



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** April 15, 2021

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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:** April 15, 2021

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At its meeting on April 2, the TPB Steering Committee approved the [2021 Regional Bike to Work Day Proclamation](#). All local jurisdictions are encouraged to adopt a similar proclamation. The annual event, which will be held on Friday, May 21, aims to increase public awareness of the viability of bicycle commuting in the Washington region, and to encourage the business community and other regional decision-makers to support increased bicycle commuting through bicycle-friendly policies and initiatives. A strict COVID policy will be in place for the event, please see the event website for more details: <https://www.biketoworkmetrodc.org/>

The Steering Committee also reviewed and approved the following resolutions to amend the FY 2021-2024 Transportation Improvement Program (TIP):

- SR14-2021: to include \$60 million in concessionaire funding in FY 2021 for the I-95 Spot Improvements at Opitz Blvd project (placeholder TIP ID 11510); and \$1.8 million in local funding in FY 2022 the Van Buren Road Extension (Study Only) project (TIP ID 8605), as requested by the Virginia Department of Transportation (VDOT).
- SR15-2021: to include additional funding for three projects and to decrease funding from one project, as requested by the District Department of Transportation (DDOT) and described below:
  - Add \$6 million in Surface Transportation Block Grant (STBG) funding in FY 2021 for the Kenilworth Ave. NE Reconstruction project;
  - Add \$9 million in DC/State funding, \$4.9 million in National Highway Performance Program (NHPP) funding, and \$7.5 million in STBG funding for the Streetlight Asset Management project grouping (TIP ID 5385);
  - Add \$2.5 million each of DC/State funding, and STBG funding for the Streetlight Construction project (TIP ID 5439); and
  - Deprogram \$11 million in DC/State, \$6 million in NHPP, and \$9.3 million in STBG funding from FY 2022 and FY 2023 from the Citywide Streetlight P3 project grouping (TIP ID 6625).

Funding for these projects was included in the financial analysis of Visualize 2045 and they were either exempt from the air quality conformity requirement or were included in the Air Quality Conformity Analysis of the 2020 Amendment to Visualize 2045 and the FY 2021-2024 TIP.

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.”

#### Attachments

- Signed proclamation that Friday, May 21, 2021 is Regional Bike To Work Day
- Approved resolution SR14-2021 to amend the FY 21-24 TIP, requested by VDOT
- Approved resolution SR15-2021 to amend the FY 21-24 TIP, requested by DDOT

#### **TPB Steering Committee Attendance – April 2, 2021** (only voting members listed)

TPB Chair/ DC rep.:	Charles Allen
TPB Vice Chair/VA rep.:	Pamela Sebesky
TPB Vice Chair/VA rep.:	Reuben Collins
DDOT:	Mark Rawlings
MDOT:	Kari Snyder
VDOT:	Norman Whitaker
WMATA:	Mark Phillips
Technical Committee chair:	Jason Groth
Previous TPB Chair:	Kelly Russell



# Proclamation

WHEREAS, Bike to Work Day 2021 is a welcome way for area workers to get needed exercise and mental wellbeing in light of the COVID pandemic; and

WHEREAS, employees still working from home may participate by bicycling to their local neighborhood “pit stop” and back home again to start their work day; and

WHEREAS, more than 90 Bike to Work Day pit stops are located within ten jurisdictions in the region; and

WHEREAS, staggered arrival and departure times and a strict COVID policy will keep bicyclists safe and healthy; and

WHEREAS, the Bike to Work Day pit stops will serve as T-shirt “pick-up-points” and bicyclists will be on their way within five to ten minutes; and

WHEREAS, bicycle commuting is an effective means to support the region’s air quality goals, improve mobility, and conserve energy; and

WHEREAS, bicycle commuting benefits both employees and employers through better health and fitness, lower costs, and reduced parking space; and

WHEREAS, Capital Bikeshare’s regional bike sharing system has more than 500 stations across six jurisdictions; and

WHEREAS, the National Capital Region Transportation Planning Board through its Commuter Connections program promotes bicycling and organizes Bike to Work Day along with the Washington Area Bicyclist Association; and

WHEREAS, the week of May 17<sup>th</sup> is National Bike to Work Week, which promotes bicycling as a viable means of transportation to and from work;

NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD:

1. Proclaims Friday, May 21, 2021 as Bike to Work Day throughout the Washington, DC metropolitan region; and
2. Encourages TPB member jurisdictions to adopt similar proclamations in support of the event; and
3. Reminds all members of the importance of bicycle safety as advocated by the Street Smart campaign.

A handwritten signature in blue ink, appearing to read "David Al...", is written over a horizontal line.

Chairman, National Capital Region Transportation Planning Board



National Capital Region  
Transportation Planning Board

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

RESOLUTION ON AN AMENDMENT TO THE FY 2021-2024 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY  
CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR I-95 SPOT  
IMPROVEMENTS AT OPITZ BOULEVARD AND VAN BUREN ROAD EXTENSION  
PROJECTS, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF  
TRANSPORTATION (VDOT)

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

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

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

**WHEREAS**, in the attached letters of March 24, 2021, VDOT has requested amendments to the FY 2021-2024 TIP to include the **I-95 Spot Improvements at Opitz Blvd project (placeholder TIP ID 11510)** with \$60 million in Concessionaire Funding in FY 2021, provided by TransUrban, the private entity that manages the I-95 Express Lanes; and to include \$1.8 million in local funding in FY 2022 for the **Van Buren Road Extension (Study Only) project (TIP ID 8605)**, as described in the attached materials; and

**WHEREAS**, the full scopes of both of these projects are included in the Air Quality Conformity Analysis of the 2020 Amendment to Visualize 2045 and the FY 2021-2024 TIP; the Van Buren Extension project is funded for study only at this time and is therefore exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

**WHEREAS**, these amendments were submitted to TPB staff using the Project InfoTrak database and saved under TIP Action 21- 22.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2021-2024 TIP include the **I-95 Spot Improvements at Opitz Blvd project (TIP ID 11510)** with \$60 million in Concessionaire Funding in FY 2021; and to include \$1.8 million in local funding in FY 2022 for the **Van Buren Road Extension (Study Only) project (TIP ID 8605)**, as described in the attached materials.

**Approved by the TPB Steering Committee at its virtual meeting on April 2, 2021.**





## COMMONWEALTH of VIRGINIA

### DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.  
Commissioner

1401 East Broad Street  
Richmond, Virginia 23219

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

March 24, 2021

The Honorable Charles Allen, 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 2019-2024 Transportation Improvement Program Amendment for I-95 Spot Improvements at Opitz Boulevard (UPC# 115198)

Dear Chairman Allen:

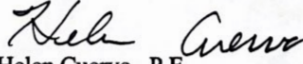
The Virginia Department of Transportation (VDOT) requests an amendment to the FY 2021-2024 Transportation Improvement Program (TIP) to revise the funding for the I-95 Spot Improvements at Opitz Boulevard. The project includes adding new on and off ramps ramp to the southbound I-95 Express Lanes at Opitz Boulevard and relocating existing slip-ramp entries to the Express Lanes south of Dale Boulevard interchange. This project contributes to the safety of travelers and enhances the integration and connectivity of the transportation network system at a location know as a major bottleneck.

Sixty million dollars in private funding is being provided by TransUrban, the concessionaire operating the I-95 Express Lanes, for construction in FY 21. The project is included in the Visualize 2045 Air Quality Conformity Analysis and the private funding is consistent with the financial constraint finding of the Visualize 2045 Financial Plan.

VDOT requests approval of this TIP Amendment by the Transportation Planning Board's Steering Committee at its meeting on April 2, 2021. VDOT's representative will be available to answer any questions about the amendment.

Thank you for your consideration of this request.

Sincerely,

  
Helen Cuervo, P.E.  
District Administrator  
Northern Virginia District, VDOT

Cc: Ms. Maria Sinner, P.E., VDOT-NoVA,  
Ms. Susan Shaw, P.E.  
Mr. Norman Whitaker, AICP, VDOT-NoVA

VirginiaDOT.org  
WE KEEP VIRGINIA MOVING





## COMMONWEALTH of VIRGINIA

### DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.  
Commissioner

1401 East Broad Street  
Richmond, Virginia 23219

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

March 24, 2021

The Honorable Charles Allen, 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 2019-2024 Transportation Improvement Program Amendment for Van Buren Road Extension  
Project in Prince William County

Dear Chairman Allen:

The Virginia Department of Transportation (VDOT) requests an amendment to the FY 2021-2024 Transportation Improvement Program (TIP) to add the Van Buren Road Extension Project in Prince William County. At this time, the project is being added to the TIP as a Study. It will provide a four lane extension of Van Buren Road between Route 234 and Cardinal Drive. The project is currently going through the environmental study phase and the County will be completing a NEPA document. The funding is being provided by Prince William County.

Cost of the study phase is estimated at \$1.8M. Completion is anticipated in fall, 2022. As a study, the project is exempt from Air Quality Conformity Analysis, but it is already included in Visualize 2045. The study is being funded by Prince William County with non-Federal funds, so the project does not impact the financial constraint finding of the Visualize 2045 Financial Plan.

VDOT requests approval of this TIP Amendment by the Transportation Planning Board's Steering Committee at its meeting on April 2, 2021. VDOT's representative will be available to answer any questions about the amendment.

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in cursive script that reads "Helen Cuervo".

Helen Cuervo, P.E.  
District Administrator,  
Northern Virginia District, VDOT

Cc: Ms. Maria Sinner, P.E., VDOT-NoVA,  
Mr. Norman Whitaker, AICP, VDOT-NoVA  
Mr. Ricardo Canizales, Director of Transportation, Prince William County

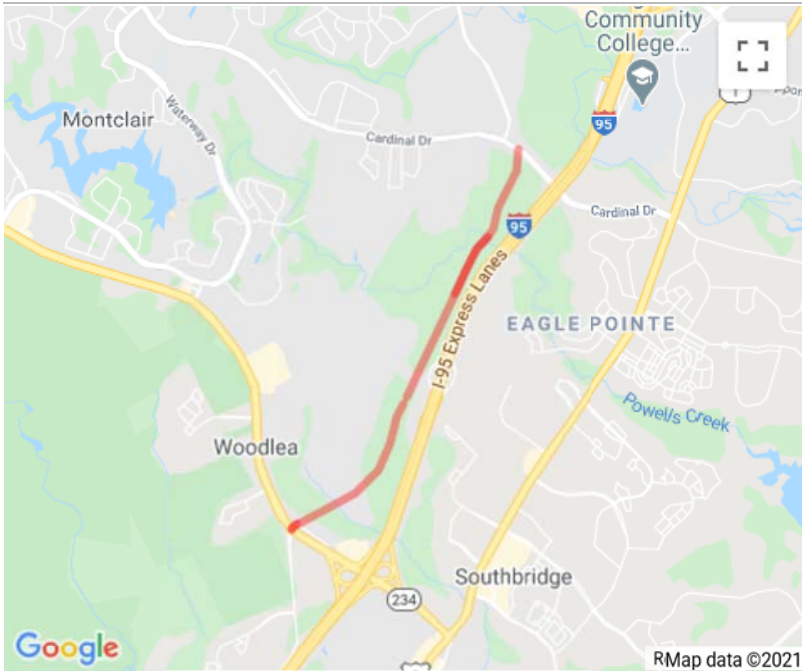
VirginiaDOT.org  
WE KEEP VIRGINIA MOVING



**National Capital Region Transportation Planning Board  
 FY 2021-2024 Transportation Improvement Program  
 TIP Action 21-22: Formal Amendment Approved by the  
 TPB Steering Committee on April 2, 2021**

<i>TIP ID</i>	8605	<i>Agency Project ID</i>		<i>Total Cost</i>	\$93,000,000
<i>Lead Agency</i>	VDOT	<i>Municipality</i>		<i>County</i>	Prince William
<i>Project Type</i>	Study/Planning/Research	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Van Buren Road Extension (Study Only)				
<i>Project Limits</i>					
<i>Description</i>	Extend Van Buren Road from Rte. 234 to Cardinal Drive. The widening will consist of a 4-lane divided facility. A sidewalk and trail are included				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
STUDY	Local	-	-	\$1,800,000	-	-	-	\$1,800,000
<i>Total STUDY</i>		-	-	\$1,800,000	-	-	-	\$1,800,000
<b><i>Total Programmed</i></b>		-	-	<b>\$1,800,000</b>	-	-	-	<b>\$1,800,000</b>



**Version History**

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-22 Amendment	2021-2024	4/21/2021	Pending	Pending
				N/A

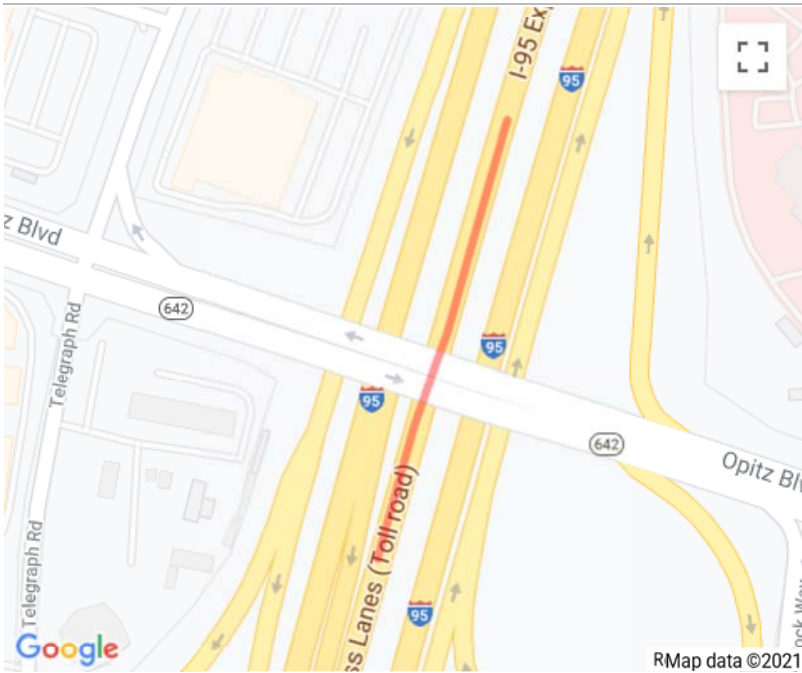
**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Updates into 45-22

*TIP ID* 11510 | *Agency Project ID* 115198  
*Lead Agency* VDOT | *Municipality*  
*Project Type* Road - HOV/Managed Lanes | *Completion Date*  
*Project Name* I-95 Reversible Ramp to/from Express Lanes @ Optiz Blvd.  
*Project Limits* Point location on I 95 at Express Lanes @ Opitz Blvd.  
*Description* Construct reversible ramp to/from express lanes at I-95/Optiz Blvd. Interchange

*Total Cost* \$60,000,000  
*County*  
*TCM*

<b>Phase</b>	<b>Fund Source</b>	<b>Prior</b>	<b>FY2021</b>	<b>FY2022</b>	<b>FY2023</b>	<b>FY2024</b>	<b>Future</b>	<b>Total</b>
CON	Concession Funds	-	\$60,000,000	-	-	-	-	\$60,000,000
	<i>Total Construction</i>	-	\$60,000,000	-	-	-	-	\$60,000,000
	<i>Total Programmed</i>	-	<b>\$60,000,000</b>	-	-	-	-	<b>\$60,000,000</b>



**Version History**

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-22 Amendment	2021-2024	4/21/2021	Pending	Pending
				N/A

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Programming Update

Change Report for TIP Action 21-22: Formal Amendment to the FY 2021-2024 TIP

TIP ID	PROJECT TITLE	% CHANGE	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	NARRATIVE DESCRIPTION
11510	I-95 Reversible Ramp to/from Express Lanes @ Optiz Blvd.	100	\$60,000,000	\$0	\$60,000,000	Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): Concession Funds ▶ Add funds in FFY 21 in CON for \$60,000,000 <i>Total project cost \$60,000,000</i>
8605	Van Buren Road Extension (Study Only)	100	\$1,800,000	\$0	\$1,800,000	Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): Local ▶ Add funds in FFY 22 in STUDY for \$1,800,000 <i>Total project cost \$1,800,000</i>

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

RESOLUTION ON AN AMENDMENT TO THE FY 2021-2024 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY  
CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE KENILWORTH  
AVE NE RECONSTRUCTION PROJECT AND TO REDISTRIBUTE FUNDING  
BETWEEN THREE GROUPED STREETLIGHT PROJECTS, AS REQUESTED BY THE  
DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)

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

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

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

**WHEREAS**, in the attached letter of March 25, 2021, DDOT has requested amendments to the FY 2021-2024 TIP to include \$6.122 million in Surface Transportation Block Grant (STBG) funding in FY 2021 for construction of the **Kenilworth Ave NE Reconstruction project (TIP ID 3290)**, to reduce District funding by \$11.13 million, National Highway Performance Program (NHPP) funding by \$6.095 million, and STBG funding by \$9.275 million in FY 2022 and FY 2023 for the **Citywide Streetlight P3 project grouping (TIP ID 6625)**, to increase District funding in FY 2022 and 2023 by \$9.030 million; and to increase NHPP and STBG funding in the same years by \$4.945 million and \$7.525 million respectively for the **Streetlight Asset Management project grouping (TIP ID 5385)**; and to increase District and STBG funding in FY 2022 and FY2023 by \$2.5 million each for the **Streetlight Construction project (TIP ID 5439)**, as described in the attached materials; and

**WHEREAS**, these projects are all exempt from the air quality conformity requirement; and

**WHEREAS**, these amendments were submitted to TPB staff using the Project InfoTrak database and saved under TIP Action 21- 23.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2021-2024 TIP to include \$6.122 million in STBG funding in FY 2021 for construction of the **Kenilworth Ave NE Reconstruction project (TIP ID 3290)**, to reduce District funding by \$11.13 million, NHPP funding by \$6.095 million, and STBG funding by \$9.275 million in FY 2022 and FY 2023 for the **Citywide Streetlight P3 project grouping (TIP ID 6625)**, to increase District funding in FY 2022 and 2023 by \$9.030 million; and to increase NHPP and STBG funding in the same years by



\$4.945 million and \$7.525 million respectively for the **Streetlight Asset Management project grouping (TIP ID 5385)**; and to increase District and STBG funding in FY 2022 and FY2023 by \$2.5 million each for the **Streetlight Construction project (TIP ID 5439)**, as described in the attached materials.

**Approved by the TPB Steering Committee at its virtual meeting on April 2, 2021.**

# Government of the District of Columbia

## Department of Transportation



March 25, 2021

The Honorable Charles Allen, Chairperson  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street N.E., Suite 300  
Washington, DC 20002-4290

Dear Chairperson Allen,

The District Department of Transportation (DDOT) requests that the FY 2021-2024 Transportation Improvement Program (TIP) be amended for four projects as detailed below:

1. **Kenilworth Ave NE Reconstruction (TIP ID# 3290)**
  - a. Increase STBG funding by \$6,122,409.00 for Construction in FY21
2. **Citywide Streetlight P3 (TIP ID# 6625)**
  - a. Decrease DC STATE funding by \$5,460,000 for Construction in FY22
  - b. Decrease DC STATE funding by \$5,670,000 for Construction in FY23
  - c. Decrease NHPP funding by \$2,990,000 for Construction in FY22
  - d. Decrease NHPP funding by \$3,105,000 for Construction in FY23
  - e. Decrease STBG funding by \$4,550,000 for Construction in FY22
  - f. Decrease STBG funding by \$4,725,000 for Construction in FY23
3. **Streetlight Asset Management (TIP ID# 5385)**
  - a. Increase DC STATE funding by \$4,410,000 for Construction in FY22
  - b. Increase DC STATE funding by \$4,620,000 for Construction in FY23
  - c. Increase NHPP funding by \$2,415,000 for Construction in FY22
  - d. Increase NHPP funding by \$2,530,000 for Construction in FY23
  - e. Increase STBG funding by \$3,675,000 for Construction in FY22
  - f. Increase STBG funding by \$3,850,000 for Construction in FY23
4. **Streetlight Construction (TIP ID# 5439)**
  - a. Increase DC STATE funding by \$1,250,000 for Construction in FY22
  - b. Increase DC STATE funding by \$1,250,000 for Construction in FY23
  - c. Increase STBG funding by \$1,250,000 for Construction in FY22
  - d. Increase STBG funding by \$1,250,000 for Construction in FY23

The proposed amendments do not add additional capacity for motorized vehicles and do not require conformity analysis or public review and comment. The funding sources have been

identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve these amendments at its April 2<sup>nd</sup> meeting.

We appreciate your cooperation in this matter. Should you have questions regarding these amendments, please contact Mark Rawlings at (202) 671-2234 or by e-mail at [mark.rawlings@dc.gov](mailto:mark.rawlings@dc.gov). Of course, feel free to contact me directly.

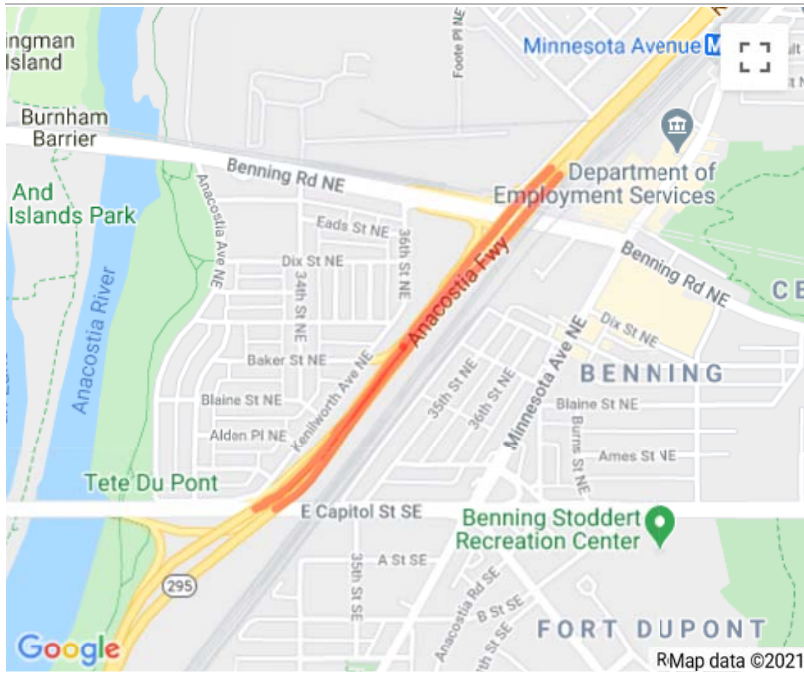
Sincerely,



Saesha Carlile  
Chief Administrative Officer, DDOT  
[Saesha.carlile@dc.gov](mailto:Saesha.carlile@dc.gov)

<i>TIP ID</i>	3290	<i>Agency Project ID</i>	SR049A	<i>Total Cost</i>	\$28,071,409
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>	Road - Recons/Rehab/Maintenance	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Kenilworth Ave NE Reconstruction				
<i>Project Limits</i>	Milepost begins at 1 ends at 1.5				
<i>Description</i>	Design of Kenilworth Ave/I295 from East Capitol Street, NE to Penn Rail Road Bridge over pass is a total reconstruction project. The length of the project is about 2,600 both directions. The design project will include upgrade of the existing curb and gutter, replace existing fences, remove the existing temporary Jersey Barriers and replace with permanent Jersey Barriers and address the current hydraulic problem. a: NB Kenilworth Ave NE Reconstruction b: SB Kenilworth Ave NE Reconstruction				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	National Highway Performance Program	\$722,840	-	-	-	-	-	\$722,840
PE	State or District Funding	\$175,160	-	-	-	-	-	\$175,160
	<i>Total Preliminary Engineering</i>	\$898,000	-	-	-	-	-	\$898,000
CON	National Highway Performance Program	\$17,471,500	-	-	-	-	-	\$17,471,500
CON	State or District Funding	\$3,578,500	\$1,224,482	-	-	\$1,000	-	\$4,803,982
CON	Surface Transportation Block Program	-	\$4,897,927	-	-	-	-	\$4,897,927
	<i>Total Construction</i>	\$21,050,000	\$6,122,409	-	-	\$1,000	-	\$27,173,409
	<b><i>Total Programmed</i></b>	<b>\$21,948,000</b>	<b>\$6,122,409</b>	-	-	<b>\$1,000</b>	-	<b>\$28,071,409</b>



**Version History**

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-06 Amendment	2021-2024	09/16/2020	9/16/2020	Pending
21-23 Amendment	2021-2024	04/21/2021	Pending	Pending

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Cost change(s)

*Funding Change(s):*

Total project cost increased from \$3,754,660 to \$28,071,409

**National Capital Region Transportation Planning Board  
 FY 2021-2024 Transportation Improvement Program  
 TIP Action: 21-23 Formal Amendment Approved by the  
 TPB Steering Committee on April 2, 2021**

<i>TIP ID</i>	5385	<i>Agency Project ID</i>	AD020A	<i>Total Cost</i>	\$31,592,228
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>		<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Streetlight Asset Management				
<i>Project Limits</i>	Various Locations				
<i>Description</i>	This project will provide maintenance for the Districts lighting system to provide safe operations. Work includes upgrade of lights in tunnels and underpasses, bridges, highways, overhead guide sign lighting, obsolete incandescent and mercury vapor lights as well as navigation lights on bridges and waterways.				

<b>Phase</b>	<b>Fund Source</b>	<b>Prior</b>	<b>FY2021</b>	<b>FY2022</b>	<b>FY2023</b>	<b>FY2024</b>	<b>Future</b>	<b>Total</b>
CON	National Highway Performance Program	-	\$1,856,970	\$1,932,000	\$2,024,000	-	-	\$5,812,970
CON	State or District Funding	-	\$5,409,434	\$5,628,000	\$5,896,000	-	-	\$16,933,434
CON	Surface Transportation Block Program	-	\$2,825,824	\$2,940,000	\$3,080,000	-	-	\$8,845,824
<i>Total Construction</i>		-	\$10,092,228	\$10,500,000	\$11,000,000	-	-	\$31,592,228
<b>Total Programmed</b>		-	<b>\$10,092,228</b>	<b>\$10,500,000</b>	<b>\$11,000,000</b>	-	-	<b>\$31,592,228</b>



\*Various Locations

**Version History**

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-00 Adoption 2021-2024	03/20/2020	10/01/2020	05/27/2020	05/27/2020
21-06 Amendment 2021-2024	09/16/2020	9/16/2020	<i>Pending</i>	N/A
21-23 Amendment 2021-2024	04/21/2021	04/21/2021	<i>Pending</i>	N/A

***Current Change Reason***

SCHEDULE / FUNDING / SCOPE - Cost change(s)

*Funding Change(s):*

Total project cost increased from \$10,092,228 to \$31,592,228

<i>TIP ID</i>	5439	<i>Agency Project ID</i>	AD017A	<i>Total Cost</i>	\$10,400,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>		<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Streetlight Construction				
<i>Project Limits</i>	Various Locations				
<i>Description</i>	This project will provide installation/construction of the District's aging streetlight systems to provide safe operations. Work includes upgrading of lighting in tunnels, freeway air rights, overhead signs structures, and obsolete navigational lights on bridges.				

<b>Phase</b>	<b>Fund Source</b>	<b>Prior</b>	<b>FY2021</b>	<b>FY2022</b>	<b>FY2023</b>	<b>FY2024</b>	<b>Future</b>	<b>Total</b>
PE	State or District Funding	-	\$180,000	-	-	-	-	\$180,000
PE	Surface Transportation Block Program	-	\$120,000	-	-	-	-	\$120,000
	<i>Total Preliminary Engineering</i>	-	\$300,000	-	-	-	-	\$300,000
CON	State or District Funding	-	\$3,060,000	\$1,500,000	\$1,500,000	-	-	\$6,060,000
CON	Surface Transportation Block Program	-	\$2,040,000	\$1,000,000	\$1,000,000	-	-	\$4,040,000
	<i>Total Construction</i>	-	\$5,100,000	\$2,500,000	\$2,500,000	-	-	\$10,100,000
	<b><i>Total Programmed</i></b>	-	<b>\$5,400,000</b>	<b>\$2,500,000</b>	<b>\$2,500,000</b>	-	-	<b>\$10,400,000</b>

\*Various Locations

**Version History**

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-00 Adoption 2021-2024	03/20/2020	10/01/2020	05/27/2020	05/27/2020
21-06 Amendment 2021-2024	09/16/2020	9/16/2020	<i>Pending</i>	N/A
21-23 Amendment 2021-2024	04/21/2021	04/21/2021	<i>Pending</i>	N/A

***Current Change Reason***

SCHEDULE / FUNDING / SCOPE - Cost change(s)

*Funding Change(s):*

Total project cost increased from \$5,400,000 to \$10,400,000

<i>TIP ID</i>	6625	<i>Agency Project ID</i>		<i>Total Cost</i>	\$155,029,795
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>		<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Citywide Streetlights P3				
<i>Project Limits</i>	Various Locations				

*Description* This project will be to develop a Private, Public, Partnership (P3) for the Streetlights in the District of Columbia. The P3 will include the conversion of all District Streetlights to LED in addition to a long-term, performance-based asset management contract. Work to develop the P3 will include technical, legal, and financial aspects of the project which will be developed into an RFP. Section 106 and NEPA work will also be included during the development of the RFP. This project will be split 42% Local, 23% NHPP and 35% STP. The development of the P3 is anticipated to take between 12 and 18 months. The P3 contract will be for between 10 and 15 years.

<b>Phase</b>	<b>Fund Source</b>	<b>Prior</b>	<b>FY2021</b>	<b>FY2022</b>	<b>FY2023</b>	<b>FY2024</b>	<b>Future</b>	<b>Total</b>
CON	National Highway Performance Program	-	\$278,453	\$2,295,619	\$2,203,619	\$4,687,619	-	\$9,465,310
CON	State or District Funding	-	\$811,145	\$6,687,238	\$6,419,238	\$13,655,238	-	\$27,572,859
CON	Surface Transportation Block Program	-	\$423,733	\$3,493,333	\$3,353,333	\$7,133,333	-	\$14,403,732
<i>Total Construction</i>		-	\$1,513,331	\$12,476,190	\$11,976,190	\$25,476,190	-	\$51,441,901
<b><i>Total Programmed</i></b>		-	<b>\$1,513,331</b>	<b>\$12,476,190</b>	<b>\$11,976,190</b>	<b>\$25,476,190</b>	-	<b>\$51,441,901</b>

\*Various Locations

**Version History**

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-00 Adoption 2021-2024	03/20/2020	10/01/2020	05/27/2020	05/27/2020
21-06 Amendment 2021-2024	09/16/2020	9/16/2020	<i>Pending</i>	N/A
21-23 Amendment 2021-2024	04/21/2021	04/21/2021	<i>Pending</i>	N/A

***Current Change Reason***

SCHEDULE / FUNDING / SCOPE - Cost change(s)

*Funding Change(s):*

Total project cost decreased from \$77,941,901 to \$51,441,901

Change Report for TIP Action 21-23: Formal Amendment to the FY 2021-2024 TIP

TIP ID	PROJECT TITLE	% CHANGE	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	NARRATIVE DESCRIPTION
3290	Kenilworth Ave NE Reconstruction	28	\$6,122,409	\$21,949,000	\$28,071,409	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): State or District Funding ▶ Add funds in FFY 21 in CON for \$1,224,482 Surface Transportation Block Program ▶ Add funds in FFY 21 in CON for \$4,897,927 <i>Total project cost increased from \$21,949,000 to \$28,071,409</i>
5439	Streetlight Construction	93	\$5,000,000	\$5,400,000	\$10,400,000	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): State or District Funding ▶ Add funds in FFY 22 in CON for \$1,500,000 ▶ Add funds in FFY 23 in CON for \$1,500,000 Surface Transportation Block Program ▶ Add funds in FFY 22 in CON for \$1,000,000 ▶ Add funds in FFY 23 in CON for \$1,000,000 <i>Total project cost increased from \$5,400,000 to \$10,400,000</i>
6625	Citywide Streetlights P3	-34	(\$26,500,000)	\$77,941,901	\$51,441,901	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): - Decrease funds in FFY 22 in CON from \$2,955,238 to \$1,447,238 - Decrease funds in FFY 23 in CON from \$2,955,238 to \$1,389,238 State or District Funding - Decrease funds in FFY 22 in CON from \$10,700,000 to \$5,240,000 - Decrease funds in FFY 23 in CON from \$10,700,000 to \$5,030,000 National Highway Performance Program - Decrease funds in FFY 22 in CON from \$4,687,619 to \$2,295,619 - Decrease funds in FFY 23 in CON from \$4,687,619 to \$2,203,619 Surface Transportation Block Program - Decrease funds in FFY 22 in CON from \$7,133,333 to \$3,493,333 - Decrease funds in FFY 23 in CON from \$7,133,333 to \$3,353,333 <i>Total project cost decreased from \$77,941,901 to \$51,441,901</i>
5385	Streetlight Asset Management	213	\$21,500,000	\$10,092,228	\$31,592,228	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): State or District Funding ▶ Add funds in FFY 22 in CON for \$5,628,000 ▶ Add funds in FFY 23 in CON for \$5,896,000 National Highway Performance Program ▶ Add funds in FFY 22 in CON for \$1,932,000 ▶ Add funds in FFY 23 in CON for \$2,024,000 Surface Transportation Block Program ▶ Add funds in FFY 22 in CON for \$2,940,000 ▶ Add funds in FFY 23 in CON for \$3,080,000 <i>Total project cost increased from \$10,092,228 to \$31,592,228</i>





**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Letters Sent/Received  
**DATE:** April 15, 2021

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



National Capital Region  
**Transportation Planning Board**

March 15, 2021

The Honorable Peter Buttigieg  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590-0001

Re: INFRA Program Grant Application for Prince William County, Virginia

Dear Secretary Buttigieg:

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 Prince William County, in partnership with the Virginia Department of Transportation (VDOT), for an Infrastructure for Rebuilding America (INFRA) Program Grant to improve the I-95 and Route 123 interchange and adjoining interchanges. Improving this I-95 interchange, on the primary Interstate route along the nation's East Coast, is critical to reducing congestion on the I-95 corridor, improving regional travel times, and reducing greenhouse gases. The project will also improve pedestrian and bicyclist safety and improve access to transit.

Prince William County has used the Strategically Targeted Affordable Roadway Solutions (STARS) program to develop and evaluate alternatives for the I-95 and Route 123 interchange and the adjacent intersection of Route 123 and Old Bridge Road to the east of the 95 ramps. The STARS process utilizes a comprehensive, corridor wide approach to improving the safety and operations of Route 123 at Interstate 95. Alternatives are being evaluated in coordination with a complementary STARS study for the adjacent Route 1/123 interchange to the west of I-95 to better facilitate movement of traffic through these intersections to support the I-95 and US Route 1 corridors. The INFRA grant will provide funding to implement the recommended improvements of the planning studies for these three intersections on Route 123 at I-95 to improve local and regional mobility.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported the provision of a broad range of public and private transportation choices for our region which maximize safety and improve accessibility and affordability to everyone.

The TPB requests your favorable consideration of this request by Prince William County. 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.

Mr. Buttigieg  
March 15, 2021

Sincerely,



Charles Allen  
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Paolo Belita, Prince William County Department of Transportation  
Mr, Norman Whitaker, Virginia Department of Transportation



National Capital Region  
**Transportation Planning Board**

March 30, 2021

Nuria Fernandez  
Acting Administrator  
Federal Transit Administration  
1200 New Jersey Ave, SE  
Washington, D.C. 20590

Dear Ms. Fernandez:

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 District of Columbia's Department of Transportation's (DDOT) for federal funds under the FY 2021 Low or No Emission Grant Program to support the purchase of 14 electric buses and to fund the addition of solar infrastructure to DDOT's South Capitol Street facility to house the electric bus fleet. The implementation of carbon-free electrical power generation will enable the provision of emissions-free local bus service through the District, providing transportation to residents, commuters and the millions of visitors that come to visit the nation's capital each year.

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 and the region's bus system. New buses using zero emissions systems will provide benefits to the region's citizens and visitors through cleaner and higher quality public transportation service. The support and promotion of electric vehicles and of public transportation are key strategies of our adopted Regional Transportation Priorities Plan.

We urge your favorable consideration of DDOT's request, as it directly responds to regional transportation goals and priorities adopted by the Transportation Planning Board and identified in the Washington region's long-range transportation plan. 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,

A handwritten signature in blue ink, appearing to read "Charles Allen".

Charles Allen  
Chair, National Capital Region  
Transportation Planning Board

Cc: Mr. Everett Lott, Interim Director, District of Columbia Department of Transportation



National Capital Region  
**Transportation Planning Board**

April 7, 2021

Nuria Fernandez  
Acting Administrator  
Federal Transit Administration  
1200 New Jersey Ave, SE  
Washington, D.C. 20590

Dear Ms. Fernandez:

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 Prince George's County, Maryland, for federal funds under the FY 2021 Low and No Emissions Grant Program to support the purchase of six battery electric buses and associated infrastructure, including four fast charging stations and two overhead pantograph charging units. Prince George's County has proudly set a goal to achieve a Carbon Neutral or Zero-Emission Fleet and envisions converting the bus fleet to 100 percent zero-emission by 2040 by retiring and replacing the aging diesel fleet vehicles with battery-electric buses. The County will begin the operation of four battery electric buses during the spring of 2021, using the FY 2019 Low-No grant award, with an additional eight electric buses set to begin service toward the end of the year.

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 and the region's bus system. New buses using zero emissions systems will provide benefits to the region's citizens and visitors through cleaner and higher quality public transportation service. The support and promotion of electric vehicles and of public transportation are key strategies of our adopted Regional Transportation Priorities Plan.

We urge your favorable consideration of Prince George's County's request, as it directly responds to regional transportation goals and priorities adopted by the Transportation Planning Board and identified in the Washington region's long-range transportation plan. 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,

Charles Allen  
Chair, National Capital Region  
Transportation Planning Board

Cc: Mr. Terry Bellamy, Director, Prince George's County Department of Public Works & Transportation



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** April 15, 2021

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



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Fredericksburg MPO Agreement Update  
**DATE:** April 15, 2021

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The National Capital Region Transportation Planning Board (TPB) and the Fredericksburg Area Metropolitan Planning Organization (FAMPO) are two adjacent metropolitan planning organizations (MPOs) which have a special relationship as defined in the “2004 Agreement for Cooperatively Conducting the Metropolitan Transportation Planning and Programming Process in the Portion of the Metropolitan Washington Urbanized Area within the Fredericksburg Area Metropolitan Planning Organization’s Boundaries” (2004 TPB/FAMPO MOU). Simply put, FAMPO and the TPB share the federally prescribed responsibilities for conducting the metropolitan transportation planning process for the Washington D.C. Urbanized area, with FAMPO responsible for the urbanized area portion of Stafford County.

The TPB’s metropolitan transportation planning process was reviewed and certified by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in Spring of 2019. The FHWA and FTA have strongly recommended that the 2004 TPB/FAMPO MOU be updated by June 2020. Since 2019, FAMPO and TPB staff have been coordinating a draft update to the MOU. FAMPO approved a final draft on March 15, 2021 (see attached FAMPO resolution and updated MOU). The TPB is being asked to review and approve the attached MOU that was approved by FAMPO at the TPB meeting on May 19. The agreement is administrative in nature and provides clearer and updated documentation for current practices and procedures that are already in place.

### **BACKGROUND**

The purpose of the 2004 TPB/FAMPO MOU was to identify roles and responsibilities for cooperatively conducting the metropolitan transportation planning and programming process in the FAMPO portion of the Washington D.C. Urbanized Area (UZA). This became necessary when the Washington D.C. UZA (that the TPB conducts the metropolitan planning process for) expanded with the 2000 census into the northern portion of Stafford County. The U.S. Census Bureau defines (or redefines) urbanized areas typically following a decennial census.

At that time, Stafford County had a choice regarding its metropolitan transportation planning process: join the TPB (the designated MPO of the expanded UZA) or remain part of FAMPO with responsibility to conduct some additional metropolitan planning activities. Stafford County expressed a desire to remain part of FAMPO, the MPO for the adjacent Fredericksburg UZA. FAMPO indicated its willingness to accept the additional responsibilities to conduct the metropolitan planning process for the portion of Stafford County found to be contiguous with Washington UZA. TPB responsibilities are slightly different and include more tasks than what FAMPO’s responsibilities are for the rest of its planning area.

Based on discussions with its membership, input from its federal partners, and having determined FAMPO's ability to provide for the planning process for the urbanized portion of Stafford County, the TPB supported the County and FAMPO's request. The MOU outlines these provisions.

## **2019 FEDERAL CERTIFICATION REVIEW**

Every 4 years, large MPOs must be certified by FHWA and FTA. This certification involves a close examination of all products and processes produced and conducted by the MPO to certify if the federal regulations are met. As defined by the 2004 TPB/FAMPO MOU, FAMPO is conducting metropolitan planning for the northern portion of Stafford County that is part of the Washington D.C. UZA. Therefore, FAMPO products and processes were also part of the review.

While the 2004 TPB/FAMPO MOU has been reviewed on a periodic basis through the 4-year certification review cycle in 2006, 2010, and again in 2014, no updates were made. However, the most recent federal transportation authorization (FAST Act) has made changes to MPO requirements, including the addition of a new requirement to provide written provisions on PBPP implementation. Since the 2004 TPB/FAMPO MOU does not reflect these additional requirements, the FHWA and FTA recommended the following be executed by June 4, 2020.

1. The **2004 TPB/FAMPO MOU be updated** to reaffirm and validate the mutually agreed upon roles of each MPO and in consideration of the passage of multi-year Federal surface transportation legislation to ensure that on-going roles and responsibilities are consistent with regional, State, and Federal expectations.
2. The TPB, FAMPO, State, and providers of public transportation, **develop agreed upon specific written provisions** for cooperatively developing and sharing information **related to Performance Based Planning and Programming (PBPP) requirements**, including transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System.

## **STATUS OF RECOMMENDATIONS**

### **Performance Based Planning and Programming Letter of Agreement**

A letter of agreement detailing specific provisions for the TPB and FAMPO to cooperatively develop and share information related to the PBPP requirements was **executed in May 2020**.

### **2004 TPB/FAMPO MOU Update**

**Work on an update to the 2004 TPB/FAMPO MOU has proceeded and is now in the final form seeking the TPB's approval.**

TPB staff provided a first draft for USDOT, FAMPO staff, FAMPO members and VDOT review. After several iterations, FAMPO and TPB staff agree that this version addresses all of the comments and inputs and best meets the needs of both MPOs, accurately reflects current practices and procedures, and meets the latest federal requirements.



The main changes between the 2004 version and the 2021 version are as follows:

- The preamble was updated to reflect past actions and the justification for having the agreement in place;
- All previous sections in Article 1 that contained reference to the “process” were consolidated into Article 1 Section A “Transportation Management Areas responsibilities and process” and in Article 2;
- Per USDOT recommendation, a new section describing how federal Surface Transportation Block Grant (STBG) Funds and projects are programmed and prioritized by FAMPO (new in Section C “Programming Surface Transportation Block Grant (STBG) Funds” and Section D “Selection of Projects”) has been added;
- Reference to the letter of agreement between FAMPO and TPB for Performance Based Planning and Programming was added; and
- All references to air quality responsibilities have been removed since they no longer apply to FAMPO.

This update is administrative in nature and does not change the coordination process currently in place. Upon execution of this updated MOU, TPB will be in full compliance with the 2019 Federal Certification Review. The FAMPO board approved the attached version of the updated MOU on March 15, 2021 through FAMPO Resolution 21-23. Staff recommends approval of the updated 2021 TPB/FAMPO Agreement at the May 19, 2021 TPB meeting. Upon TPB approval, Chair Allen will sign the MOU and staff will send it back to FAMPO for their final signature to complete the process.

**FAMPO RESOLUTION 21-23**

**APPROVING THE TRANSPORTATION PLANNING BOARD (TPB)-FREDERICKSBURG  
AREA METROPOLITAN PLANNING ORGANIZATION (FAMPO) MEMORANDUM OF  
UNDERSTANDING**

**WHEREAS**, metropolitan planning organizations (MPOs) are responsible for carrying out a continuing, cooperative, and comprehensive (3-C) planning process for urbanized areas (UZAs) in the United States; and

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB) serves as the MPO for Washington D.C. UZA; and

**WHEREAS**, as a result of the 2000 Census, the Washington D.C. UZA extended into the northern portion of Stafford County which is part of FAMPO; and

**WHEREAS**, a memorandum of understanding (MOU) was established in 2004 between TPB and FAMPO to determine how the metropolitan planning process would be performed for the transportation management area (TMA) in Stafford County; and

**WHEREAS**, the 2018 Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) certification review recommended updating this MOU;

**WHEREAS**, between September 2019 and February 2021, FAMPO has worked with legal counsel, VDOT, FHWA, and staff to develop and refine a draft MOU in cooperation with the TPB.

**NOW, THEREFORE, BE IT RESOLVED** that the Fredericksburg Area Metropolitan Planning Organization hereby approves the TPB-FAMPO MOU (Attachment 1) and authorizes its Chair to execute the agreement on behalf of the Policy Committee.

Adopted by the Policy Committee at its meeting on March 15, 2021.



Cindy Shelton, Chair  
Fredericksburg Area Metropolitan Planning Organization  
Policy Committee

Attachment 1 – TPB-FAMPO MOU

**AN AGREEMENT FOR COOPERATIVELY CONDUCTING THE METROPOLITAN  
TRANSPORTATION PLANNING AND PROGRAMMING PROCESS IN THE  
PORTION OF THE METROPOLITAN WASHINGTON, DC-VA-MD URBANIZED AREA  
WITHIN THE FREDERICKSBURG AREA METROPOLITAN PLANNING  
ORGANIZATION'S BOUNDARIES**

**THIS AGREEMENT**, made and entered into as of this \_\_\_\_\_ day of [Month] 2021 by and between the FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION, hereinafter referred to as FAMPO and the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD, which is the metropolitan planning organization for Northern Virginia (the jurisdictions contained in Virginia Planning District 8), Washington, D.C. and the suburban Maryland jurisdictions, and hereinafter referred to as the TPB, for the purpose of identifying the roles and responsibilities for cooperatively conducting the metropolitan transportation planning and programming process in the FAMPO portion of the metropolitan Washington, DC-VA-MD Urbanized Area (Washington D.C. UZA).

**WHEREAS**, 23 U.S.C. 134, 23 U.S.C. 150, and 49 U.S.C. 5303 mandate the establishment of a metropolitan planning organization (“MPO”) in each US Bureau of Census defined “urbanized area” with a population of more than 50,000 individuals and as a condition to the receipt of Federal capital or operating assistance, which shall have a continuing, cooperative and comprehensive transportation (3-C) planning process carried out by a MPO in cooperation with the States and their local jurisdictions that results in plans and programs consistent with the planned development of the “urbanized area” pursuant to the foregoing statutes; and

**WHEREAS**, since 1965 the TPB has been the designated MPO for the Washington, DC-MD-VA UZA, and FAMPO the designated MPO for the Fredericksburg urbanized area, each with its own and distinct metropolitan planning area (MPA) including the respective urbanized areas and its vicinity, as depicted in figure 1, and have, pursuant with 23 CFR 450, independently executed a federal planning agreement (herein referred to as the 3-C agreement) among the MPO, the State(s), and the providers of public transportation serving the planning area identifying their mutual responsibilities in carrying out the metropolitan transportation planning process; and

**WHEREAS**, based on US Census since the Washington, DC-MD-VA UZA population exceeded 200,000 it was classified as a Transportation Management Area (TMA) with additional metropolitan planning requirements placed on the TPB, while the Fredericksburg urbanized population, thru the 2010 US Census, was below 200,000 and hence was not designed a TMA and FAMPO had no additional metropolitan planning requirements beyond that of a MPO; and

**WHEREAS**, the additional responsibilities for a TMA specifically includes responsibilities to have a Congestion Management Process pursuant to 23 U.S.C. 134 and 49 U.S.C. 5303, programming Surface Transportation Program (STP) funds sub-allocated to the TMAs pursuant to 23 U.S.C. section 133, as amended, and a process for selecting projects for receipt of STP funds sub-allocated to a TMA as per 23 C.F.R. 450.332.(c) , as amended; and

**WHEREAS**, based on the year 2000 census data, the US Bureau of Census updated the urbanized area boundaries and included the northern portion of Stafford County as part of the Washington, DC-MD-VA UZA; and

**WHEREAS**, the northern portion of Stafford County added to the Washington, DC-MD-VA UZA was of FAMPO's metropolitan planning area (not urbanized area) as depicted in Figure 2; and

**WHEREAS**, as part of the process of re-evaluation of the MPO planning boundaries after the year 2000 census and as an outcome of discussions between the representatives of the TPB, Commonwealth of Virginia, Maryland, and Washington D.C. transportation department, **Federal Highway Administration (FHWA)**, **Federal Transit Administration (FTA)**, FAMPO and Stafford County held, in 2004; and

**WHEREAS**, pursuant to provisions of 23 U.S.C. 134, and 49 U.S.C. 5303 and applicable federal regulations and guidance it was collectively agreed to not expand the TPB's planning boundary and instead have the FAMPO continue conducting the metropolitan planning functions for Stafford county with the additional requirement that FAMPO undertake the additional responsibilities TMA applicable to the northern portion of Stafford County that is part the Washington, DC-MD-VA UZA; and

**WHEREAS**, the parties executed an agreement for cooperatively conducting the metropolitan planning and programming process in the portion of the metropolitan Washington Urbanized area within the FAMPO planning boundary on November 17, 2004 (Attachment A), herein referred to as 2004 TPB-FAMPO agreement; and

**WHEREAS**, pursuant to provisions of 23 U.S.C. 134, 23 U.S.C. 150, and 49 U.S.C. 5303 and applicable federal regulations, FAMPO has continued to conduct the metropolitan planning process for all of Stafford County, including the additional TMA responsibilities applicable to the northern portion of Stafford County that is part the Washington, DC-MD-VA UZA; and

**WHEREAS**, the FHWA and FTA MPO certification review process of 2014 and 2018 recommended that the 2004 TPB-FAMPO agreement be updated to reflect, among other things, a description of the additional responsibility for programming Surface Transportation Block Grant (STBG) funds sub-allocated to the TMAs pursuant to 23 U.S.C. section 133, as amended, and a process for selecting projects for receipt of STBG funds sub-allocated to a TMA as per 23 U.S.C. 134, as amended as applicable to the northern Stafford County TMA area; and

**WHEREAS**, there being, at this time, no change to the metropolitan planning areas of the TPB or the FAMPO and to the arrangement of FAMPO taking additional TMA responsibilities for conducting the metropolitan planning process for the northern Stafford area that is part of the Washington, DC-VA-MD urbanized area; TMA.

NOW, THEREFORE, FAMPO and TPB do hereby agree to the following updated responsibilities:

## **ARTICLE I**

### **FAMPO AREA TRANSPORTATION PLANNING AND PROGRAMMING PROCESS**

- A. Transportation Management Area responsibilities and process: Under federal regulations where an urbanized area has a population greater than 200,000 and is therefore designated a

Transportation Management Area (TMA) by the U.S. Secretary of Transportation, the designated TMA is responsible for meeting additional transportation planning requirements beyond those of Metropolitan Planning Organizations (MPO's) having an urbanized area under 200,000 in population. The Washington, DC-MD-VA UZA exceeds 200,000 in population and the Washington D.C. UZA has been designated a TMA. Because of the action of the U.S. Bureau of the Census in its determinations for the 2010 Census of Population, the Washington, DC-MD-VA UZA extends into the northern portion of Stafford County - a member of FAMPO. The FAMPO Policy Committee has agreed to conduct additional metropolitan planning activities required of a TMA, pursuant to 23 C.F.R § 450 as amended, including those described in sections B, C and D below, for the TMA portion of Stafford County (northern parts of Stafford County as specified in Figure 1 while continuing to provide the general metropolitan transportation planning and programming functions for all of Stafford County pursuant to 23 C.F.R § 450 as amended.

- B. Congestion Management Process: FAMPO shall maintain a Congestion Management Process (CMP) for the northern portion of Stafford County that is included in the Washington, DC-MD-VA UZA, in accordance with applicable federal law and regulation, including 23 C.F.R. § 450.322, as amended. FAMPO will coordinate its development and update activities with the TPB, including those related to federally-required Performance-Based Planning and Programming (PBPP) process under 23.U.S.C. 150.
- C. Programming Surface Transportation Block Grant (STBG) Funds: FAMPO shall develop and adopt a process for programming decisions for the STBG funds attributable to the northern portion of Stafford County that is included in the Washington D.C. UZA, pursuant to federal law and regulations including 23 U.S.C. 134 (K)(4), as amended. FAMPO shall allocate the TMA-attributed STBG funds for the benefit of the TMA, consistent with 23 U.S.C. § 133.d.(2), as amended.
- D. Selection of Projects: FAMPO shall comply with all applicable federal laws and regulations related to its process for selecting projects to receive federal funds. FAMPO shall adhere to a project selection process for the STBG funds that prioritizes projects that are within or directly benefit the TMA, pursuant to 23 U.S.C §134.j.(5), k.(4), as amended.
- E. Unified Planning Work Program: FAMPO will maintain a Unified Planning Work Program (“UPWP”), developed in cooperation with the State and Providers of Public Transportation, that meets the requirements of 23 C.F.R part 450, subpart C. Implementation of the functions, responsibilities, and duties identified in this agreement shall be described specifically in the annual unified planning work program for FAMPO and the TPB.
- F. Performance Based Planning and Programming: Pursuant with 23 U.S.C. 150, 23 C.F.R. 490 and 23.C.F.R. Subpart G 490.703, the TPB and FAMPO are required to establish performance targets for the traffic congestion component of the National Performance Management Measure for Assessing the Congestion Mitigation and Air Quality Improvement Program established for their respective urbanized areas. As noted in earlier sections of this agreement. the Washington, DC-MD-VA UZA is served by two MPOs, the TPB and FAMPO. Federal regulations (23 CFR §450.314(h)), note that when more than one MPO serves an urbanized area, the MPO(s), TPB and FAMPO in this case, State(s) and Providers of Public Transportation “shall jointly agree upon and develop specific written provisions for cooperatively developing and

sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, and the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region.” The TPB and FAMPO have jointly developed and executed a letter of agreement for this purpose and it is included as Attachment B.

**ARTICLE 2**  
**COORDINATION OF PLANNING ACTIVITIES**

TPB and FAMPO will maintain coordinated, cooperative and continuing planning processes. TPB and FAMPO shall coordinate their planning processes and produce and share required planning documents on the same cycle.

Pursuant to 23 U.S.C. 134(k) and 49 U.S.C. 5303(k), the TPB, as a TMA, will undergo a joint certification review by the FHWA and FTA. Such a federal review is intended to ensure full compliance with the metropolitan planning requirements for a UZA. Since the TPB and FAMPO are jointly responsible for the metropolitan planning activities of the Washington, DC-MD-VA UZA, TPB and FAMPO will coordinate and participate in the joint federal certification process. The TPB will also participate and assist FAMPO in its certification review process as required.

**ARTICLE 3**  
**TIME FRAME OF THE PROCESS**

The metropolitan transportation planning and programming process shall be established as a continuing procedure effective the date of the execution of this AGREEMENT by all participants.

**ARTICLE 4**  
**TERMINATION**

This AGREEMENT shall be terminated upon the occurrence of any of the following:

There ceases to exist a federal or state requirement for this agreement, such as when the responsibilities to conduct the federal metropolitan planning process for the Washington D.C-VA-MD urbanized area is not shared by the TPB and FAMPO, and/or,

The Commonwealth of Virginia or its designee, the FHWA and FTA, the TPB and FAMPO mutually agree to conclude and thereby terminate this agreement.

In the event of termination of this agreement, by the mutual agreement of the FAMPO and the TPB, a written notice of not less than ninety (90) days shall be provided to the other party and to the FHWA and FTA.

**ARTICLE 5**  
**AMENDMENTS**

Amendments to this AGREEMENT, as mutually agreed to, may only be made by written agreement between the parties of this AGREEMENT and subject to review and approval by FHWA and FTA.

IN WITNESS WHEREOF, all concerned parties have executed this AGREEMENT on the day and year first written above.

\_\_\_\_\_  
Chairman, FAMPO

WITNESSED BY: \_\_\_\_\_  
Administrator, FAMPO  
Date: \_\_\_\_\_

\_\_\_\_\_  
Chairman, NCR-TPB

WITNESSED BY: \_\_\_\_\_  
Director, NCR-TPB  
Date: \_\_\_\_\_

Figure 1 Current Washington D.C.-VA-MD and Fredericksburg Urbanized Areas

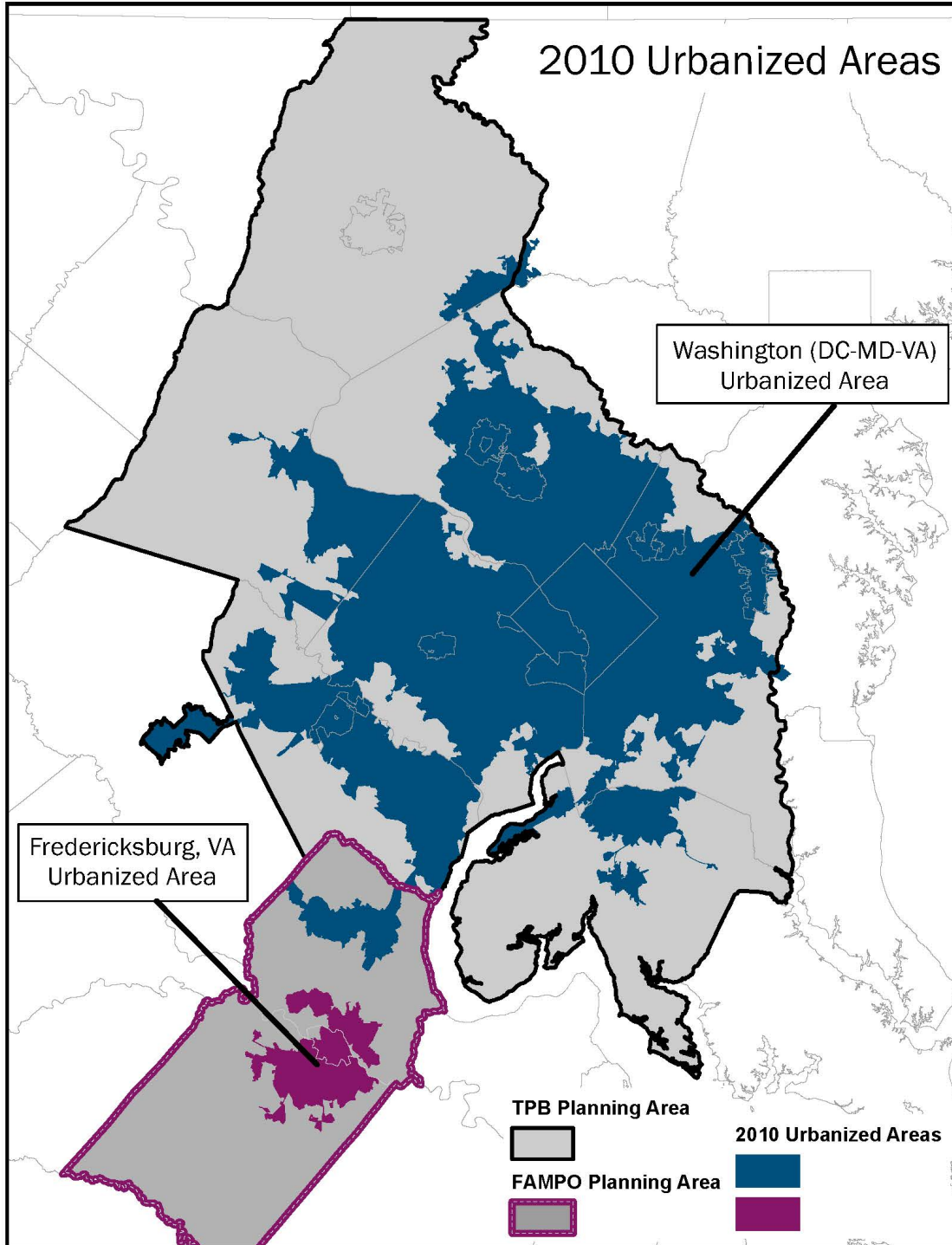
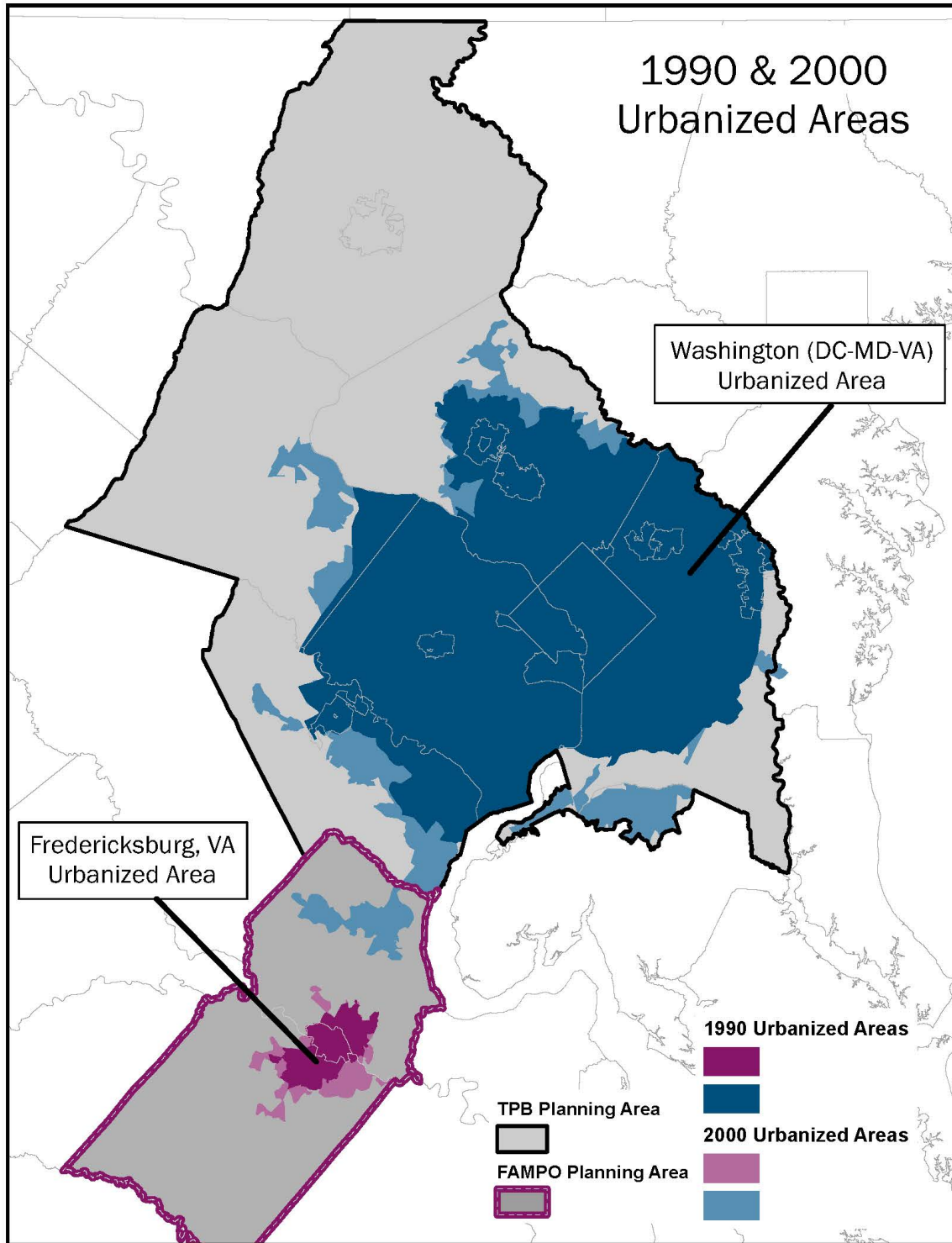




Figure 2 Washington D.C.-VA-MD and Fredericksburg Urbanized Areas - 1990 Vs 2000



ATTACHMENT A

November 17, 2004 TPB-FAMPO PLANNING AGREEMENT



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** John Swanson, Transportation Planner  
Arianna Koudounas, Regional Planner  
**SUBJECT:** Upcoming Solicitations for Applications for the Transportation Alternatives Set-Aside Program  
**DATE:** April 15, 2021

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The application periods for the Transportation Alternatives Set-Aside (TA Set-Aside) Program are listed below:

- District of Columbia: March 31 - May 12, 2021  
See [ddot.dc.gov/page/transportation-alternatives-program](https://ddot.dc.gov/page/transportation-alternatives-program)
- Maryland: April 1 - May 17, 2021  
See <https://roads.maryland.gov/mdotsha/pages/Index.aspx?PagelId=144>
- Virginia:
  - Pre-applications: May 17 – July 1, 2021 (Note: Pre-applications are mandatory)
  - Applications: Due October 1, 2021 (Note: Virginia is on a two-year funding cycle)See [www.virginiadot.org/business/prehancegrants.asp](http://www.virginiadot.org/business/prehancegrants.asp)

The TA Set-Aside is a federal program that funds smaller-scale capital improvement projects such as pedestrian and bicycle facilities, trails, safe routes to school (SRTS) projects, environmental mitigation, and other community improvements. Information on the program is available from FHWA at: [https://www.fhwa.dot.gov/environment/transportation\\_alternatives/](https://www.fhwa.dot.gov/environment/transportation_alternatives/).

Applications must be submitted through the state DOTs, which are responsible for selecting projects on a statewide basis using some TA Set-Aside funding. However, under federal law, another portion of the program's funds are suballocated to the TPB, which is responsible for selecting additional projects for our region's portions of DC, Maryland, and Virginia. The TPB is currently expected to approve funding on July 21, 2021 for projects in D.C. and Maryland. For Virginia, the TPB is tentatively scheduled to approve the next round of projects in February of 2022.

Past recipients of technical assistance through the TPB's Transportation Land Use Connections (TLC) Program are encouraged to consider seeking funding for capital improvements through the TA Set-Aside Program. The TPB also encourages TA Set-Aside applications that support policies highlighted in Visualize 2045, our region's adopted long-range transportation plan.

For more information about the TPB's role in this program, please contact John Swanson ([jswanson@mwkog.org](mailto:jswanson@mwkog.org); 202-962-3295) or Arianna Koudounas ([akoudounas@mwkog.org](mailto:akoudounas@mwkog.org); 202-962-3312).



**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Jon Schermann, TPB Systems Performance Analysis Manager  
**SUBJECT:** Regional Roadway Safety Program: Update  
**DATE:** April 15, 2021

The FY 2021 application period for the Transportation Planning Board’s (TPB) Regional Roadway Safety Program (Program) closed on March 22, 2021. This memo provides an update on the status of the Program including the number of applications received, the collective amount of funding requested, next steps for staff and the board, and an update to the timeline.

**APPLICATIONS RECEIVED**

As shown in the table below, eleven applications were received by the March 22 deadline. These applications represent a total of \$700,000 in requests for \$250,000 in Program funding

<b>Subregion</b>	<b>Number of Applications Received</b>	<b>Funding Requested</b>
Suburban Maryland	4	\$450,000
Northern Virginia	7	\$250,000
<b>Total</b>	<b>11</b>	<b>\$ 700,000</b>

**SELECTION PANEL**

The Selection Panel is currently in the process of reviewing and evaluating the applications. In early May 2021 the Selection Panel will meet to discuss the applications and come to a consensus about the projects they will recommend for board approval. The TPB will take action on the recommended projects in June.

The Selection Panel consists of the following members (in alphabetical order):

- Usman Ali, Safety & Operations Transportation Specialist, FHWA – DC Division
- Tim Kerns, Director, Maryland Highway Safety Office
- Azadeh Norouzi, Transportation Engineer, DDOT
- Stephen Read, Highway Safety Planning Manager, VDOT
- Jon Schermann, Systems Performance Analysis Manager, COG/TPB

**CONSULTANT SUPPORT**

A Request for Qualifications (RFQ) seeking qualified consultants to conduct/implement the projects (i.e., provide technical assistance) has been published with an end date of May 14, 2021. The intent is to prequalify a set of consultant firms to do the work coming out of the Program. Once projects are approved by the TPB the preapproved consultants would submit proposals. The winning firm, who would already be under a master contract, would be authorized to execute the project as a task order.

### **FY 2021 (PILOT) TIMELINE UPDATE**

- Solicit applications: January 19, 2021 through March 22, 2021
- Optional abstracts due: February 12, 2021
- Selection panel recommendations: May 2021
- TPB approves projects: June 2021
- Consultant selection: July 2021
- Contract award: August 2021
- Project completion: May 2022

### **FY 2022 TIMELINE UPDATE**

- Solicit applications: July or August 2021
- Selection panel recommendations: September 2021
- TPB approves projects: October 2021
- Consultant selection: November 2021
- Contract award: December 2021
- Project completion: September 2022



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Timothy Canan, TPB Planning Data and Research Director  
**SUBJECT:** Follow up to Priority Ground Access Projects Briefing  
**DATE:** April 15, 2021

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## **BACKGROUND**

At the March TPB meeting, staff presented a list of priority airport ground access projects included in Visualize 2045 that support airport ground access. These projects were recommended by the Aviation Technical Subcommittee as part of the Continuous Airport Systems Planning (CASP) Program, carried out by the Metropolitan Washington Council of Governments (COG), and are important because of their potential to improve ground access to the region's major commercial airports: Baltimore/Washington International Thurgood Marshall Airport (BWI), Washington Reagan National Airport (DCA), and Washington Dulles International Airport (IAD). During the TPB briefing, several questions were raised regarding how the projects were selected to be included in the priority list and what other considerations were given for these projects in addition to their ability to support airport ground access improvements. This memorandum provides an update to the TPB on subsequent discussions on the matter by the Aviation Technical Subcommittee as well as providing more information on the CASP program for additional context.

## **PRIORITY GROUND ACCESS PROJECTS**

As part of the CASP process, TPB staff, in consultation with the Aviation Technical Subcommittee, prepares ground access forecast updates, travel time studies, and an assessment of priority projects, programs, and policies that support airport ground access.

TPB staff presented the latest priority ground access projects to the TPB at its March 17, 2021 meeting. These projects were identified from among those projects already included in the region's long-range transportation plan, Visualize 2045, and they included 33 highway projects and one transit project. Several members inquired about the process used to identify these projects, including several observations that the list appeared to be disproportionately focused on highway projects. Also, there were questions about what other considerations may have been given to identifying these priority projects, including whether they supported other aspects such as land use development goals within transportation corridors.

Staff shared these observations with the Aviation Technical Subcommittee during its March 25, 2021 meeting. During the discussion, subcommittee members noted that while many projects can support airport ground access indirectly, the projects recommended by the Subcommittee were determined to most directly-support improved airport ground access to the region's three large commercial airports.

The Subcommittee also discussed the process of selecting priority projects from among those already contained in the approved long-range transportation plan and whether it should consider and recommend new projects that are not yet funded. Should unfunded projects be recommended in the future, such recommendations would need to be coordinated with appropriate transportation implementing agencies, and project development activities would need to be carried out by those agencies. If such a project is identified for inclusion in a future priority list, it could not be included in the region's long-range transportation planning until the project has been fully proposed by an implementing agency, appropriate regulatory compliance activities have been completed, and funding has been identified to support its implementation.

## **CASP PROGRAM**

COG has conducted the CASP program since 1975 when the first grant application was approved by the Federal Aviation Administration (FAA). The goal of the CASP program is to provide a process that supports the planning, development, and operation of airport facilities and the transportation facilities that serve the airports in a systematic framework for the Washington-Baltimore region. The airport system planning process consists of a continuous cycle that begins with a regional air passenger survey. This survey is followed by forecasts of future air passenger travel and the ground travel of these air passengers to and from the region's three commercial airports. These forecasts in turn lead to the development of a revised ground access plan for the region.

The CASP program is funded principally by the Federal Aviation Administration (FAA) through grants from its Airport Improvement Program (AIP). These grants provide an opportunity for the region to consider and plan for the ground access needs of the region's airports through a systematic framework. The scope of these grants is limited to air systems planning studies and considerations. MAA and MWAA provide additional funding every other year to fund the data collection activities of the biennial air passenger survey. These activities are not covered by the scope of FAA AIP grants.

The CASP program is developed, implemented, and monitored with the assistance of the Aviation Technical Subcommittee of the TPB's Technical Committee. The Subcommittee is responsible for coordinating airport system planning with the regional transportation planning process. The region's three major commercial airports are represented on the TPB by the Maryland Aviation Administration (MAA) and the Metropolitan Washington Airports Authority (MWAA). Although the TPB is the designated metropolitan planning organization (MPO) for the Washington metropolitan area, the air systems planning region included in its air system planning area consists of both the Washington metropolitan area as well as the Baltimore metropolitan area. As a result, TPB, through its Aviation Technical Subcommittee, coordinates its air systems planning process very closely with the Baltimore Metropolitan Council's Baltimore Regional Transportation Board, the designated MPO for the Baltimore metropolitan area.

## **NEXT STEPS**

As TPB staff, in consultation with the Aviation Technical Subcommittee, carries out future CASP program activities, staff will continue to make periodic briefings to the TPB on notable milestones and work products.



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Stacy Cook, TPB Transportation Planner, Andrew Meese, Systems Planning and Performance Manager  
**SUBJECT:** Scope and Outreach for TPB Resiliency Study  
**DATE:** April 15, 2021

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## BACKGROUND

The TPB staff are now conducting the TPB Resiliency Study. This memorandum documents the purpose of the research within context of related studies. The memorandum provides the federal resiliency planning requirements for MPOs, the approach to TPB technical member outreach, and summarizes the scope and schedule of this research project.

## OVERVIEW

The purpose of the TPB Resiliency Study is to:

- Research and document TPB member agency resiliency (adaptation) activities
- Develop Resiliency white paper to inform the update to Visualize 2045

**Meaning of ‘resilience’ for the purpose of this research:** As defined by the Federal Highway Administration; resilience is ‘the ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions’.<sup>1</sup>

TPB is conducting research, with consultant support, to document activities that TPB members and select partners are undertaking to prepare for the transportation system to be resilient in the face of natural disasters. The purpose of this work is to respond to one of the federal Planning Factors and to advance important planning work and regional coordination on the topic of resiliency, one of TPB’s policy priorities. This study is referred to as the TPB Resiliency Study.

As context to this effort, it should be noted that TPB and COG have and continue to conduct numerous efforts regarding climate change and resiliency, including but not limited to the activities listed below:

- In 2010, the TPB joined MWCOG’s action to set greenhouse gas (GHG) reduction targets to mitigate the impact of climate change.
- The TPB completed two studies to evaluate strategies to address these targets, including the 2010 What Would It Take scenario analysis and the 2016 Multisector Working Group study that identified the various types of projects, programs and policies that have the greatest potential to reduce GHG in the transportation sector.

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<sup>1</sup> [PowerPoint Presentation \(trb-adc60.org\)](http://trb-adc60.org)



- In October, the COG Board approved the 2030 Regional Climate and Energy Action Plan. TPB issued a resolution endorsing the climate goals in this plan.

Currently, TPB is advancing the following two studies.

- TPB Climate Change Mitigation Study of 2021: COG/TPB staff are now planning to undertake, with consultant assistance, a scenario study to assess ways to reduce [greenhouse gas (GHG)] emissions in the on-road transportation sector. This study is to be known as the “TPB Climate Change Mitigation Study of 2021” (CCMS). The goal of this study is to assess the types of transportation-related actions, and their levels of implementation, that would be needed to reduce GHG emissions to meet various goals associated with the years 2030 and 2050. (Study description as of 3/1/2021)
- TPB Resiliency Study, described in this memorandum.

## **OUTREACH TO MEMBERS**

With consultant support, the TPB staff are gathering information from TPB member agency technical staff to establish a baseline understanding of resiliency planning activities across the region. Through this study the TPB staff /consultants will assess planning gaps, determine ways that TPB might be able to support its members in planning for resilience, and to determine the next steps for TPB related to this important planning area.

## **FEDERAL REQUIREMENTS**

Fixing America's Surface Transportation (FAST) Act Transportation Planning Rule (May 2016) added:

- Metropolitan Transportation Plan must assess capital investment and other strategies that reduce the vulnerability of existing transportation infrastructure to natural disasters (23 CFR450.324(f)(7)).
- MPOs recommended to consult with agencies and officials responsible for natural disaster risk reduction when developing Plan and TIP (23 CFR 450.316(b)).
- New planning factor on improving the resiliency and reliability of transportation system (23 CFR 450.206(a) and 23 CFR450.306(b)), which is:
  - Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation

## **SCOPE OF WORK**

The primary work activities include:

- Developing a research framework
- Researching and documenting agency resiliency/adaptation and stormwater mitigation activities and initiatives
- Assessing capital investment and other strategies that reduce the vulnerability of existing transportation infrastructure to natural disasters
- Identifying opportunities for regional coordination

The final product will be a resiliency white paper to communicate about the topic of resiliency planning in the region (transportation-focused) and to communicate about TPB activities for resiliency planning. The research task is scheduled for completion in FY 2021.

TPB NEWS

## What did the Voices of the Region survey tell us about travel during COVID-19 and beyond?

Mar 9, 2021



(Elvert Barnes/[Flickr](#))

Residents of the region have spoken! In the TPB's [Voices of the Region survey](#), part of the update to Visualize 2045, we asked how people have changed their travel habits due to COVID-19 and how they imagine they will get around post pandemic. Here's what they had to say.

### One year post-pandemic, people expect to walk and bike more

Considering their travel habits during the pandemic, 50 percent of respondents reported walking more and 17 percent reported biking more than they did before COVID-19. These changes appear to be more than temporary as 38 percent of respondents expect to have different travel habits than before the pandemic.

For those who expect to have different travel habits than before COVID-19, 53 percent of people surveyed expect to walk more after the pandemic, while 26% expect to bike more.

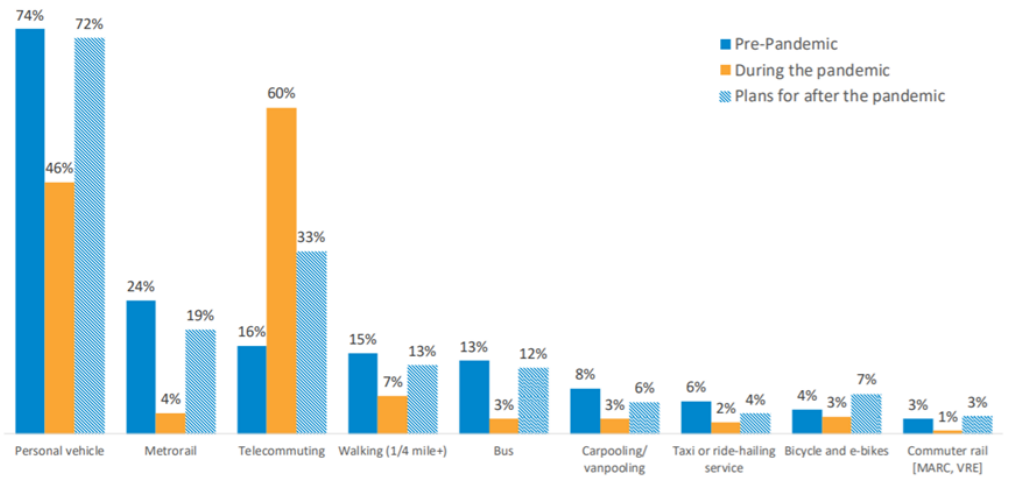
While results show momentum for more walking and biking, the survey results also show that people want to see transportation improvements that will help them make these travel habits more permanent in the future.

So, what would make people want to bike and walk more?

When it comes to biking, 34 percent of respondents said they would be more likely to ride a bike if bicycle lanes and routes were more direct and complete. Thirty-two percent would be more likely to use a bicycle if bike lanes were separated from vehicles by a barrier, and 31 percent would be more likely if there were bike lane or trails near their homes.

When it comes to walking, 75 percent of respondents said that they would continue to support the use of street space that has become available for pedestrian access during COVID-19. To supplement this, 63 percent of respondents said that they would like to see more or wider sidewalks.

**S1Q17/S1Q18.** Before/During the COVID-19 pandemic, how did you commute/are you commuting to work or school? Select all modes of transportation that you used/use at least once a week.  
**S1Q19.** How do you expect to commute to work or school one year after the COVID-19 pandemic is over? Select all modes of transportation that you expect to use at least once a week



\* 5% of respondents do not know what their plans are for after the pandemic

n = 1,711

11

Source: TPB Voices of the Region Survey

### Ninety-one percent of those currently teleworking want to do it in the future

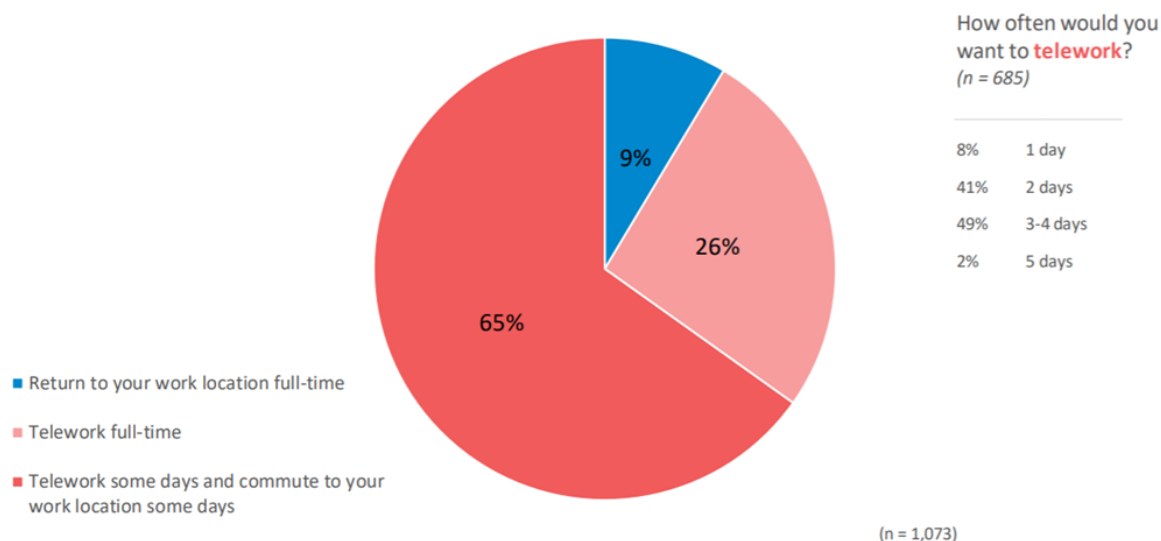
COVID-19 also brought significant changes to the number of people teleworking. The survey results show that the percentage of people working from home at least part time went from 16 percent pre-pandemic to 60 percent during the pandemic.

A large majority (91 percent) of the respondents currently working from home said that they want to continue working from home one year after the pandemic. Of those current teleworkers, 26 percent said they want to work from home full time and 65 percent said they want to work from home part time.

However, COVID-19 is clearly not the only factor promoting interest in telework, which was demonstrated in the answers to the survey’s open-ended question, “What transportation investments should we make today that future generations will thank us for tomorrow?” Responses show there are reasons beyond the pandemic that people want to work from home. Some said they want to make working from home more accessible to reduce traffic congestion, while others mentioned their impacts on climate change.

S1Q20. If given the choice to return to a work location once the COVID-19 pandemic is over, would you prefer to...?

S1Q21. How often would you want to telework?



Source: TPB Voices of the Region Survey

### What about essential workers? How are their travel habits affected?

During COVID-19, public officials have encouraged employers to allow their employees to work from home, but there are many jobs that cannot be done from home. These include essential jobs like those in health care, food service, construction, and many others.

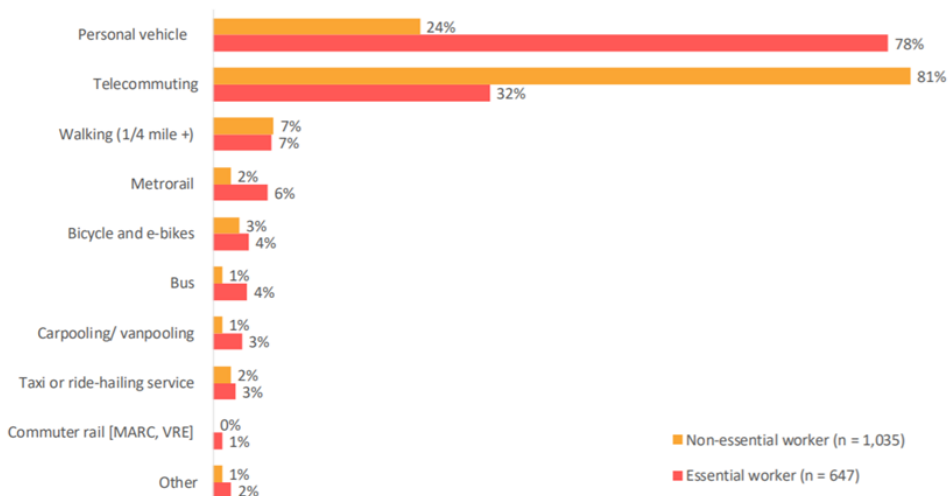
The survey acknowledged this difference by asking explicit questions about essential worker status and the need to leave home for work. One question asked respondents who were currently employed whether they needed to travel outside their homes during the pandemic to economically support themselves or their family. Another question asked respondents if they are considered essential workers who are required to travel outside their homes for a job in specific industries.

Forty-three percent of respondents who work full or part-time said they needed to travel outside their homes during the pandemic to economically support themselves or their families. Low-income respondents were significantly more likely to fall into this group.

The majority of respondents with low-incomes declared themselves as having to travel outside the home to economically support themselves. Only 21 percent of respondents with low-income said that they teleworked during the pandemic in contrast to 62 percent of higher-income individuals who reported teleworking during this time.

People who identified themselves as essential workers were significantly more likely to drive alone to work, carpool/vanpool, and use Metrorail relative to non-essential workers. And people working outside the home due to economic necessity used these modes in even greater numbers.

These results confirm that while there is momentum for teleworking, there are still people who are unable to telework and will continue to be dependent on public transportation and driving. The region will need to continue working to provide safe and reliable transportation options for these people during COVID-19 and afterwards.



Source: TPB Voices of the Region Survey

### Public transportation continues to be important as we move to recovery

Public transportation continues to be an important choice for many people. And while public transportation has seen a decline in ridership during COVID-19, people are expecting and wanting to get back on transit one year post-pandemic.

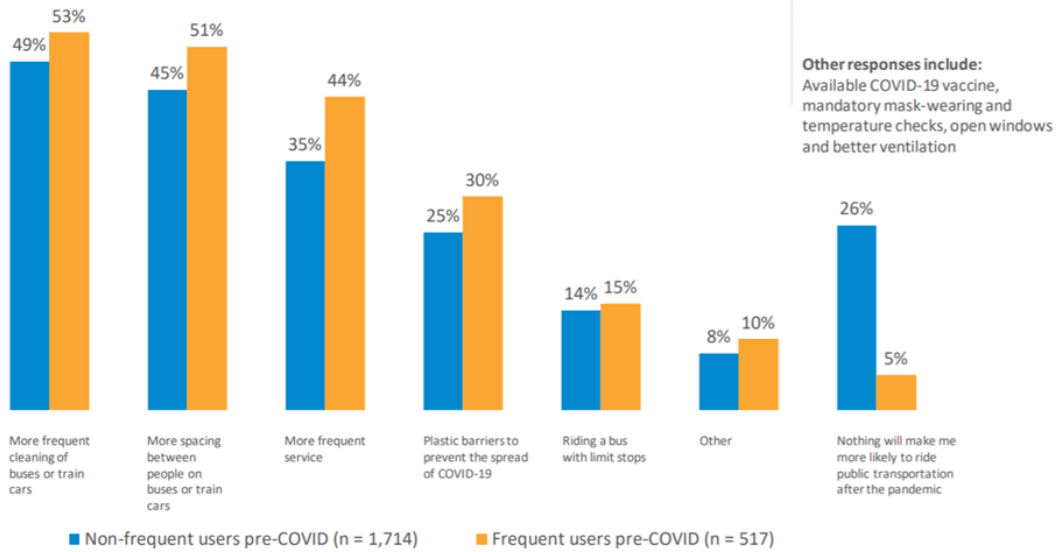
When asked how they were expecting to commute one-year after the pandemic, 19 percent of respondents said that they expect to use Metrorail and 12 percent said that they would use the bus. These are slight decreases from 24 percent of people reporting using Metrorail and 13 percent using the bus before the pandemic.

However, respondents encouraged public transportation officials to continue implementing safety precautions to continue making them feel safe while using public transportation during COVID-19 and afterwards.

Of people who reported being frequent public transportation users, 53 percent said that more frequent cleaning of buses and trains would make them more likely to use transit. Fifty-one percent would be more likely use to transit if there were more spacing between people on buses and trains, and 44 percent would be more likely to use it if service were more frequent. Many transportation agencies are already acting to implement these improvements, and these survey responses provide confirmation of their importance with the public.

The qualitative results from the survey through the open-ended question show that the majority of the respondents want to invest in public transportation to benefit future generations. In their answers, people emphasized the need to continue investing in public transportation to reduce our impact on climate change, create equitable options for vulnerable populations, to continue to provide connections to opportunities within the region.

**S1Q6.** One year after the COVID-19 pandemic is over, which of these changes would make you more likely to use public transportation? (check all that apply)



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Source: TPB Voices of the Region Survey

### About the survey

The Voices of the Region Survey was a statistically significant survey conducted from September to November 2020. The survey’s purpose was to capture a regional snapshot of public opinion on transportation issues including travel changes during the COVID-19 pandemic and transportation improvements that residents would like to see in the future. The survey also measured public opinion on factors affecting transportation such as equity, safety, and climate change. The survey will be helpful for regional transportation planners to understand public opinion as they plan for the future.

The first section of the survey asked about travel habits during the COVID-19 pandemic. We asked these questions not only to understand how people are adapting to the public health emergency but also to understand how these changes might impact long-term travel patterns after the pandemic.

### Methodology

The Voices of the Region survey was a statistically significant survey of 2,407 respondents conducted from September to November 2020. The survey used random-sampling methodology to reach out to more than 24,000 residents from across the TPB planning area. Participants were invited to participate by mail. The survey was primarily completed online but people were also given the option to complete the survey over the phone.

[View the \*Voices of the Region Survey Report\*](#)

Contact: **Karen Armendariz**  
 Phone: (202) 962-3275  
 Email: [karmendariz@mwkog.org](mailto:karmendariz@mwkog.org)



**Lyn Erickson**

---

**Subject:** FY2022-2027 SYIP Public Hearing

**From:** Shropshire, Michelle <[michelle.shropshire@vdot.virginia.gov](mailto:michelle.shropshire@vdot.virginia.gov)>

**Sent:** Tuesday, March 30, 2021 11:07 AM

**To:** Kanti Srikanth <[ksrikanth@mwcog.org](mailto:ksrikanth@mwcog.org)>; [plmauney@rrregion.org](mailto:plmauney@rrregion.org); [cjacobs@tjpd.org](mailto:cjacobs@tjpd.org)

**Subject:** FY2022-2027 SYIP Public Hearing

Dear MPO's:

The Commonwealth Transportation Board (CTB) will conduct a series of virtual public meetings to give citizens the opportunity to provide comments on projects and programs to be included in the Fiscal Year 2022-2027 Six-Year Improvement Program (FY2022-2027 SYIP), including highway, rail and public transportation initiatives. These projects and programs represent important improvements to address safety, congestion and preservation of Virginia's transportation network.

The meetings will be conducted using electronic communications in accordance with Item 4-0.01.g. of Chapter 1289 (2020 Acts of Assembly), as the COVID-19 emergency makes it impracticable or unsafe to assemble in a single location. The virtual meetings may be viewed via live stream by clicking the "View stream" button on the corresponding district tab found at the following link:

<http://www.ctb.virginia.gov/planning/springmeetings2021/default.asp>. The virtual public meeting for citizens in our region will start at 4:00 p.m. on April 22, 2021. Formal public comment on projects proposed to be included in the draft will be accepted at the meeting. Written comments may also be submitted during the meeting, or they may be mailed or e-mailed afterwards and accepted through May 17, 2021.

I encourage you to attend the virtual public meeting in our region, or one of the other meetings listed on the attachment if it is more convenient for you. If you cannot attend the meeting, you may send your comments to Infrastructure Investment Director at 1401 E. Broad Street, Richmond, VA 23219 or e-mail them to [Six-YearProgram@vdot.virginia.gov](mailto:Six-YearProgram@vdot.virginia.gov). For transit and public transportation, you may send your comments [DRPTPR@drpt.virginia.gov](mailto:DRPTPR@drpt.virginia.gov), Public Information Office, Virginia Department of Rail and Public Transportation 600 East Main Street, Suite 2102, Richmond VA, 23219. Comments on the Draft SYIP and candidate projects will be received until May 17, 2021. For more information, please visit the Spring Meeting website at <http://www.ctb.virginia.gov/planning/springmeetings2021/default.asp>.

To help us identify elected officials who wish to speak at the virtual meeting ahead of public commenters, please contact Karen Settle at [Karen.Settle@vdot.virginia.gov](mailto:Karen.Settle@vdot.virginia.gov) or 540-829-7512 at least one day prior to the scheduled public meeting date so that you can be recognized at the beginning of the comment period. I truly appreciate your attendance at this session. If you have any questions prior to the meeting, please contact Karen Settle as listed above or Stacy Londrey – Assistant District Administrator for Business/Planning and Investment Management at [Stacy.Londrey@vdot.virginia.gov](mailto:Stacy.Londrey@vdot.virginia.gov) or 540-718-7698.

Sincerely,

**Michelle Shropshire, P.E., DBIA**  
*Acting District Engineer - Culpeper District*  
Virginia Department of Transportation  
540-899-4278 o. / 540-207-9025 c.  
[Michelle.Shropshire@VDOT.Virginia.gov](mailto:Michelle.Shropshire@VDOT.Virginia.gov)



**Attachment**  
**FY2022-2027 Draft SYIP Public Meeting Dates**

<b>Culpeper District</b> April 22 4 p.m. Dial: 720-260-4991 PIN: 490 669 687#	<b>Bristol District</b> April 27 4 p.m. Dial: 720-260-4991 PIN: 490 669 687#	<b>Fredericksburg District</b> April 27 6 p.m. Dial: 707-518-3672 PIN: 447 283 101#
<b>Lynchburg District</b> April 29 4 p.m. Dial: 720-260-4991 PIN: 490 669 687#	<b>Staunton District</b> April 29 6 p.m. Dial: 707-518-3672 PIN: 447 283 101#	<b>Richmond District</b> May 3 4 p.m. Dial: 720-260-4991 PIN: 490 669 687#
<b>Northern Virginia District</b> May 3 6 p.m. Dial: 707-518-3672 PIN: 447 283 101#	<b>Salem District</b> May 5 4 p.m. Dial: 720-260-4991 PIN: 490 669 687#	<b>Hampton Roads District</b> May 5 6 p.m. Dial: 707-518-3672 PIN: 447 283 101#