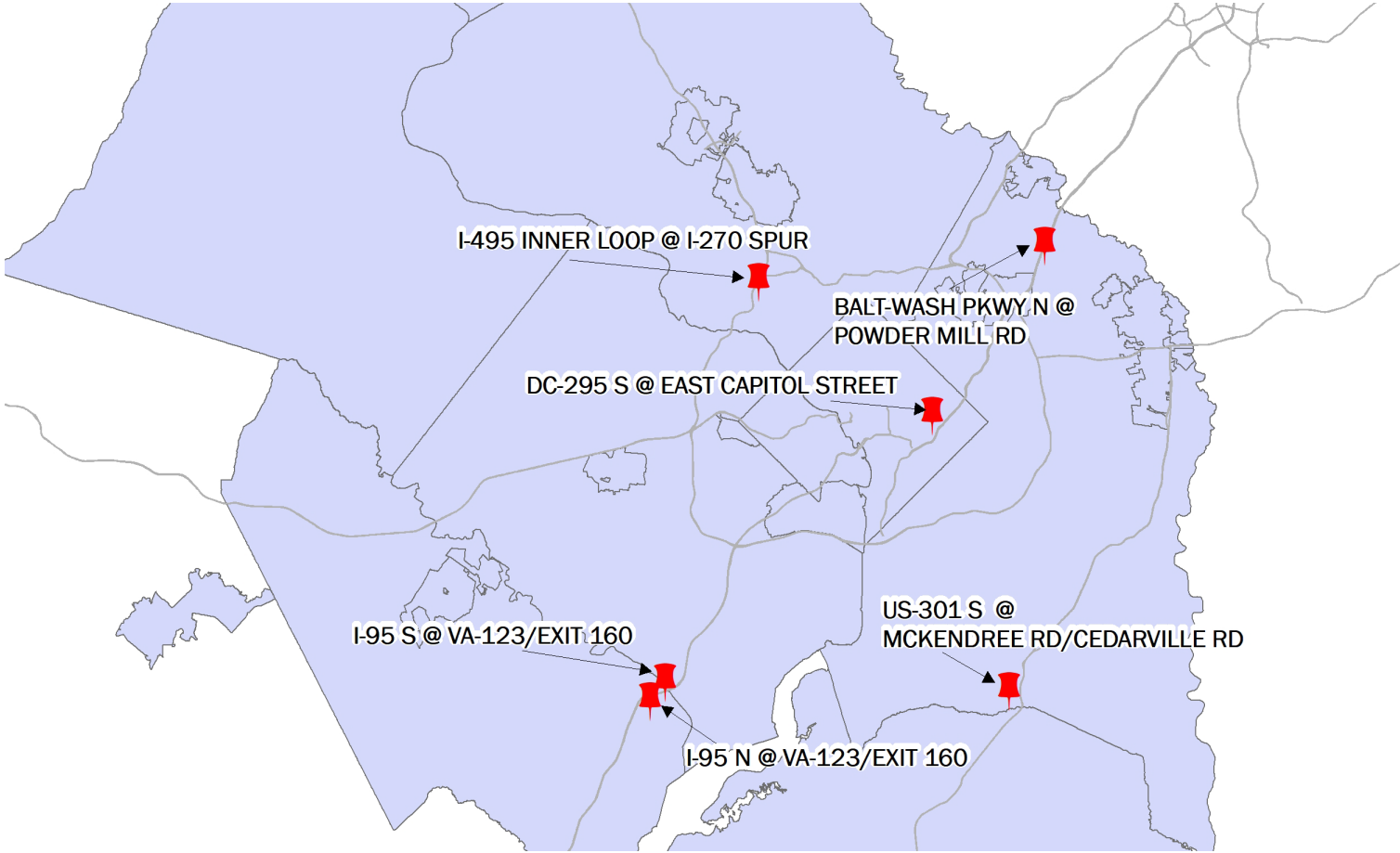


Persistent & Past Bottlenecks

Persistent Bottleneck Locations	Highest Rank 2010-2021	2021 Rank	Number of Times in Annual Top Ten 2010-2021
I-95 S @ VA-123/EXIT 160	1	1	12
BALT-WASH PKWY N @ POWDER MILL RD	2	4	10
US-301 S @ MCKENDREE RD/CEDARVILLE RD	3	6	10
I-95 N @ VA-123/EXIT 160	2	2	8
I-495 INNER LOOP @ I-270-SPUR	2	7	8
DC-295 S @ EAST CAPITOL ST	2	3	7
Past Bottleneck Locations	Highest Rank 2010-2021	2021 Rank	Number of Times in Annual Top Ten 2010-2021
I-66 E @ SYCAMORE ST/EXIT 69	2	>100	10
I-495 OUTER LOOP @ MD-97/GEORGIA AVE/EXIT 31	4	44	10
I-95 S @ MCB QUANTICO/EXIT 148	2	>100	5
I-66 W @ VADEN DR/EXIT 62	3	>100	4



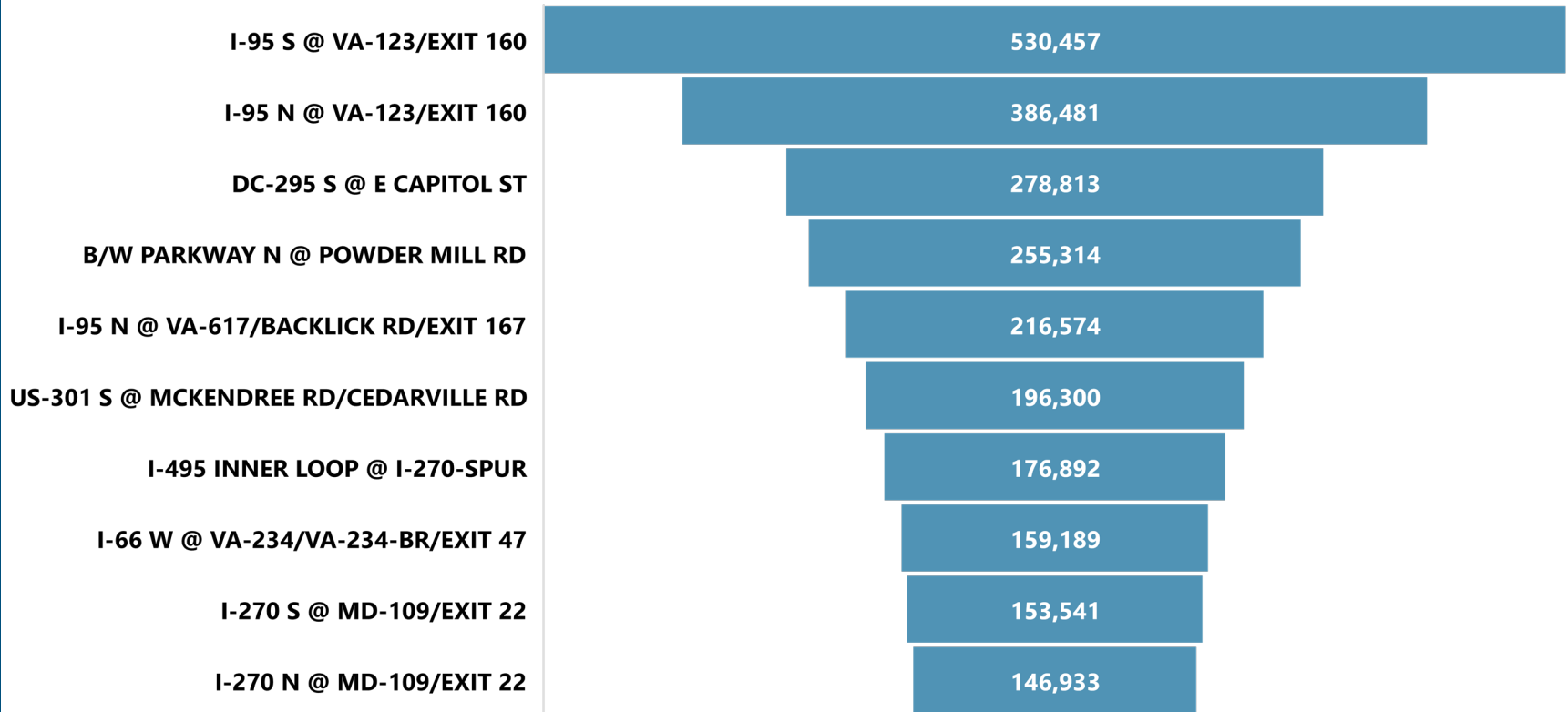
2010-2021 Persistent Bottlenecks Map



Source: TPB analysis of University of Maryland Probe Data Analytics Suite data.



Bottleneck Magnitudes (2021)



2021's top bottleneck was 37% more impactful than the second-ranked bottleneck, and more than three times as impactful as the 10th-ranked bottleneck

Source: TPB analysis of University of Maryland Probe Data Analytics Suite data.



Why Bottlenecks May Change Over Time

- Temporary impacts of construction zones
- Long-term impacts after construction projects
- Regional and national population and business growth
- Regional and national economic ups and downs
- Year-to-year variations in the impacts of storms and major incidents
- Still-evolving long-term travel demand impacts of the pandemic
- Changes within the PDA Suite tool and its underlying databases



Some Major Projects 2010-2021

- 2011: MD-200 (InterCounty Connector) (east end connection to US-1 completed 2014); included I-95 interchange
- 2012: 495Express lanes between VA-620 and north of VA-267
- 2012/2013: Woodrow Wilson Bridge approaches (main bridge was completed 2009)
- 2013: 11th Street Bridge
- 2014: Silver Line Metro to Wiehle–Reston East
- 2014: 95Express reversible lanes from VA-294 to VA-610
- 2017: I-66 inside the Beltway converted from HOV to HOV/toll lanes
- 2019: 395Express reversible lanes from Turkeycock Run to Potomac River



Bottlenecks Context: Range of the CMP

- Bottlenecks analysis is not the only way that the CMP Technical Report examines the extent of congestion – also reported are:
 - Congestion, reported as Travel Time Index (see mwcog.org/congestion for definition)
 - Reliability, reported as Planning Time Index
 - Travel time along defined major commute routes and designated arterial roadways
- The report also describes the many congestion management strategies pursued in the region, featuring Commuter Connections
- Commuter Connections recently updated their list of locations eligible for an incentive program based on the 12-year bottlenecks analysis
- In summary, the CMP informs TPB planning, Visualize 2045/2050, and Commuter Connections



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TRANSPORTATION RESILIENCY PLANNING

Update on resiliency planning at TPB

Katherine Rainone
TPB Transportation Planner

TPB Board Meeting
May 17, 2023



TPB Resiliency Planning - Overview

- Transportation Resiliency – basics
- Federal funding opportunities
- TPB and Transportation Resilience
- Transportation Resilience Improvement Plan Schedule



Vulnerability and Resilience defined

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



Figure 1. Damage to Hunter Mill Road in Fairfax County from Tropical Storm Lee (2011). Source: [Flicker/VDOT](#)



Natural Hazards to Transportation

- **Extreme heat:**

- Train rails expand, risking derailments
- Concrete roads crack and asphalt buckles
- Bridge joints expand

- **Extreme winter conditions:**

- Road surfaces crack and potholes form
- Systems operations power loss
- Roads close due to obstructions

- **Extreme precipitation and flooding:**

- Erosion can cause catastrophic collapse of any transportation infrastructure
- Roads close due to flood or obstructions

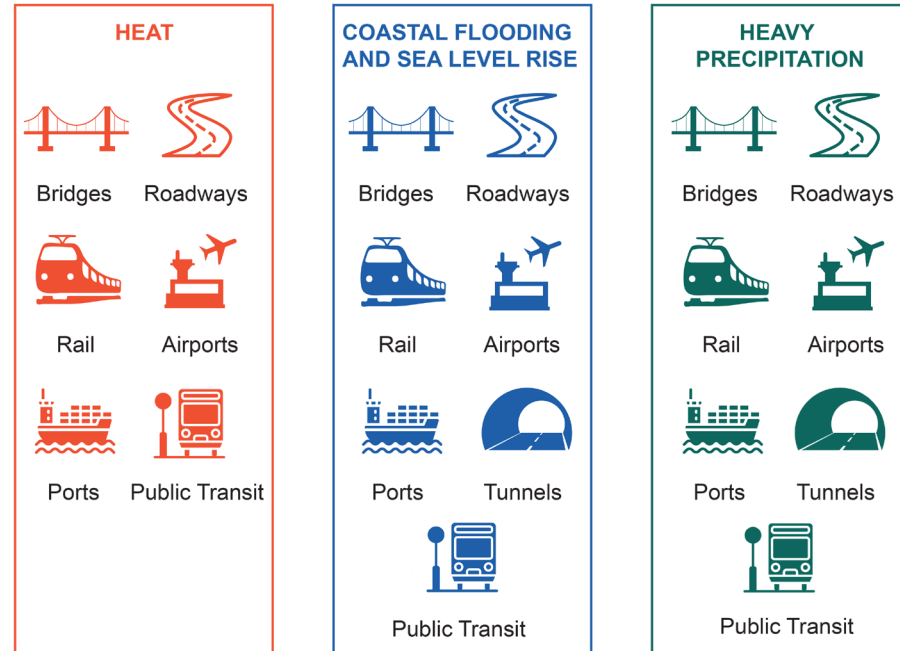


Figure: Fourth National Climate Assessment, Transportation Chapter



Bipartisan Infrastructure Law (BIL/IIJA) PROTECT Program

- Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)
 - \$8.7 billion over five years
 - \$7.3 billion for State DOTs
 - \$1.4 billion across four competitive grant programs:

Planning grants

Resilience
improvements

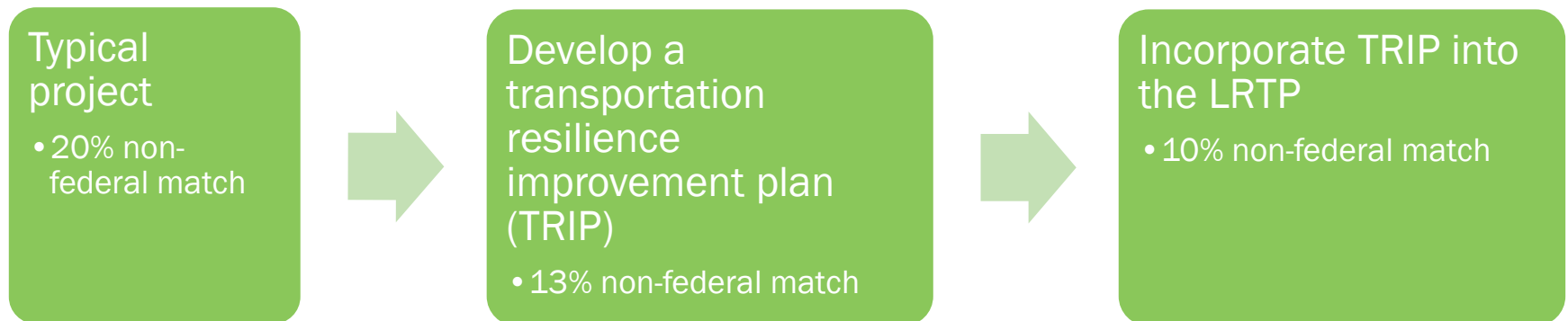
Community
resilience and
evacuation routes

At-risk coastal
infrastructure

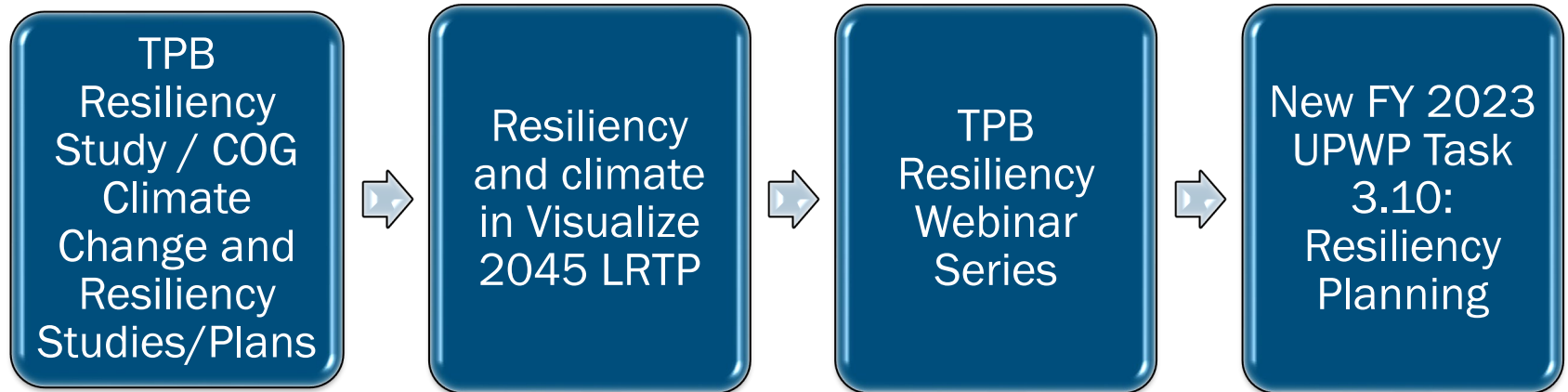


Bipartisan Infrastructure Law (BIL/IIJA) PROTECT Program (cont.)

- Some TRIP requirements include:
 - Demonstrate a **systematic approach** to system resilience
 - Include a **risk-based vulnerability assessment**
 - Include an **investment plan** and list of **priority projects**
- Opportunities to lower local match requirements



Recent TPB Activities



Phase II Resiliency Study

- Transportation Resilience Improvement Plan (TRIP)
- Regional Working Group, eventual subcommittee
- Resilience Forum
- Project list
- Interactive map of major regional resilience hazards



Resilience Study Schedule



May 2023: Finalize Working Group members and schedule meetings



July 2023: Conduct Vulnerability Assessment (system and asset level analyses)

August 2023: Identify criteria to define resilience projects

September 2023: Host resiliency forum

November 2023: Request proposed projects and use criteria to establish Resilience Project List

March 2024: Draft the Transportation Resilience Improvement Plan (TRIP)

June 2024: Finalize TRIP and develop Transportation Resiliency Planning Interactive Map



Upcoming work: May – July 2023

- **Working Group**
 - Invitations sent, members finalized, first quarterly meeting soon to be scheduled
- **Vulnerability Assessment**
 - Phase 1: system-level analysis
 - Phase 2: asset level analysis

Exhibit 1. Example of System-Level Findings

Asset Type	Sensitivity to Extreme Heat	Sensitivity to Precipitation and Flooding
Roadways / highways	Medium Thermal expansion of pavement Risk of heat stress for outdoor maintenance and construction workers	High Heavy precipitation on unpaved roads can cause washout Flooding can cause erosion of embankments



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