



## TRANSPORTATION PLANNING BOARD

Wednesday, September 16, 2020  
12:00 - 2:00 P.M.

### VIRTUAL MEETING ONLY

#### AGENDA

- 12:00 P.M.**     **1. VIRTUAL PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND VIRTUAL PUBLIC COMMENT OPPORTUNITY**  
*Kelly Russell, TPB Chair*
- For any member of the public who wishes to address the board on the day of the meeting, they may do so by emailing a short statement (no more than 375 words) to [TPBcomment@mwkog.org](mailto:TPBcomment@mwkog.org). These statements must be received by staff no later than 9 A.M. on September 16, 2020 to be relayed to the board at the meeting.
- 12:15 P.M.**     **2. APPROVAL OF THE JULY 22, 2020 MEETING MINUTES**  
*Kelly Russell, TPB Chair*
- 12:20 P.M.**     **3. TECHNICAL COMMITTEE REPORT**  
*Kelly Russell, TPB Chair*
- 12:25 P.M.**     **4. CITIZENS ADVISORY COMMITTEE REPORT**  
*Nancy Abeles, CAC Chair*
- 12:30 P.M.**     **5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**  
*Kelly Russell, TPB Chair*
- This agenda item includes Steering Committee actions, letters sent/received, and announcements and updates.
- 12:35 P.M.**     **6. CHAIRMAN'S REMARKS**  
*Kelly Russell, TPB Chair*

## **ACTION ITEM**

- 12:40 P.M.**    **7. AMEND THE FY 2021-2024 TIP TO UPDATE PROJECTS AND FUNDING IN THE DISTRICT OF COLUMBIA SECTION OF THE TIP, AS REQUESTED BY DDOT**  
*Lezlie Rupert, District Department of Transportation*

In July, DDOT requested an amendment to include project and funding updates for projects in the District of Columbia section of the Transportation Improvement Program (TIP). These projects are already included in the Air Quality Conformity Analysis of the 2020 Amendment to Visualize 2045 and the FY 2021-2024 TIP or are exempt from the air quality conformity requirement. No public comments were received during the comment and inter-agency review period.

**Action: Adopt Resolution R6-2021 to approve the DDOT TIP amendment.**

## **INFORMATION ITEMS**

- 12:45 P.M.**    **8. PARTICIPATION PLAN UPDATE**  
*Bryan Hayes, TPB Transportation Planner*

Staff will brief the Board on an update to the TPB's Participation Plan, which was released for a 45-day public comment period on August 25. The update builds on previous efforts designed to encourage participation in the TPB process and provide opportunities for the public to be involved with the metropolitan transportation planning process. The plan is federally required. The TPB will be asked to approve the plan in October.

- 1:00 P.M.**    **9. PERFORMANCE BASED PLANNING AND PROGRAMMING – TRANSIT SAFETY DRAFT TARGETS**  
*Eric Randall, TPB Transportation Engineer*

The board will be briefed on the draft regional targets for transit safety performance measures, including fatalities, injuries, safety events, and system reliability, as required under the federal performance based planning and programming (PBPP) rulemaking for public transportation providers and MPOs. The board will be asked to approve the regional targets at its November meeting.

- 1:20 P.M.**    **10. TPB'S LONG-RANGE TRANSPORTATION PLAN, VISUALIZE 2045: IMPLEMENTATION AND 2022 PLAN UPDATE**  
*Stacy Cook, TPB Transportation Planner*

Staff will brief the board on the TPB site visits to support implementation of Visualize 2045. Staff will also provide information about the 2022 plan update including the timeline, planning activities, and public outreach.

- 1:45 P.M.**    **11. REGIONAL EMPLOYER TELEWORK SURVEY RESULTS**  
*Nicolas Ramfos, Director Transportation Operations Programs*

The board will be briefed on a recent Commuter Connections employer telework survey conducted to examine teleworking experiences and changes implemented by the employers during the Coronavirus Pandemic.

**2:00 P.M.      12. ADJOURN**

The next meeting is scheduled for October 21, 2020.

**MEETING VIDEO**

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

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**TRANSPORTATION PLANNING BOARD  
MEETING MINUTES**

July 22, 2020

**VIRTUAL MEETING**

**MEMBERS AND ALTERNATES PRESENT**

Jim Sebastian – DC DOT  
Mark Rawlings – DC DOT  
Lezlie Rupert – DC DOT  
Andrew Trueblood – DC Office of Planning  
Samuel Stephens – DC City Council  
R. Earl Lewis, Jr. – Maryland DOT  
Adrian Boafo - Bowie  
Jason Groth – Charles County  
Patrick Wojahn – College Park  
Denise Mitchell – College Park  
Ron Burns – Frederick County  
Kelly Russell – City of Frederick  
David Edmonston – City of Frederick  
Neil Harris – Gaithersburg  
Dennis Enslinger – Gaithersburg  
Emmet V. Jordon – Greenbelt  
Craig Moe - Greenbelt  
Gary Erenrich – Montgomery County  
Evan Glass – Montgomery County  
Terry Bellamy – Prince George’s County  
Vic Weissberg – Prince George’s County  
Deni Taveras – Prince George’s County  
Bridget Donnell Newton – Rockville  
Kacy Kostiuk – Takoma Park  
Mark Korman – Maryland House of Delegates  
Mark Sinner – Virginia DOT  
Canek Aguirre – Alexandria  
Christian Dorsey – Arlington County  
Dan Malouff – Arlington County  
David Meyer – City of Fairfax  
James Walkinshaw – Fairfax County  
David Snyder – Falls Church  
Robert Brown – Loudoun County  
Kristin Umstadd – Loudoun County  
Pamela J. Sebesky – Manassas  
Jeannette Rishell – Manassas Park  
Ann B. Wheeler – Prince William County  
Victor Angry – Prince William County  
Shyam Kannan - WMATA  
Sandra Jackson – FHWA DC  
Julia Koster – NCPC

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## **MWCOG STAFF AND OTHERS PRESENT**

Kanti Srikanth  
Chuck Bean  
Lyn Erickson  
Mark Moran  
Nick Ramfos  
Tim Canan  
Andrew Meese  
Andrew Austin  
Bryan Hayes  
Sergio Ritacco  
John Swanson  
Jon Schermann  
Jaleel Reed  
Dusan Vuksan  
Nicole McCall  
Deborah Etheridge  
Michael Farrell  
Abigail Zenner  
Charlene Howard  
Kristen Calkins – DC Office of Planning  
Kari Snyder – Maryland DOT  
Mark Phillips - WMATA

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

Chair Russell called the meeting to order. She said the meeting would use the same procedures for questions, comments, and voting as it used at previous online meetings. She said the first item was a roll call of members followed by public comment.

Ms. Erickson conducted a roll call. Members that were present were listed on the first page of this document.

Chair Russell asked if any comments were received from the public.

Ms. Erickson said that 42 comments were received. She referred to all 31 pages of comment shared with the board. She also referred to a memo that summarizes comment. She said comments were divided into two sections. There were comments on the National Capital Trail Network and comments on equity. She said that most of the comments were in support of the National Capital Trail Network. There were additional comments with recommendations for the National Capital Trail Network. She said that the equity comments asked the board to look at gender mainstreaming in policy making, spending, and budget decisions. She said there were also comments urging the safety resolution to incorporate language specifically calling for the road design to improve safety for pedestrians, bicyclists, and user with disabilities.

### **2. APPROVAL OF THE JUNE 17, 2020 MEETING MINUTES**

Ms. Kostiuk made a motion to approve the minutes from the June TPB meeting.

Mr. Jordan seconded the motion.

The motion was approved.

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### **3. TECHNICAL COMMITTEE REPORT**

There were no comments or questions about the Technical Committee Report.

### **4. CAC AND AFA REPORT**

Ms. Abeles said that the CAC met on June 16 and discussed the safety recommendations and the National Capital Trail Network. She said that the committee endorses Resolution R3-2021 to approve a set of regional safety recommendations and actions. Referring to the committee report, she said, “The 2020 Citizens Advisory Committee endorses prompt adoption of TPB’s proposed Safety Resolution (R3-2021). The committee supports inclusion of an equity statement in the resolution and encourages the board and staff to extend an equity perspective to all their work. The committee supports the TPB’s vision and aspirations to reduce and eliminate transportation-related fatalities and serious injuries in the region. The committee is eager to see the resolution and countermeasures applied equitably and consistently within respective jurisdictions and throughout the region. The committee believes that this action is significant and looks forward to working with the board to make the region safer for everyone.”

Ms. Kostiuk said the AFA met in early July. She said the committee discussed equity in the region and expressed concerns related to the east-west divide when it comes transportation. Other concerns include the digital divide and the need for new outreach methods to connect with traditionally underserved communities. She said that the committee was also briefed on the safety recommendations. The committee encouraged staff to collect data on distracted pedestrians and getting more granular data on race and age. She said she also briefed the committee on the TPB’s curbside management forum and the committee discussed its concerns. Those concerns include curbside access, outdoor restraint seating during the pandemic, and a need to have more drop-off zones near Metro stations.

### **5. STEERING COMMITTEE ACTIONS AND DIRECTOR’S REPORT**

There were no comments or questions about Steering Committee actions and the Director’s Report.

### **6. CHAIR’S REMARKS**

Chair Russell recognized Mr. Burns, who is retiring after 34 years. She also recognized Mr. Sebastian who is leaving DDOT. She said these members and their services are appreciated.

Chair Russell said that at the June meeting the board discussed the social unrest following the death of George Floyd at the hands of police on May 25. During that discussion the board acknowledged the social awakening to the regrettable legacy of racism. She said it is the responsibility and obligation of everyone to conduct daily activities thoughtfully, with fairness and respect for one another. She said the TPB will continue its commitment to equity and will work diligently and deliberately to enhance board and staff consciousness efforts to promote equity in everything they do, with the focus of providing fair and equitable mobility and accessibility to all residents and travelers in the region.

Chair Russell proposed a resolution that articulates and reinforces that the TPB as an organization is fully committed to conducting all its activities in a manner that not only promotes equity but is also antiracist. She said a draft of this resolution was shared with the board before the meeting and asked Mr. Srikanth to review the draft resolution.

Mr. Srikanth said that the resolution notes that equity has been an important policy consideration for the TPB and is noted in its Vision from 1998. Equity is reflected in Region Forward’s call to promote prosperity, accessibility, livability, and sustainability for everyone in the region. Equity is also reflected in the TPB’s environmental justice analysis of its long-range transportation plan to determine if the region’s lower-income population and racial minority groups experience any disproportionate or disparate negative burden from the region’s transportation investments. Equity is also the focus of the 2017 identification of Equity Emphasis Areas.

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Mr. Srikanth said that the resolution reaffirms that the TPB believes equity is a fundamental value and defines equity as “the commitment to promote fairness and justice in the development and implementation of projects, programs, and policies.” The resolution recognizes that the TPB members are increasingly committing to intentionally consider equity when making policies for delivering programs and services. The TPB condemns inequitable treatment of any group of people on any basis and reaffirms its commitment to equity in all aspects of transportation planning and programming.

Reviewing the resolved clause Mr. Srikanth said that the TPB resolves that: “Every action that the TPB considers, including every debate we have and every decision we make as the region's MPO, must be viewed through the lens of justice, equity, and fairness. We must recognize past actions that have been exclusionary or had disparate impacts on people of color and marginalized communities, and we must take actions to correct or mitigate the resulting unfairness. From infrastructure to education and enforcement, we must act fairly to ensure equitable and true access to safety, accessibility, and mobility.”

Ms. Sebesky made a motion to adopt Resolution R1-2021 to establish equity as a fundamental value and integral part of all TPB work activities.

Ms. Rishell seconded the motion.

Mr. Dorsey said that he appreciates the work to develop this statement. He said it is strong. He referenced the resolution passed by the COG Board of Directors, which uses some different language. He said there is an opportunity to develop a greater connection between COG and the TPB resolutions. He said that because the resolutions use different language, it gives the public an opportunity to ask why are the different? In an effort to better align the TPB’s resolution to the COG resolution, he offered a friendly amendment. He said this amendment does not change the tenor or tone or substance of the TPB resolution. He said his proposed language strengthens the already strong statement and impacts some of the whereas clauses.

The draft language was shared on the screen.

Mr. Dorsey said that this proposed language adds to the original statement by adding the following text: “our work together will be anti-racist and will advance equity including every debate we have, and every decision we make as the region’s MPO; and the TPB affirms that equity, as a foundational principle, will be woven throughout TPB’s analyses, operations, procurement, programs, and priorities to ensure a more prosperous, accessible, livable, sustainable, and equitable future for all residents.”

Mr. Dorsey said the rest of the changes are wordsmithing for sentence structure. He offered these changes as a friendly amendment.

Ms. Sebesky agreed with the amendment.

Chair Russell thanked Mr. Dorsey for these impactful changes to better align COG and the TPB.

Mr. Snyder said he fully supports the amended resolution. With no other comments

Chair Russell noted that the resolution passed with unanimous support.

## **ACTION ITEMS**

### **7. REGIONAL CAR FREE DAY 2020 PROCLAMATION**

Mr. Ramfos referred to his presentation and provided a brief history of Car Free Day. He said that this year Car Free Day is September 22. He said that the event traditionally gets a lot of media coverage. He said that the pledge goal this year is 11,000 people. He said the board is asked to approve a proclamation and the jurisdictions are encouraged to adopt similar proclamations. He said that the event website is [carfreemetrodc.org](http://carfreemetrodc.org). He referenced the available promotional materials and social media campaigns. He

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said that even though there are sponsors, the event counts on local jurisdictions for support and participation. He added that Commuter Connections is aware that the pandemic will impact the event.

Ms. Taveras suggested changing the slogan from “Commute with Confidence” to “Commute Safely.” She said it is important that people wear masks.

Mr. Ramfos said that the Commuter Connections website is full of safety messages and suggestions for commuting safely.

Ms. Taveras encouraged Commuter Connections to translate those materials into Spanish given the large number of Spanish speaking people in the region who are impacted by the pandemic.

Mr. Ramfos said that there is a translation component as part of Car Free Day.

Mr. Wojahn made a motion to approve the Car Free Day 2020 proclamation.

Ms. Sebesky seconded the motion.

The motion was approved by the board.

Chair Russell signed a copy of the proclamation.

## **8. FY 2021 TRANSPORTATION ALTERNATIVES SET ASIDE PROGRAM FOR MARYLAND AND TPB JURISDICTIONS**

Mr. Reed said the Transportation Alternatives Set Aside Program provides the TPB the opportunity to fund capital improvement programs and actualize regional priorities around pedestrian access, safety for vulnerable populations, and access to economic opportunity. He referred to his presentation and said the slate of project recommendations are for Maryland. He provided more context on the history of the program and the process for selecting projects. He said that there are unallocated funds this year that will be rolled into the available funds for Maryland projects in FY 2022.

Mr. Reed said that there were two project recommendations. First, he said that Prince George’s County would receive nearly \$1.5 million to make targeted improvements to pedestrian accessibility and safety around 19 public schools. These improvements include upgraded traffic signals, ADA-compliant sidewalks, crosswalks, ramps, and signs. Second, the City of Takoma Park would receive funding to continue the city’s Safe Routes to School programming. Funding will include bike rodeo kits, helmets, and a feasibility study to determine whether and how to implement a traffic garden. More specific information on these projects could be found in the presentation and accompanying memo.

Ms. Taveras made a motion to adopt Resolution R2-2021 to approve projects for funding under the Federal Transportation Alternatives Set-Aside Program for Suburban Maryland for FY 2021.

Mr. Lewis seconded the motion.

Mr. Wojahn said it is unfortunate that there is money unspent and asked why there were not more applications this year.

Mr. Srikanth said that next year the application process will start earlier, and that staff will do additional outreach. He said the pandemic may have impacted the number of applications this year.

Mr. Lewis added that MDOT requested that the TPB not fund projects on a partial basis. This policy change may have also impacted the number of applications. He added that the funds will be carried over.

Ms. Kostiuik said that these projects will be very beneficial for kids. She said the Takoma Park project, in particular, is great because it connects kids to more opportunities to learn about biking.

Mr. Swanson said that staff was concerned about not using all the money. He said extensive outreach next year should ensure more applications and a more competitive process.

The motion was approved unanimously by the board.



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## 9. SAFETY RECOMMENDATIONS

Chair Russell reminded the board of the briefing and extensive discussion on this topic at the June meeting. She said that she worked with other board members to advise staff on developing the draft safety recommendations for the resolution.

Mr. Srikanth reviewed the resolution. He said it starts with a recognition that the TPB's policy documents recognize that safety is important and acknowledged the new federal mandate to adopt roadway safety targets. The resolution documents the TPB's dissatisfaction with the safety outcomes of the region's roadways. The resolution references the regional safety study and notes that the yearlong process resulted in identifying a set of actions that jurisdictions and agencies in the region could individually and collectively take. The resolution also acknowledges the history of traffic laws related safety enforcement actions where those enforcements have been discriminatory, exclusionary, or have had disparate impact on people of color and marginalized communities. The resolution calls for the unconditional commitment to equity and anti-racism, noting that all safety measures, including those that are attached to this resolution, should be applied with particular attention to Equity Emphasis Areas identified by the TPB.

Mr. Srikanth said that the TPB safety statement says that every action that the TPB considers, including every debate we have and every decision we make as the region's MPO, must be viewed through the lens of justice, equity, and fairness; it must recognize past actions that have been exclusionary or have had disparate impacts on people of color and marginalized communities, and we must take actions to correct or mitigate the resulting unfairness. From infrastructure, to education, and to enforcement, we must act fairly to ensure equitable and true access to safety, accessibility, and mobility.

Mr. Srikanth said that in addition to this statement on equity, the TPB resolution has four sections. He said section 1 has three specific actions that address the predominant cause for fatalities and serious injuries in the region. Section 2 calls on members to identify and implement any and all applicable strategies that could reduce these three types of fatalities and serious injury crashes. Section 3 commits the TPB to establish a regional safety assistance program at about \$250,000 annually. This program is intended to assist TPB member jurisdictions and agencies in their effort to identify and develop safety strategies. Section 4 calls upon TPB member to adopt safety goals consistent with Vision Zero or towards zero deaths.

Mr. Snyder made a motion to adopt Resolution R3-2021 to approve a set of regional safety recommendations and actions.

Mr. Wojahn seconded the motion.

Chair Russell asked for a motion to amend the equity statement in this resolution to reflect the language approved earlier.

Mr. Snyder made a friendly motion to accept the changes to the equity statement.

Ms. Kostiuk said that there was a small group of board members working on concerns about primary seatbelt enforcement provision. She thanked the group for their efforts to improve the resolution. She expressed concerns about the board passing a provision advocating for primary seatbelt enforcement, because of serious concerns about potential impacts on communities of color. She said she would not support the resolution.

Mr. Lewis said it is great that the TPB is working to have a positive impact on vehicle and pedestrian safety. He said that as a person of color he does not want the resolution to adversely impact communities of color. He said that enforcement is still important and that ticketing people for not wearing seatbelts can save lives.

Chair Russell called for abstentions and nays.

Ms. Kostiuk voted nay on the motion.

Ms. Taveras abstained.

The motion was approved by the board.

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## **10. TRANSIT ACCESS FOCUS AREAS**

Mr. Swanson referred to his briefing to the board in June, where he spoke about the methodology for developing the draft list of Transit Access Focus Areas. Since then he has worked with board members and jurisdiction staff to revise the list. He encouraged the board to review the presentation and methodology. He said that this is a limited list of 49 station areas that are prime locations for pedestrian and bicycle improvements. These are places where sidewalks, crosswalks, and trails are lacking. These are also places where there is room and a demand for improvement. They have high concentrations of jobs and populations. He referenced the map on slide 7 of his presentation. He said that this list of station access areas is meant to be revisited on a periodic basis.

Mr. Swanson described the contents of the resolution.

Ms. Newton thanked staff for this work. She made a motion to adopt Resolution R4-2021 to approve a regional list of Transit Access Focus Areas.

Ms. Umstatt seconded the motion.

Mr. Kannan said this is fantastic work. He said that these pedestrian improvements that bring access to transit are among the most cost-effective measures we can make to reduce congestion in the region and open up economic opportunity. He said that this list should be used to guide decision-making.

Mr. Srikanth said it took more than 18 months of coordination to develop this list. He agreed that it needs to be used in decision-making. He said it was important to raise awareness of this list with decision-makers in the jurisdictions.

The motion was approved by the board.

## **11. NATIONAL CAPITAL TRAIL NETWORK**

Mr. Farrell referenced the map in the presentation. He described some changes to the map since it was last shared with the board. He said that more than 4 million people in the region live within a half-mile buffer of this trail network. He said that over 2.5 million jobs are accessible in that same area. He said that 136 of the regional activity centers and 308 of the Equity Emphasis Areas are also within a half-mile buffer of the trail network.

Mr. Farrell described the contents of the resolution.

Mr. Jordan made a motion to adopt Resolution R5-2021 to approve the National Capital Trail Network.

Mr. Dorsey and Mr. Brown seconded the motion.

Mr. Harris asked why no trails were shown in Gaithersburg.

Mr. Farrell said the data came from Montgomery County.

Mr. Harris said he will work with people in Gaithersburg to get staff the data they need.

Mr. Wojahn said he endorses this effort and disclosed his job working for the Rails to Trails Coalition. He said the recent pandemic shows how important it is for people to be able to get outside and safely walk or bike for both recreation and transportation.

Mr. Brown thanked staff for reaching out to Loudoun County to get the data.

The motion was approved by the board.

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## **OTHER ITEMS**

### **12. PROPOSED AMENDMENT TO UPDATE PROJECTS AND FUNDING IN THE DISTRICT OF COLUMBIA SECTION OF THE FY 2021-2024 TIP**

Ms. Rupert said the District Department of Transportation is requesting an amendment to the FY 2021-2024 TIP. This amendment would update project and funding information for the duration of the TIP program. This update would align the TIP to the District's annual budget update. She pointed out that some minor corrections had been made to the materials that were originally shared with the board.

### **13. ADJOURN**

Mr. Jordan requested that the TPB materials be prepared as one large PDF instead of individual files for each item. A member seconded that suggestion.

Mr. Srikanth said that staff will explore options to make it more convenient for board members to access all the materials.

No other business was brought before the board.

The meeting adjourned at 2:01 p.m.

## Meeting Highlights TPB Technical Committee – September 4, 2020

The Technical Committee met on Friday, September 4, 2020 in an online-only session.

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

### TPB Agenda Item 8 – PARTICIPATION PLAN UPDATE

The committee was briefed on the public comment period for the TPB Participation Plan Update. The 45-day public comment period started on August 25 and ends on October 9. The board will be briefed about the plan update at the September meeting. The federally required plan will go to the TPB for approval in October.

**Memo:** <https://www.mwcog.org/assets/1/28/09042020 - Item 3 - Participation Plan 2020 Update Memo.pdf>

**Presentation:** <https://www.mwcog.org/assets/1/28/09042020 - Item 3 - Presentation - Participation Plan 2020 Update.pdf>

**Draft Plan:** <https://www.mwcog.org/assets/1/28/09042020 - Item 3 - Participation Plan 2020 Update for Public Comment.pdf>

### TPB Agenda Item 9 – PERFORMANCE BASED PLANNING AND PROGRAMMING – TRANSIT SAFETY DRAFT TARGETS

The committee was briefed on the draft regional targets for transit safety performance measures, including fatalities, injuries, safety events, and system reliability, as required under the federal performance-based planning and programming rulemaking for public transportation providers and MPOs. The board will be briefed on the draft targets at its September meeting and asked to approve the regional targets at its November meeting.

**Memo:** <https://www.mwcog.org/assets/1/28/09042020 - Item 4 - PBPP Transit Safety Draft Targets Memo.pdf>

**Presentation:** <https://www.mwcog.org/assets/1/28/09042020 - Item 4 - Presentation - PBPP Transit Safety.pdf>

### TPB Agenda Item 11 – REGIONAL EMPLOYER TELEWORK SURVEY RESULTS

The committee was briefed on a recent Commuter Connections employer telework survey conducted to examine teleworking experiences and changes implemented by the employers during the Coronavirus Pandemic.

**Report:** <https://www.mwcog.org/assets/1/28/09042020 - Item 8 - 2020 Employer Telework Survey Briefing Report.pdf>

**Presentation:** <https://www.mwcog.org/assets/1/28/09042020 - Item 8 - Presentation - 2020 Commuter Connections Employer Telework Survey.pdf>

The following items were presented for information and discussion:

### **VISUALIZE 2045: PUBLIC OPINION SURVEY**

The committee was briefed on a regionwide public opinion survey that the TPB will conduct this fall. The survey, which will be statistically significant, will examine broad challenges and opportunities related to regional transportation. It will provide input for a range of TPB planning activities, including the 2022 update to Visualize 2045. Staff have secured consultant support to assist with the survey's design, implementation, and analysis.

**Memo:** <https://www.mwcog.org/assets/1/28/09042020 - Item 5 - Visualize Public Input Survey Overview.pdf>

**Presentation:** <https://www.mwcog.org/assets/1/28/09042020 - Item 5 - Presentation - Visualize Public Input Survey.pdf>

### **REGIONAL TRAVEL SURVEY BRIEFING: INITIAL FINDINGS OF OBSERVED DAILY TRIPS**

The committee was briefed on findings from the 2017-2018 Regional Travel Survey. This briefing covered initial key findings from the trip file, focusing on weekday trip rates, trip purpose, mode share, and trip destinations for commute and non-work trips in the region.

**Presentation:** <https://www.mwcog.org/assets/1/28/09042020 - Item 7 - Presentation - Regional Household Travel Survey Update.pdf>

### **TRANSPORTATION IMPACTS OF THE COVID-19 PANDEMIC IN THE NATIONAL CAPITAL REGION**

The committee was briefed on compiled information from a variety of sources to provide snapshots of the magnitude and trends of these impacts.

**Memo:**  
<https://www.mwcog.org/file.aspx?&A=kohKfFTHbJdBjCYdC31mogBdp9zyGHFEGUhaTqUe8Og%3d>

### **PROEJCT INFOTRAK**

The committee was briefed on the TPB's new Project InfoTrak database application, which went live in June. Project InfoTrak is replacing the iTIP database as the means of collecting data for the Visualize 2045 long-range transportation plan, the Transportation Improvement Program, air-quality conformity analysis, the Congestion Management Process, and the Bicycle and Pedestrian Plan.

**Presentation:** <https://www.mwcog.org/assets/1/28/09042020 - Item 9 - Presentation - Project InfoTrak.pdf>

### **OTHER BUSINESS**

- DDOT TIP Amendment
- CAC Restructure
- VDOT I-495 NEXT Project Sensitivity Test
- TPB Work Session on Climate Change Planning in the National Capital Region
- Street Smart
- Dockless Workshop recap – August 13

- Car Free Day – September 22
- Greater Washington Partnership Survey
- Virtual meetings through December 31, 2020
- Chair Russell’s remarks at the August 13 meeting of the Maryland House of Delegates, Transportation & the Environment Subcommittee
- New staff intro
- COG/TPB Upcoming Equity Town Hall events
- Request for presentations on local projects which exemplify the seven endorsed initiatives

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**TPB CITIZENS ADVISORY COMMITTEE  
MONTHLY REPORT**

September 16, 2020

*Nancy Abeles, CAC Chair*

The 2020 CAC met for an online-only meeting on Thursday, September 10. At the meeting the committee discussed two items on the TPB agenda: The TPB Participation Plan Update, and the Implementation and 2022 Update of TPB's Long Range Transportation Plan, Visualize2045. The group was also briefed on and discussed potential future updates for its own mission and activities.

**TPB EQUITY RESOLUTION**

Karen Armendariz, TPB Public Involvement Specialist, shared details about the TPB Equity Resolution approved by the TPB in July. The committee encouraged staff to continue thinking about how to implement the resolution and make sure that all groups have a voice at the TPB. Equity is a historic priority for the CAC and the committee is committed working with staff to make the TPB as accessible and equitable as possible.

**TPB PARTICIPATION PLAN**

Bryan Hayes, TPB Transportation Planner, briefed the committee on the public comment period for the TPB Participation Plan. He said that the 45-day public comment period started on August 25 and ends on October 9. He walked the group through comment submission options on TPB website. He encouraged committee members to review the plan and submit comments. The committee suggested staff work with elected officials and public information officers to get the word out about the comment period.

**VISUALIZE 2045: IMPLEMENTATION AND 2022 PLAN UPDATE**

Stacy Cook, TPB Transportation Planner, briefed the committee on staff visits to each of the jurisdictions to support implementation of Visualize 2045. She also informed the committee of plans for the 2022 update to Visualize 2045.

The committee is curious about how the COVID-19 public health emergency might impact the 2022 Visualize 2045 update and future long-range transportation plans, in terms of both need and funding. The committee encouraged the TPB to ask Congress for more money to fund WMATA.

**OTHER BUSINESS**

Lyn Erickson, TPB Plan Development and Coordination Program Director, walked the committee through the September TPB agenda.

Bryan Hayes reminded the committee that staff are discussing the possibility of updating committee recruitment and structure. This would be the first change in over 20 years. The committee provided input on things that work well and provided advice on how to make committee more accessible to new members.

## ATTENDEES

### MEMBERS

Nancy Abeles, chair  
Emmet Tydings  
Jeremy Martin  
Ricky Tejada  
Tony Giancola  
Katherine Kortum  
Elisa Walton

Rob Jackson  
Daniel Papiernik  
Jeff Parnes  
Lorena Rios  
Elisa Walton  
Chris Smariga

### STAFF AND GUESTS

Lyn Erickson, TPB staff  
Bryan Hayes, TPB staff  
John Swanson, TPB staff  
Stacy Cook, TPB staff  
Abigail Zenner, TPB staff  
Karen Armendariz, TPB staff  
  
Thomas Fonseca, Public  
Bill Orleans, Public





## **MEMORANDUM**

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

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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:** September 10, 2020

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At its meeting on September 4, the TPB Steering Committee reviewed and approved the following resolutions to amend the FY 2021-2024 Transportation Improvement Program (TIP):

- **SR3-2021:** to include \$18 million in state funding for the Long Bridge project between the Commonwealth of Virginia and the District of Columbia, as requested by VDOT. Funding for this project was included in the financial analysis of Visualize 2045 and it was included in the Air Quality Conformity Analysis of the 2020 Amendment to Visualize 2045 and the FY 2021-2024 TIP.
- **SR4-2021:** to include \$5.94 million in Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) initiative grant and local match funding for the Deployment of Personalized and Dynamic Travel Demand Management Technology in the Washington, D.C.-Baltimore, MD-Richmond, VA Megaregion project in the TPB's section of the TIP. These are new funds that were not accounted for in the Visualize 2045 financial analysis. This project is exempt from the air quality conformity analysis requirement.
- **SR5-2021:** to include \$189,000 in Innovative Coordinated Access and Mobility (ICAM) pilot project and local match funding for the Rides to Health project in Montgomery County. These are new funds that were not accounted for in the Visualize 2045 financial analysis. This project is exempt from the air quality conformity analysis requirement.

The TPB Bylaws provide that the Steering Committee “shall have the full authority to approve non-regionally significant items, and in such cases, it shall advise the TPB of its action.” These three amendments constitute the changes approved as a part of TIP Action 21-07, the seventh version of the FY 2021-2024 TIP.

### Attachments

- Approved resolution SR3-2021 to amend the FY 21-24 TIP, requested by VDOT
- Approved resolution SR4-2021 to amend the TPB's section of the FY 21-24 TIP
- Approved resolution SR5-2021 to amend the TPB's section of the FY 21-24 TIP

**TPB Steering Committee Attendance – September 4, 2020**  
(only voting members listed)

District of Columbia rep.	Chris Laskowski (of Charles Allen’s office)
Maryland rep./TPB Chair:	Kelly Russell
Virginia rep.	Pamela Sebesky
DDOT:	Mark Rawlings
MDOT:	Kari Snyder
VDOT:	Norman Whitaker
WMATA	Mark Phillips

**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 LONG BRIDGE PROJECT,  
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 letter of August 20, 2020, VDOT has requested an amendment to the FY 2021-2024 TIP to include the **Long Bridge project, (TIP ID 6727)**, with \$9 million in FY 2021 and \$9 million in FY 2022 for planning and engineering using state funding, as described in the attached materials:

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

**WHEREAS**, this project is included in the Air Quality Conformity Analysis of the 2020 Amendment to Visualize 2045 and the FY 2021-2024 TIP;

**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 the **Long Bridge project (TIP ID 6727)**, with \$9 million in FY 2021 and \$9 million in FY 2022 for planning and engineering using state funding, as described in the attached materials.

**TIP Action 21-07 (part 1 of 3): Amendment approved by the TPB Steering Committee at its virtual meeting September 4, 2020.**





## 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

August 19, 2020

The Honorable Kelly Russell, 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 2021-2024 Transportation Improvement Program Amendment for TIP# 6727, Long Bridge DC-VA

Dear Ms. Russell:

On behalf of the Virginia Department of Rail and Public Transportation (DRPT), The Virginia Department of Transportation (VDOT) requests an amendment to the FY 2021-2024 Transportation Improvement Program (TIP) to add TIP # 6727, the DC-VA Long Bridge Project. This project will provide major improvements to passenger and freight rail service benefitting the entire region and will address a major bottleneck affecting rail travel on the Eastern Seaboard. This project will add four railroad tracks, a rail and pedestrian-bicycle bridge and related land and Potomac River crossing from Arlington, VA to Washington, DC. The project termini are from Control Point LE Interlocking in Washington, DC to Control Point RO in Arlington, VA . The proposed amendment adds approximately \$18 million in State funding for preliminary engineering, equally divided between FY 2021 and 2022.

The Long Bridge and related capacity improvements are included in Visualize 2045 Air Quality Conformity Analysis. This amendment reflects the latest estimates and planned obligations of the Commonwealth Transportation Board and will not change the Financial Constraint findings of the TIP or Visualize 2045. VDOT requests approval of the amendment by the Transportation Planning Board's Steering Committee at its meeting on September 4, 2020. VDOT's representative will attend the meeting and be available to answer any questions about the amendments.

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,  
Ms. Marie Berry, DRPT  
Ms. Katherine Youngbluth, DRPT  
Mr. Norman Whitaker, AICP, VDOT-NoVA





# FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

Formal amendment request approved by TPB Steering Committee on 9/4/2020

All amounts shown in \$1,000s

**Agency:** Virginia Department of Transportation

**Title:** Long Bridge

**TIP ID:** 6727      **Description:**      **Projected Completion:** 2028

**Agency ID:** DRPT003

**Facility:** Long Bridge

**From:** Control Point RO (Arlington) Rosslyn (RO) int

**To:** L'Enfant (LE) interlocking near 10th Street S

**Total Project Cost: \$220,000**

SOURCE CODE	Federal/ State/ Local.	Total Funds Prior to FY 2020	Prev. Annual Element FY 2020	ANNUAL ELEMENT				TOTAL BY SOURCE FY 21-24	4-YEAR PROGRAM TOTAL
				FY 2021	FY 2022	FY 2023	FY 2024		
State	0/100/0			9,000 a	9,000 a			18,000	18,000

Amendment or Modification Description and Approval Date

**Amendment: 21-07: Amend New Project to TIP**      **Approved on: 9/4/2020**

Amend project into the FY 2021-2024 TIP with \$18 M in state funding in FY 2021 and FY 2022.

**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 DEPLOYMENT OF PERSONALIZED AND  
DYNAMIC TRAVEL DEMAND MANAGEMENT TECHNOLOGY IN THE WASHINGTON, D.C.-  
BALTIMORE, MD-RICHMOND, VA MEGAREGION PROJECT**

**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**, The FAST Act established the ATCMTD program to make competitive grants for the development of model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment. Each Fiscal Year, 2016 through FY 2020, \$60 million is authorized and the Federal share for each project may be up to 50 percent of the cost of the project; and,

**WHEREAS**, on June 6, 2019, The Federal Highway Administration (FHWA) announced the opportunity to apply for approximately \$12 million in Fiscal Year (FY) 2020 funds nationally under the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Initiative Grant Award; (Catalog of Federal Domestic Assistance number: 20.200 - Highway Research and Development Program); and

**WHEREAS**, COG/TPB staff submitted a \$5.95 million grant application on August 5, 2019 titled "Deployment of Personalized and Dynamic Travel Demand Management Technology in the Washington, D.C.-Baltimore, MD-Richmond, VA Megaregion." The project will seek to accomplish the following: (1) leverage the best available technology to maximize the cost-effectiveness of a megaregion Transportation Demand Management (TDM) program; (2)

integrate and expand existing TDM programs through a shared technology platform with public and private sector partners; (3) provide personalized, timely and accurate travel information to all residents, businesses, and visitors in the proposed service area; and (4) enhance multimodal transportation access and system performance for all user groups; and,

**WHEREAS**, On June 16, 2020, the FHWA announced ATCMTD funding for ten projects nationally. COG/TPB's "Deployment of Personalized and Dynamic Travel Demand Management Technology in the Washington, D.C.-Baltimore, MD-Richmond, VA Megaregion" project had been selected for funding at the fully requested federal grant dollar amount of \$2.97 million. The total project budget is \$5.94 million, which includes \$2.97 million (50% of the project total) local matching provided by the project partners (the three state funding agencies, University of Maryland, and Greater Washington Partnership).

**WHEREAS**, on August 12, 2020, the COG Board of Directors adopted Resolution R27-2020 – Resolution Authorizing COG to receive and expend grant funds from the FHWA for its ATCMTD grant.

**WHEREAS** the TPB's portion of the FY 2021-2024 TIP is proposed to be amended to include \$2.97 million in federal ATCMTD funds and \$2.97 million in state and local matching funds between FY 2021 and FY 2023 for the **Deployment of Personalized and Dynamic Travel Demand Management Technology in the Washington, D.C.-Baltimore, MD-Richmond, VA Megaregion project (TIP ID 6728)**, as described in the attached tables and memorandum to the TPB; and

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

**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 \$2.97 million in federal ATCMTD funds and \$2.97 million in state and local matching funds the **Deployment of Personalized and Dynamic Travel Demand Management Technology in the Washington, D.C.-Baltimore, MD-Richmond, VA Megaregion project (TIP ID 6728)** between FY 2021 and FY 2023 as described in the attached materials.

**TIP Action 21-07 (part 2 of 3): Amendment approved by the TPB Steering Committee at its virtual meeting September 4, 2020.**



## MEMORANDUM

**TO:** National Capital Region Transportation Planning Board  
**FROM:** Nicholas Ramfos, Director, Transportation Operations Programs  
**SUBJECT:** Federal Highway Administration's Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Initiative Grant Award  
**DATE:** July 22, 2020

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The FAST Act established the ATCMTD program to make competitive grants for the development of model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment. Each Fiscal Year, 2016 through FY 2020, \$60 million is authorized and the Federal share for each project may be up to 50 percent of the cost of the project.

On June 6, 2019, The Federal Highway Administration (FHWA) announced the opportunity to apply for approximately \$12 million in Fiscal Year (FY) 2020 funds nationally under the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Initiative Grant Award; (Catalog of Federal Domestic Assistance number: 20.200 - Highway Research and Development Program).

COG/TPB staff submitted a \$5.95 million grant application on August 5, 2019 titled "Deployment of Personalized and Dynamic Travel Demand Management Technology in the Washington, D.C.- Baltimore, MD-Richmond, VA Megaregion." The project will seek to accomplish the following: (1) leverage the best available technology to maximize the cost-effectiveness of a megaregion Transportation Demand Management (TDM) program; (2) integrate and expand existing TDM programs through a shared technology platform with public and private sector partners; (3) provide personalized, timely and accurate travel information to all residents, businesses, and visitors in the proposed service area; and (4) enhance multimodal transportation access and system performance for all user groups.

In collaboration with state and local governments in the District of Columbia, Maryland, and Virginia, the private sector represented by the Greater Washington Partnership (GWP), more than 8,000 existing employer partners, and the University of Maryland (UMD), this ATCMTD project will leverage the latest advances in real-time big data, artificial intelligence, and advanced computing technologies to deliver personalized and dynamic traveler incentives and to implement a first-in-the-nation, coordinated TDM deployment in an entire megaregion covering three metropolitan areas: the DMV megaregion of Washington, D.C., Baltimore, MD, and Richmond, VA metropolitan areas and surrounding rural counties in D.C., DE, MD, PA, VA, and WV.

On June 16, 2020, COG/TPB staff [was notified](#) that it had been one of 10 projects nationally that had been awarded a ATCMTD program grant for the full grant dollar application amount; \$2.97 million (50%) of the grant award will be federal, and the remaining \$2.97 million (50%) will be a local match provided by the project partners (Commuter Connections funding agencies, UMD, and GWP) tasked with the development and deployment of the technology service platform. COG's responsibilities will be to work with FHWA on executing a direct Cooperative Agreement to manage

and implement the grant, executing agreements/MOU's or amending the CCWP with the project partners as needed, filing progress and financial reports, reviewing and approving invoices, and handling all financial aspects of the grant during the three year grant period.

#### **NEXT STEPS**

The COG Board will be asked to approve the receipt and expenditure of the ATCMTD grant funds at its August 12, 2020 Board meeting. The TPB will be asked to approve the ATCMTD grant award, with COG as its administrative agent, at its September 16, 2020 meeting.

**ADOPTION OF CONSENT AGENDA ITEMS  
August 2020**

**RESOLUTION R27-2020 – RESOLUTION AUTHORIZING COG TO RECEIVE AND EXPEND GRANT FUNDS FROM THE FEDERAL HIGHWAY ADMINISTRATION FOR ITS ADVANCED TRANSPORTATION AND CONGESTION MANAGEMENT TECHNOLOGIES DEPLOYMENT (ATCMTD) INITIATIVE PROGRAM**

The Board will be asked to adopt Resolution 27-2020 authorizing the Executive Director, or his designee, to receive and expend COG funds from the Federal Highway Administration's Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Initiative Program (Catalog of Federal Domestic Assistance number: 20.200 - Highway Research and Development Program) in the amount of \$2.97 million in Federal funds. The remaining \$2.97 million (50%) will be a local match provided by the project partners (DDOT, MDOT, VDOT, the University of Maryland, and the Greater Washington Partnership). No COG matching funds are required for this grant. The project will seek to accomplish the following: (1) leverage the best available technology to maximize the cost-effectiveness of a megaregion Transportation Demand Management (TDM) program; (2) integrate and expand existing TDM programs through a shared technology platform with public and private sector partners; (3) provide personalized, timely and accurate travel information to all residents, businesses, and visitors in the proposed service area; and (4) enhance multimodal transportation access and system performance for all user groups.

**RECOMMENDED ACTION: Adopt Resolution R27-2020.**

**RESOLUTION R28-2020 - RESOLUTION AUTHORIZING COG TO ENTER INTO A GRANT AGREEMENT WITH THE U.S. FOREST SERVICE THROUGH THE DISTRICT OF COLUMBIA TO CONDUCT AN URBAN FOREST CANOPY ANALYSIS AND TO CREATE FOOD FOREST DEMONSTRATION PLOTS FOR THE DISTRICT OF COLUMBIA.**

The board will be asked to adopt Resolution R28-2020 authorizing the Executive Director, or his designee, is authorized to enter into a cooperative agreement with the U.S. Forest Service and the District of Columbia for Partnership Projects to conduct a two-year study of urban tree canopy in the District of Columbia, and to plant edible forest gardens in the District of Columbia. This cooperative agreement provides COG with \$153,000 of U.S. Forest Service funds for the execution of this project. A \$10,000 local match required. The COG match will be provided through FY '21 and FY '22 Regional Environmental Fund. The project duration is no longer than four years.

**RECOMMENDED ACTION: Adopt Resolution R28-2020.**

**RESOLUTION R29-2020 - RESOLUTION AUTHORIZING COG TO PROCURE AND ENTER INTO A CONTRACT TO COG COMMUNITY ENGAGEMENT CAMPAIGN (CEC)**

The board will be asked to adopt Resolution R29-2020 authorizing the Executive Director, or his designee, to expend COG funds from Anacostia Restoration Program/ Department of Environmental Program in the amount of \$30,000. The resolution also authorizes the Executive Director, or his designee, to proceed with procurement for a contractor, or contractors, and enter into a contract to enhance Anacostia community communication and public engagement. This campaign will promote the value of the watershed, with a long-term goal of raising awareness and encouraging positive resident interactions in the watershed and changing resident behaviors. No COG matching funds are required.

**RECOMMENDED ACTION: Adopt Resolution R29-2020.**

I HEREBY CERTIFY THAT the foregoing resolution was adopted by the COG Board of Directors on August 12, 2020.

Patricia A. Warren, Executive Assistant

# FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

Amendment request approved by TPB Steering Committee on 9/4/2020

All amounts shown in \$1,000s

**Agency:** National Capital Region Transportation Planning Board

**Title:** Deployment of Personalized and Dynamic Travel Demand Management Technology in the Washington, D.C.-Baltimore, MD-Richmond, VA Megaregion

<b>TIP ID:</b>	6728	<b>Description:</b>	<b>Projected Completion:</b>	2020
<b>Agency ID:</b>		Expand the incenTrip technology platform leverage the best available technology to maximize the cost-effectiveness of a megaregion TDM program, integrate and expand existing TDM programs through a shared technology platform with public and private sector partners; and provide personalized, timely and accurate travel information to all residents, businesses, and visitors in the proposed service area and enhance multimodal transportation access and system performance for all user groups.		
<b>Facility:</b>				
<b>From:</b>				
<b>To:</b>				

**Total Project Cost: \$5,940**

SOURCE CODE	Federal/ State/ Local.	Total Funds Prior to FY 2020	Prev. Annual Element FY 2020	ANNUAL ELEMENT				TOTAL BY SOURCE FY 21-24	4-YEAR PROGRAM TOTAL
				FY 2021	FY 2022	FY 2023	FY 2024		
ATCMTD	100/0/0			1,000 e	1,000 e	970 e			
Local/Private	0/100/0			1,000 e	1,000 e	970 e			

Amendment or Modification Description and Approval Date

<b>Amendment: 21-07: Amend New Project to TIP</b>	<b>Requested on: 9/4/2020</b>
Amend project into the FY 2021-2024 TIP with \$2.97 M in ATCMTD funding and \$2.97 M in local and private match between FY 21-23.	



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 RIDES TO HEALTH PROJECT IN  
MONTGOMERY COUNTY

**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**, Pursuant Federal Transit Administration (FTA) Circular 9030.1E Section V, Paragraph 1: "All transit projects for which federal funds are expected to be used and that are within metropolitan planning boundaries must be included in a metropolitan transportation plan and TIP developed and approved by the MPO and the governor of a state, and must be included in a statewide transportation improvement plan (STIP) that has been approved by FTA and Federal Highway Administration (FHWA). Projects listed in the TIP must be consistent with the MPO metropolitan transportation plan and projects listed in the STIP must be consistent with the long-range statewide transportation plan"; and

**WHEREAS**, on November 1, 2019, the FTA announced through a Notice of Funding Availability competitive Innovative Coordinated Access and Mobility (ICAM) pilot program grants (CFDA 20.513). The ICAM grants are intended to support capital projects that address the challenges the transportation disadvantaged face when accessing healthcare and other essential community services. Eligible recipients of federal ICAM funds include States, tribes, designated or direct recipients under 49 U.S.C. 5307, 5310, or 5311; and

**WHEREAS**, on January 6, 2020, COG submitted an ICAM application to be considered by FTA. The proposed project, *Rides to Health*, was developed in partnership with ITCurves, based in Montgomery County, Maryland. The *Rides to Health* project will develop a technology platform that integrates and synchronizes transportation services to/from dialysis centers, including making reservations, scheduling trips, and monitoring on-time arrivals; and

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

**WHEREAS**, on March 23, 2020, FTA advised COG that projects funded by ICAM are required to be included in the TIP before activity can begin; and

**WHEREAS**, on June 5, 2020, the FTA announced that COG's *Rides to Health* project was selected for funding at the fully requested federal amount of \$151,200. The total project budget is \$189,000, which includes \$37,800 (20% of project total) local matching funds, to be paid using revenue funds from ITCurves; and

**WHEREAS**, on July 8, 2020, the COG Board of Directors adopted the attached Resolution R23-2020 – a resolution authorizing COG to receive and expend grant funds from the FTA for its ICAM grant; and

**WHEREAS** the TPB's portion of the FY 2021-2024 TIP is proposed to be amended to include \$151,200 in federal ICAM funds and \$37,800 in matching funds in FY 2021 for the **Rides to Health project (TIP ID 6729)**, as described in the attached table and memorandum to the TPB;

**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 \$151,200 in federal ICAM funds and \$37,800 in matching funds for the **Rides to Health project (TIP ID 6729)**, as described in the attached materials.

**TIP Action 21-07 (part 3 of 3): Amendment approved by the TPB Steering Committee at its virtual meeting September 4, 2020.**



## MEMORANDUM

**TO:** National Capital Region Transportation Planning Board  
**FROM:** Nicholas Ramfos, Director, Transportation Operations Programs  
**SUBJECT:** Federal Transit Administration's Innovative Coordinated Access and Mobility (ICAM - Mobility for All) Pilot Program Grant Award  
**DATE:** July 22, 2020

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On November 1, 2019, The Federal Transit Administration (FTA) announced the opportunity to apply for approximately \$3.5 million in Fiscal Year (FY) 2020 funds nationally under the Innovative Coordinated Access and Mobility (ICAM - Mobility for All) pilot program; (Catalog of Federal Domestic Assistance number: 20.513).

This funding opportunity seeks to improve mobility options through employing innovative coordination of transportation strategies and building partnerships to enhance mobility and access to vital community services for older adults, individuals with disabilities, and people of low income.

COG/TPB staff submitted a \$189,000 grant application on January 6, 2020 titled "Rides to Health." The Rides to Health pilot project proposal outlined the development of a technology platform which will integrate and synchronize transportation services to/from dialysis centers for underserved populations. The need to identify and provide greater mobility flexibility and access to dialysis centers has been documented in the Coordinated Human Service Transportation Plan for the National Capital Region.

On June 5, 2020, COG/TPB staff was notified that it had been one of 17 projects nationally that had been awarded a ICAM - Mobility for All Pilot program grant for the full grant dollar application amount; \$151,200 (80%) of the grant award will be federal, and the remaining \$37,800 (20%) will be a local match provided by IT Curves, a private entity and grant subrecipient tasked with the development and deployment of the technology service platform. COG's responsibilities will be to develop and submit an application in TrAMS, FTA's grants management system, manage and implement the grant, file Quarterly Milestone Progress Reports and Federal Financial Reports, review and approve invoices, and make drawdowns and reimburse the subrecipient for the 18-month period of the award.

### NEXT STEPS

The COG Board was asked to approve the receipt and expenditure of the grant funds at its July 8, 2020 Board meeting. The TPB will be asked to approve the designation of TPB, with COG as its administrative agent, as the Designated Recipient of the Innovative Coordinated Access and Mobility (ICAM - Mobility for All) Pilot Program Grant Award at its September 16, 2020 meeting.

COG/TPB staff will complete an application in TrAMS to receive the funds from FTA and contract with the subrecipient (IT Curves) to manage the award.

**ADOPTION OF CONSENT AGENDA ITEMS**  
**July 2020**

**RESOLUTION R23-2020 – RESOLUTION AUTHORIZING COG TO RECEIVE AND EXPEND GRANT FUNDS FROM THE FEDERAL TRANSIT ADMINISTRATION FOR ITS INNOVATIVE COORDINATED ACCESS AND MOBILITY PILOT PROGRAM**

The Board will be asked to adopt Resolution 23-2020 authorizing the Executive Director, or his designee, to receive and expend COG funds from the Federal Transit Administration’s Innovative Coordinated Access and Mobility Pilot Program (ICAM Pilot Program; Catalog of Federal Domestic Assistance (CFDA) number: 20.513) in the amount of \$151,200 Federal funds. The pilot project, titled Rides to Wellness, will be contracted to IT Curves of Montgomery County, Maryland, who will provide matching funds. No COG matching funds are required for this grant.

**RECOMMENDED ACTION: Adopt Resolution R23-2020.**

**RESOLUTION R24-2020 - RESOLUTION AUTHORIZING COG TO PROCURE AND ENTER INTO A CONTRACT TO COMPLETE A REGIONAL ANALYSIS OF THE IMPEDIMENTS TO FAIR HOUSING CHOICE.**

The board will be asked to adopt Resolution 24-2020 authorizing the Executive Director, or his designee, to expend COG funds from the Department of Community Planning and Services in the amount of up to \$500,000. The resolution also authorizes the Executive Director, or his designee, to proceed with procurement for a contractor, or contractors, and enter into a contract to complete a Regional Analysis of the Impediments to Fair Housing Choice. No COG matching funds are required.

**RECOMMENDED ACTION: Adopt Resolution R24-2020.**

**I HEREBY CERTIFY THAT the foregoing resolutions were adopted by the COG Board of Directors July 8, 2020**

**Janele Partman**  
**COG Communications Specialist**

# FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

Amendment request approved by TPB Steering Committee on 9/4/2020

All amounts shown in \$1,000s

**Agency:** National Capital Region Transportation Planning Board

**Title:** Rides to Health

<b>TIP ID:</b>	6729	<b>Description:</b>	<b>Projected Completion:</b>	2022
<b>Agency ID:</b>		Develop a technology platform that integrates and synchronizes transportation services to/from dialysis centers, including making reservations, scheduling trips, and monitoring on-time arrivals.		
<b>Facility:</b>				
<b>From:</b>				
<b>To:</b>				

**Total Project Cost: \$189**

SOURCE CODE	Federal/State/Local.	Total Funds Prior to FY 2020	Prev. Annual Element FY 2020	ANNUAL ELEMENT				TOTAL BY SOURCE FY 21-24	4-YEAR PROGRAM TOTAL
				FY 2021	FY 2022	FY 2023	FY 2024		
ICAM	100/0/0			151	e			151	<b>189</b>
Local	0/0/100			38	e			38	

Amendment or Modification Description and Approval Date

<b>Amendment: 21-07: Amend New Project to TIP</b>	<b>Requested on: 9/4/2020</b>
Amend project into the FY 2021-2024 TIP with \$151,200 in federal ICAM funding and \$37,800 in matching funds in FY 2021.	





**MEMORANDUM**

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

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







July 24, 2020

**VIA EMAIL**

Kelly Russell  
Chairman  
National Capital Region Transportation Planning Board  
777 North Capitol Street, NE, Suite 300  
Washington, DC 20002

Dear Chairman Russell:

Thank you for your letter requesting funding support for the Transportation Planning Board's (TPB) FY 2021 Street Smart Pedestrian and Bicycle Safety Campaign.

I am pleased to inform you that Metro will renew its support of the program with \$150,000 in funding for the 2021 campaign, and this letter reflects that commitment. At some point in every Metro trip, each of our customers is a pedestrian. With this in mind, Metro views the Street Smart campaign as integral to its pedestrian and bicyclist safety program. We look forward to participating fully in this effort with the TPB and our regional partners.

As you directed, we are notifying Mr. Kanti Srikanth, Director of Transportation Planning, of our commitment by sending him a copy of this letter.

Again, Metro is pleased to be a partner in your Street Smart program, and we wish you continued success.

Sincerely,

Paul J. Wiedefeld  
General Manager and  
Chief Executive Officer

cc: Kanti Srikanth, Director of Transportation Planning, MWCOG

**Washington  
Metropolitan Area  
Transit Authority**

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

wmata.com





National Capital Region  
**Transportation Planning Board**

August 12, 2020

Mr. Norman Whitaker  
Transportation Planning Director  
VDOT Northern Virginia District  
4975 Alliance Dr.  
Fairfax, VA 22030

Dear Mr. Whitaker:

I am writing to provide you our assessment of the potential impact of updates to the I-495 NEXT project on the regional air quality conformity analysis of the TPB's current Long Range Transportation Plan (2020 Amendment to Visualize 2045) and Transportation Improvement Program (FY 2021-2024 TIP). In your July 13, 2020 email, you asked if some proposed updates to the I-495 project would be significant enough to change the results of the regional air quality conformity analysis of the Plan and TIP. Upon a detailed review of the updates to the I-495 NEXT project and based on the results of a targeted regional air quality conformity analysis (sensitivity test) we believe that the proposed changes to the I-495 NEXT project, by themselves, do not change the results of the air quality conformity determination for the approved 2020 Amendment to the Visualize 2045 Plan and FY2021-2024 TIP.

The I-495 NEXT project is part of the TPB's Plan and TIP and was included in the federally approved air quality conformity analysis. VDOT has proposed changes to the I-495 NEXT project which are shown as highlighted areas in the attached table. The changes eliminate a proposed peak-period north bound shoulder express lane to the George Washington Parkway and modify completion dates for some segments of the project. In order to assess the magnitude of changes in mobile emissions estimates from these changes alone, we conducted a sensitivity test. The sensitivity test involved a new regional emissions analysis just for the out year (2045) of the Plan to capture all of the proposed changes.

For the sensitivity test, staff used the highway network from the approved conformity analysis and updated it to reflect the proposed changes to the I-495 NEXT project. No changes were made to any other inputs or modeling tools used in the currently approved air quality conformity analysis. A comparison of the year 2045 estimates of regional volatile organic compound (VOC) and nitrogen oxide (NO<sub>x</sub>) emissions from the approved analysis to those with the proposed changes to I-495 NEXT project indicates that the results of the regional conformity determination would not be substantively impacted by the proposed change. Table 1 summarizes the results of the sensitivity analysis and comparison.

Mr. Norman Whitaker  
June 30, 2019

**Table 1. 2045 Regional Emissions Analysis: Sensitivity test**

<b>Analysis Scenario</b>	<b>NOx (Tons/day)</b>	<b>VOC (Tons/Day)</b>
2020 Amendment to Visualize 2045 - Approved Conformity	19.419	18.281
2020 Amendment to Visualize 2045 - With Proposed Changes to I-495 NEXT	19.424	18.282
Difference - Absolute (Percent)	0.005 (0.0%)	0.001 (0.0%)
Tier 1 Motor Vehicle Emissions Budget (MVEB)	27.400	24.100
2020 Amendment to Visualize 2045 - Approved Conformity: MVEB Margin	7.981	5.819
2020 Amendment to Visualize 2045 - With Proposed Changes to I-495 NEXT: MVEB Margin	7.976	5.818

As with the 2020 Amendment to Visualize 2045 conformity analysis, the emissions levels in the sensitivity test, reflecting the change to the I-495 NEXT project, are below the Tier 1 mobile budgets. As also may be observed, results from both analyses are very similar, with the proposed change to the I-495 NEXT project resulting in regional emissions increasing slightly by .005 tons/day of NOx and by .001 tons/day of VOC. Given the overall magnitude of total emissions, this change is not considered substantive.

Since the analysis shows that the proposed changes to the project would result in non-substantive amount of change in regional emissions and result in emissions that are within the mobile budgets for the 2045 forecast year, we believe it is reasonable to conclude that the pollutant levels for the other forecast years (2025, 2030, and 2040) would also be within the mobile budgets.

As part of interagency consultation, staff presented the VDOT request and proposed sensitivity test to the Metropolitan Washington Air Quality Committee Technical Advisory Committee (MWAQC TAC) at the monthly meeting in July. Staff also plans to share this letter with the results of the sensitivity test with the TPB Technical Committee and MWAQC TAC at their next meetings.

As we discussed, these changes will need to be included in the upcoming air quality conformity analysis of the 2022 Amendment to the Visualize 2045 Plan. We anticipate that this new regional air quality conformity determination work will commence at the beginning of 2021. If you have any questions on the above assessment please feel free to contact Jane Posey at [jposey@mwkog.org](mailto:jposey@mwkog.org) or 202-962-3331.

Sincerely,



Kanathur Srikanth  
Director, Department of Transportation Planning  
Metropolitan Washington Council of Governments

Attachment

**EXCERPT FROM 2020 Amendment to VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS  
(I495 NEXT Project Modifications are highlighted)**

12/10/2019  
05/06/2020

Con ID	Project ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
						Fr	To	Fr	To	
<b>VDOT</b>										
<b>Interstate</b>										
1011	VI2R48	Construct	I-95 Opitz Drive Reversible Ramp	I-95 Express Lanes at Opitz Drive	Opitz Drive	1	1	0	1	2022
20	VI4Iaux1	Widen	I 495 Capital Beltway NB Auxiliary Lane	North of Hemming Ave. Underpass	Braddock Road Off Ramp	1	1	4+2	5+2	2030
21	VI4Iaux2	Widen	I 495 Capital Beltway SB Auxiliary Lane	Braddock Road On Ramp	North of Hemming Ave. Underpass	1	1	4+2	5+2	2030
22	VI4Iaux3	Widen	I 495 Capital Beltway NB Auxiliary Lane	Braddock Road On Ramp	VA 236 Off Ramp	1	1	4+2	5+2	2030
24	VI4Iaux5	Widen	I 495 Capital Beltway NB Auxiliary Lane	VA 236 On Ramp	Gallows Road Off Ramp	1	1	4+2	5+2	2030
25	VI4Iaux6	Widen	I 495 Capital Beltway SB Auxiliary Lane	Gallows Road On Ramp	VA 236 Off Ramp	1	1	4+2	5+2	2030
29	VI4Iaux10	Widen	I 495 Capital Beltway NB Auxiliary Lane	US 50 On Ramp	I 66 Off Ramp	1	1	5+2	6+2	2030
32	VI4Iaux13	Widen	I 495 Capital Beltway SB Auxiliary Lane	VA 7 On Ramp	I 66 Off Ramp to WB	1	1	4+2	5+2	2030
35	VI4Iaux16	Widen	I 495 Capital Beltway SB Auxiliary Lane	VA 123 On Ramp	VA 7 Off Ramp	1	1	5+2	6+2	2030
38	VI4Iaux19	Widen	I 495 Capital Beltway NB Auxiliary Lane	VA 267 On Ramp	VA 193 Off Ramp	1	1	4+2	5+2	<del>2030</del> 2025
39	VI4Iaux20	Widen	I 495 Capital Beltway SB Auxiliary Lane	VA 193 On Ramp	VA 267 Off Ramp	1	1	4+2	5+2	<del>2030</del> 2035
999	VI4IRMP1	Construct	I-495 Express Lanes On-Ramp	Dulles Connector Road WB	I-495 Express Lanes NB	0	1	0	1	2025
1000	part of VI4KA	Construct	<del>I-495 Express Lanes (Shoulder Lane) - NB DIRECTION PEAK PERIODS ONLY</del>	<del>Dulles Connector WB On Ramp</del>	<del>GW Parkway Off Ramp</del>	<del>0</del>	<del>1</del>	<del>0</del>	<del>1</del>	2025
1001	VI4IRMP2	Construct	I-495 NB Exchange Ramp	Interstate Ramp	I-495 NB GP Lanes at Dulles Toll Road	0	1	0	1	2045
1002	VIRIRMP3	Construct	I-495 SB Exchange Ramp	Interstate Ramp	I-495 SB Express Lanes at Dulles Toll Road	0	1	0	1	2045
40	VI4K	Construct	I 495 Capital Beltway HOT Lanes	American Legion Bridge	George Washington Parkway (south of)	1	1	8	8+4	2025
41	VI4KA	Construct	I 495 Capital Beltway HOT Lanes	George Washington Parkway (south of)	Old Dominion Drive (south of)	1	1	8	8+4	2025
49	Part VI4IHOTa	Relocate	I 495 Capital Beltway Interchange Flyover Ramp (Phase 4)	EB Dulles Airport Access Highway to NB General Purpose	at VA 267 Dulles Toll Road	1	1	1	1	<del>2030</del> 2045
519	Part VI4IHOTa	Construct	I 495 Capital Beltway Interchange (Phase IV)	Provide SB HOT to EB HOV & EB DTR to NB HOT movements	at VA 267 Dulles Toll Road	1	1			<del>2030</del> 2035
517	Part VI4IHOTa	Widen	I 495 Capital Beltway Interchange Ramp (Phase III DTR)	Widen EB DTR ramp to 2 NB lanes	NB GP Lanes	1	1	1	2	<del>2030</del> 2045
520	VI4IrmP1	Construct	I 495 Capital Beltway Interchange Flyover Ramp (Phase 4)	I 495 Capital Beltway NB GP lanes	Dulles Airport Access Highway (DAAH) WB	0	1	0	1	<del>2030</del> 2045
50	VI4IHOTb	Construct	I 495 Capital Beltway Interchange Ramp (Phase II, Ramp 3 DAAH)	I 495 Capital Beltway SB	Dulles Airport Access Highway WB	0	1	0	1	<del>2020</del> 2035





## **MEMORANDUM**

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

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





# TRAVEL DEMAND MANAGEMENT: REGIONAL PRIORITY

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## Potential for Telework to Address Congestion

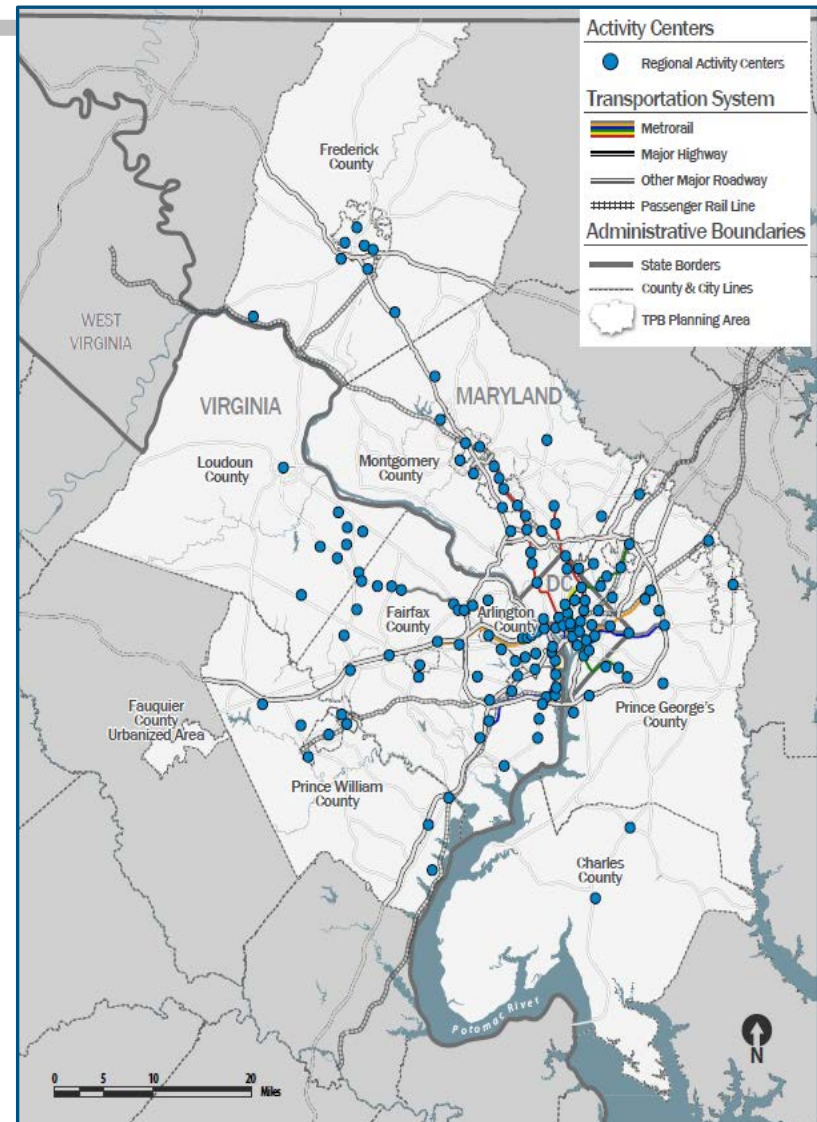
Hon. Kelly Russell  
National Capital Region Transportation Planning Board Chair

Maryland House of Delegates, Transportation & The Environment Subcommittee  
August 13, 2020



# Transportation Planning Board (TPB)

- Diverse area - 3,500 Sq. miles.
- Numerous jurisdictions: 3 "states," and 23 counties & cities
- Multiple stakeholders: State and local departments of transportation and transit agencies, legislative representatives, National Park Service, Airports Authority.
- 5.7 million people
- 3.3 million jobs
- 141 Activity Centers



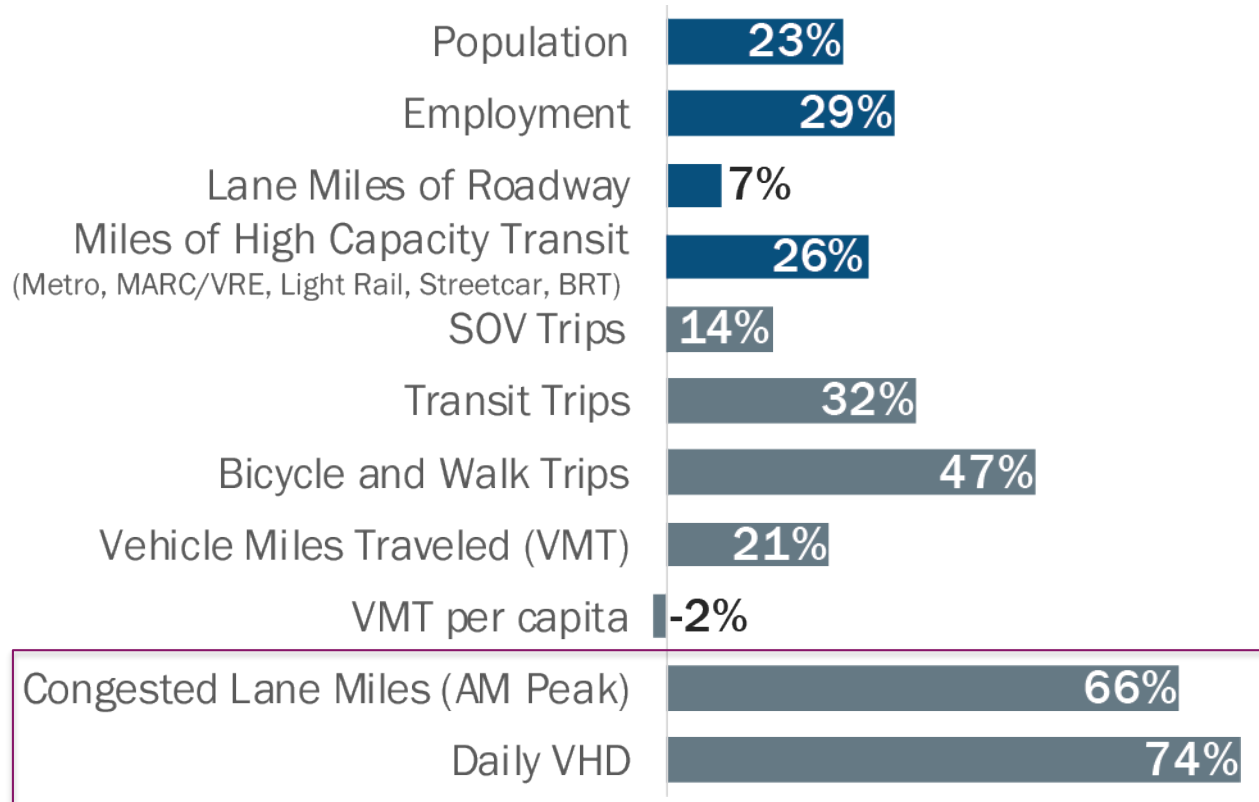
# T&E Subcommittee: Travel Demand Management (TDM) Perspective

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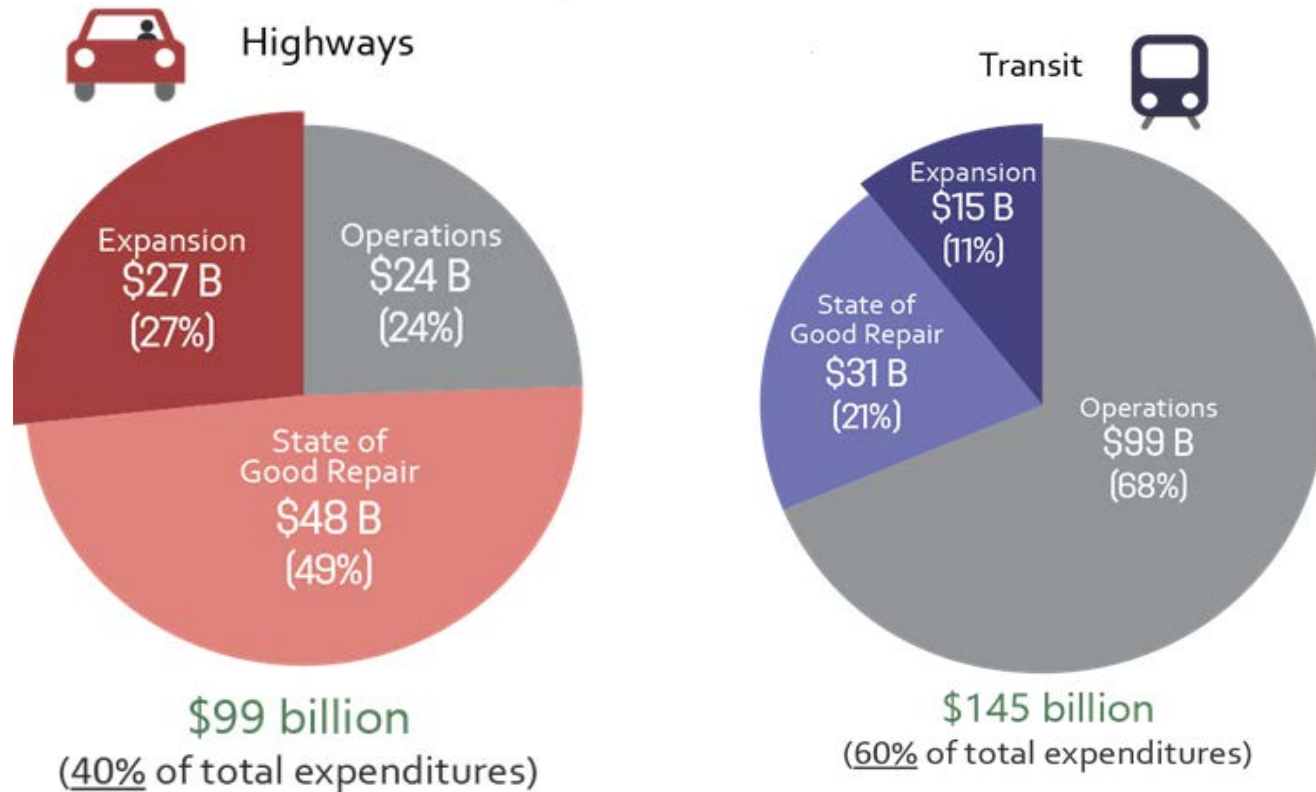
- There is evidence that a small percentage of traffic reduction by those employees who do not need to be on the roads at peak times can result in a free flow of traffic throughout the day.
- Although not all jobs can be done remotely, a statewide incentive to encourage telework can reduce peak period traffic which can have a greater impact on reducing peak congestion
- We have the opportunity to work with all levels of government, the MPOs, private sector business community, and Maryland commuters to explore ways to reduce traffic, particularly during peak times in innovative ways.



# TPB: 2014 Plan Mobility Challenges



# TPB: 2014 Plan Investments

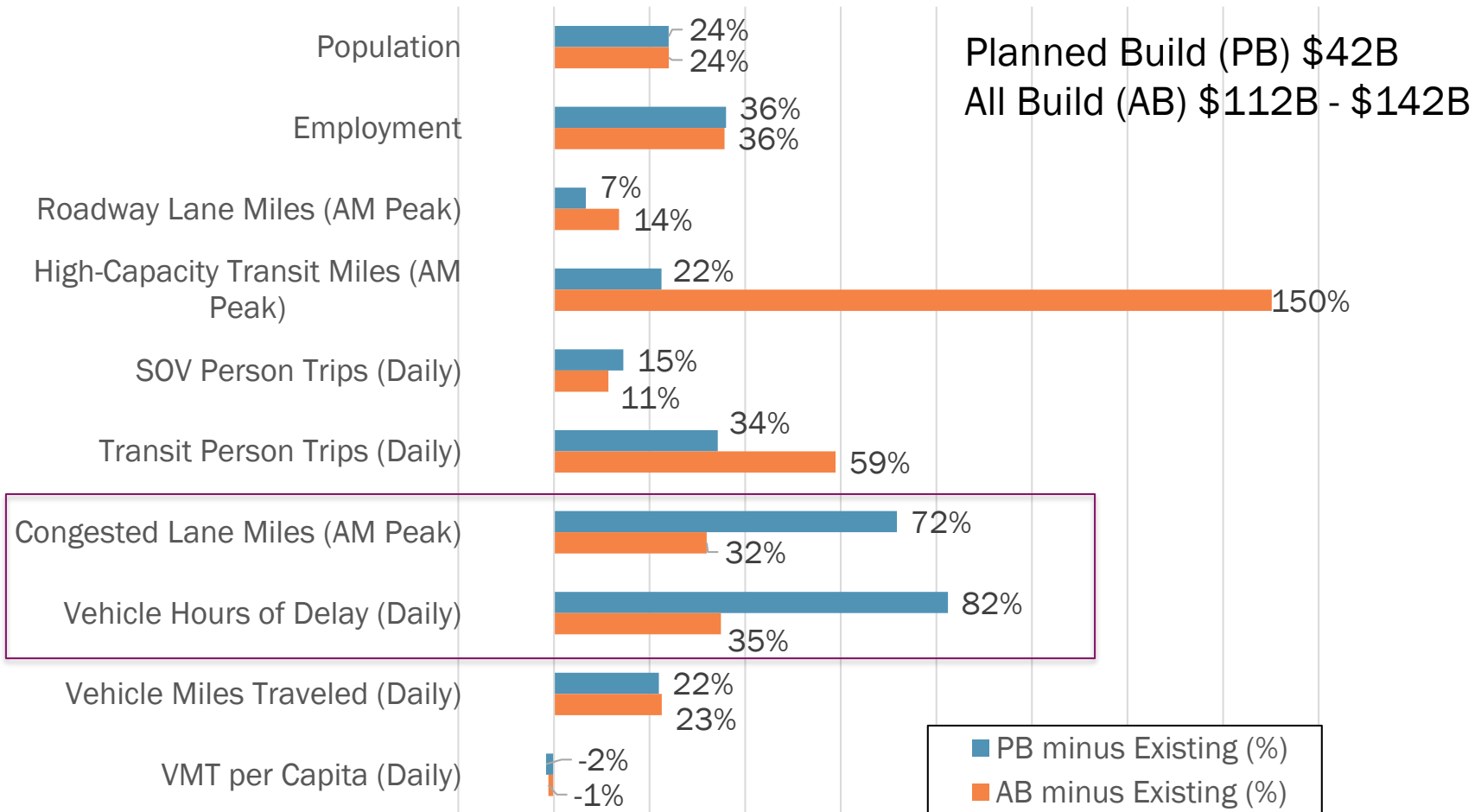


2014 LRP: Total \$244B



# TPB: LRP Task Force Study

## Performance Analysis: 2040 Futures versus Existing



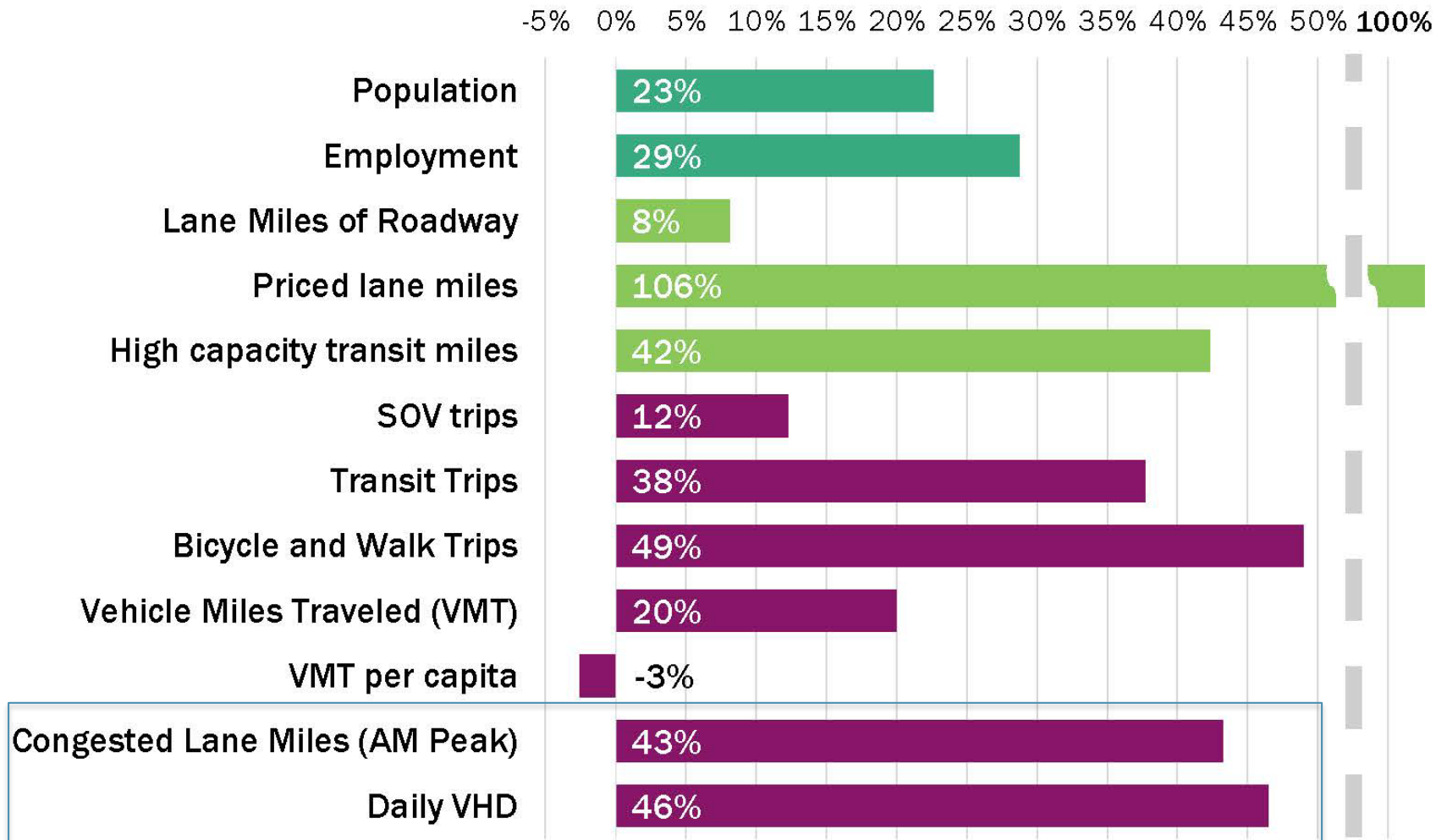
# LRP Task Force Analysis: 10 Scenarios



	BASE	I1	I2	I3	I4	I5	I6	I7	I8	I9	I10
QUANTITATIVE MOES	2040 CLRP	Express Travel Network	Operational Improvements & Hot Spot Relief	Add'l North Bridge	BRT and Transitways	Commuter Rail	Metrorail Core Capacity	Transit Rail Extensions	Regional Land-Use Balance	Transit Fare Policy Changes	Travel Demand Management
Travel Time (SOV)	50.7	-2%	-4%	0%	-1%	-1%	-2%	-1%	-5%	0%	-4%
Travel Time (HOV)	58.9	-5%	-4%	-1%	-1%	-1%	-1%	-1%	-6%	<1%	-6%
Travel Time (Transit)	53.9	-1%	-2%	<1%	-1%	<1%	-6%	<1%	-5%	1%	<1%
Daily Vehicle Hours of Delay	1.85 million	-11%	-8%	-3%	-2%	-2%	-9%	-3%	-19%	-3%	-24%
Jobs Accessible by Transit	523,000	2%	2%	<1%	4%	1%	19%	10%	10%	0%	0%
Jobs Accessible by Auto	876,000	5%	8%	1%	1%	<1%	2%	1%	10%	<1%	10%
Mode Share: SOV	58.1%	<1%	3%	<1%	-1%	-1%	-4%	-1%	-2%	<1%	-8%*
Mode Share: HOV	11.6%	-1%	-7%	0%	-1%	-1%	-5%	-3%	-4%	-2%	24%*
Mode Share: Transit	24.6%	1%	-4%	<1%	4%	2%	11%	5%	<1%	2%	6%*
Mode Share: Non-Motorized	5.6%	0%	0%	0%	<1%	<1%	<1%	<1%	29%	0%	16%*
Travel on Reliable Modes	11.5%	42%	-5%	-2%	6%	2%	9%	6%	0%	3%	-3%
VMT daily	141.91 million	<1%	2%	1%	<1%	<1%	-1%	-1%	-3%	-1%	-6%
VMT daily per capita	21.17	<1%	2%	1%	<1%	<1%	-1%	-1%	-6%	-1%	-6%
Share of Households in Zones with High-Capacity Transit	39.9%	0%	0%	<1%	25%	<1%	<1%	17%	9%	0%	0%
Share of Jobs in Zones with High-Capacity Transit	57.7%	0%	0%	<1%	15%	<1%	0%	13%	2%	0%	0%
VOC Emissions	18.9	0%	-3%	1%	-1%	0%	-2%	-1%	-4%	-1%	-8%
NOx Emissions	18.8	0%	0%	1%	0%	0%	-2%	-1%	-4%	-1%	-7%
CO <sub>2</sub> Emissions	47,082.3	0%	-1%	1%	-1%	0%	-2%	-1%	-4%	-1%	-7%



# TPB: Current LRP Improved Mobility





# Travel Demand Management Initiative

Quantitative MOEs	2040 CLRP	Initiative	Change from CLRP
<b>Travel Time: average travel time per commute trip</b>			
Single occupant vehicle (SOV)	50.7	48.5	-4%
High-occupancy vehicle (HOV)	58.9	55.2	-6%
Transit	53.9	54.8	<1%
<b>Vehicle Hours of Delay</b>			
Daily vehicle hours of delay	1.85 million	1.39million	-24%
<b>Jobs Accessibility</b>			
Transit: # of jobs accessible within 45-min transit commute	523,000	523,000	0%
Auto: # of jobs accessible within 45-min auto commute	876,000	922,000	10%
<b>Commute Mode Share</b>			
Single occupancy vehicle (SOV)	58.1	53.2*	-8%*
High-occupancy vehicle (HOV)	11.6	14.3*	24%*
Transit	24.6	26.0*	6%*
Bicycle/Pedestrian	5.6	6.5*	16%*
<b>Reliable Trips</b>			
Share of passenger miles on reliable modes	11.5%	11.2%	-3%
<b>Vehicle Miles Traveled (VMT)</b>			
Daily VMT	141.91 million	133.61 million	-6%
Daily VMT per capita	21.2	19.9	-6%
<b>Transit Options</b>			
Share of households in zones with high-capacity transit	39.9%	39.9%	0%
Share of jobs in zones with high-capacity transit	57.7%	57.7%	0%



# Commuter Connections – Regional TDM

- Average Annual Program Cost - \$6,220,000
- Total Monetary value of Daily Benefits - \$1,124,184

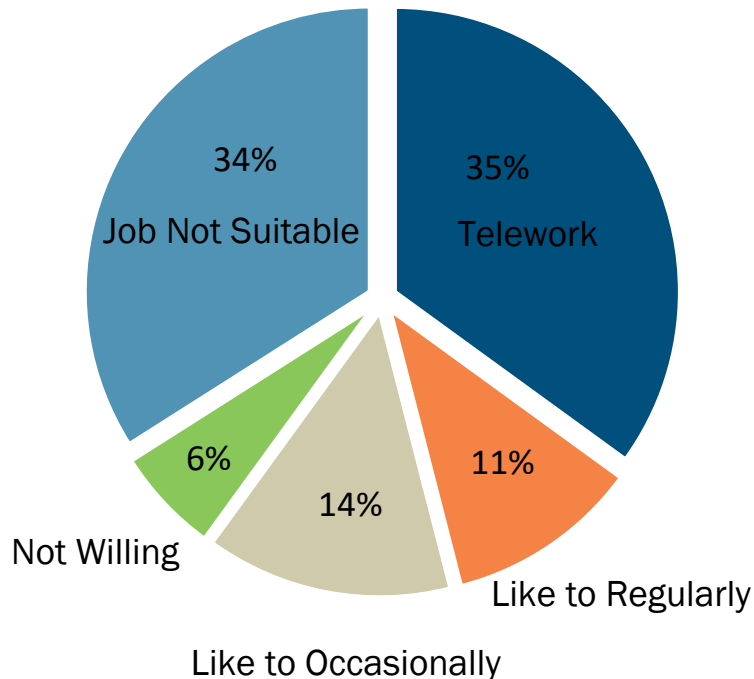
Average Daily (Weekday) Program Benefits			
Impact Element	Quantity	Program Cost-effectiveness	Estimated Program Monetary Benefits
<b>Travel:</b>			
Vehicle Trips Reduced	156,000	\$0.159	-
Vehicle Miles of Travel Reduced	3,009,000	\$0.002	-
Persons hours of delay (Congestion)	24,464	\$1.017	\$611,600
<b>Emissions:</b>			
Nitrogen Oxides (Tons/Day)	0.770	\$32,312	\$1,241
Volatile Organic Compounds (Tons/Day)	0.548	\$45,401	\$73
Greenhouse gases (CO2 equivalent; Tons/Day)	1,244	\$20	\$44,784
<b>Safety:</b>			
Accidents avoided	3.043	\$8,176	\$48,536
<b>Energy:</b>			
Gallons of fuel saved	167,180	\$0.149	\$417,950



# Teleworking in TPB Planning Area

1,073,000 current teleworkers

771,000 “could and would” telework

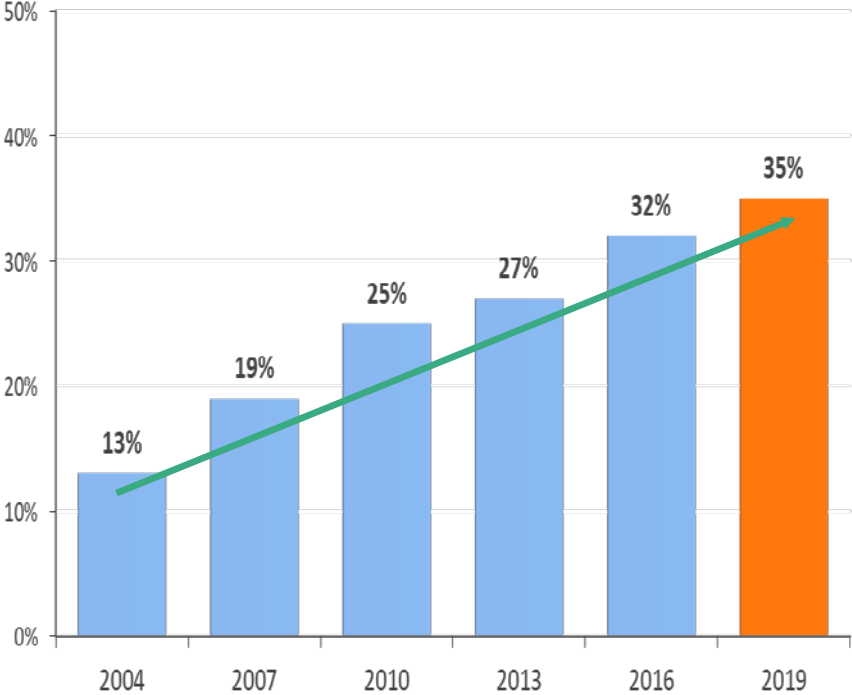


- 60% all commuters report having telework suitable jobs.
- 35% of all commuters teleworked at least on occasion in 2019.
  - 59% telework 1 or more day(s)/week
  - 41% telework less than 1 day/week
- Commute trips are reduced by about 10% on a typical workday!
- While 48% are federal employees telework, only 14% state and local government employees do.

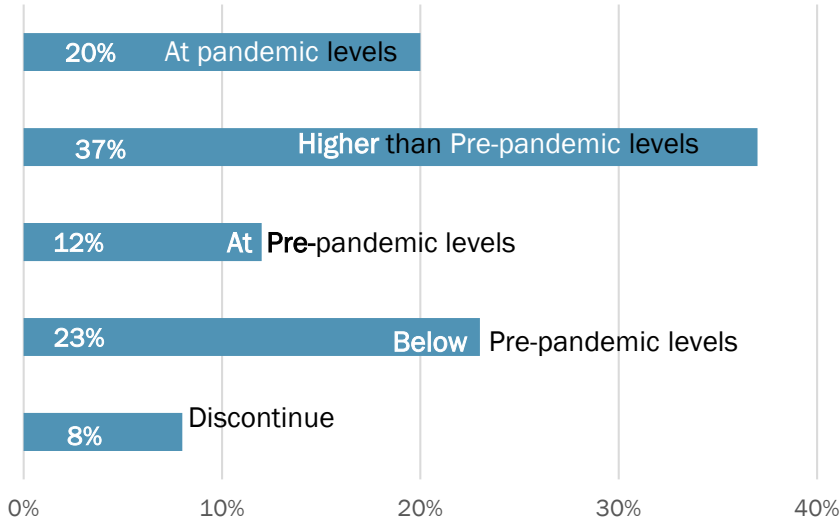


# NCR Telework: Trend And Prospects

Growing over past 15 years, at a (slow) rate: 1.5%/year



More than half of select employers anticipate Teleworking at higher than pre-pandemic levels\*



\* Commuter Connections July 2020 Survey of its Employers (180 completed surveys)



# Selected Commute tools/resource offerings

**Commute with Confidence:** During and post pandemic related commute – including Telework resources for employers and employees .

<https://www.commuterconnections.org/covid19-commuting/>

**Mobile Apps:** <https://www.commuterconnections.org/mobile-apps/>



**Commuter Connections:** Matches commuter with other commuters living and working in the same area/closest park and ride lot.



**CarpoolNow:** Allows formation of carpools on-demand for work or non-work purposes. Displays pick up/drop-off locations and estimated pick-up time. Cash reward to participating drivers for providing rides.



**incentTrip:** Multimodal trip planning; provides travel options (routes and modes; including walking); awards points depending on the mode used (SOV gets least points) for the commute trips; reports travel time, energy and emissions saved. Points can be redeemed for cash (\$600 max/year).



## Hon. Kelly Russell

Transportation Planning Board Chair

[mwcog.org/TPB](http://mwcog.org/TPB)

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





## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Nicholas Ramfos, Transportation Operations Program Director  
**SUBJECT:** National Association Areas Agencies on Aging Conference Presentation  
**DATE:** September 10, 2020

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The National Association of Area Agencies on Aging is holding its annual conference (virtually) September 21-24. Lynn Winchell-Mendy, COG/TPB staff, will be presenting on the 5310 Enhanced Mobility program from the perspective of a Designated Recipient. She will provide information on the TPB's solicitation and selection process and FTA requirements as well as examples of successful projects.

The target audience, Area Agencies on Aging, receive funding to support older adults and people with disabilities through the Older Americans Act, including Title II(b) dollars which can be used for transportation. Many provide or contract for transportation services and have Information & Referral programs that include information on available transportation options. The co-presenter is the Director of Aging and Transportation Services at Rappahannock Rapidan Community Services, an Area Agency on Aging which receives 5310 funding for vehicles. The goal is to expand awareness of 5310 as a potential funding source to improve the mobility of older adults and people with disabilities, an often underserved population.





9.22.20



Use Safe and Healthy Practices. Wear Masks, Social Distance, Wash Hands.

Take the free pledge to be eligible for great prizes! Take the free pledge, even if you're already car free or car-lite.

#CarFreeDay @CarFreeMetroDC

**COMMUTER CONNECTIONS**  
A SMARTER WAY TO WORK

CARFREEMETRODC.ORG 800.745.RIDE



**CAR  
FREE  
DAY**  
METRO DC



**9.22.20**  
COMMUTE WITH  
CONFIDENCE





**SAVE THE DATE!**

## **TPB Work Session on Climate Change Planning in the National Capital Region**

Wednesday, October 21, 2020  
10:30 A.M. to 11:45 A.M.  
(immediately prior to the October TPB Meeting)  
**Virtual Meeting Only**

One of the three focus areas identified by the Chair for this year is climate change. While there have been brief reports from staff on the matter during recent meetings, a work session is scheduled for October 21, 2020 to provide detailed briefings on two initiatives associated with climate change that could impact climate change planning in the region:

1. The development of a 2030 regional greenhouse gas reduction goal by COG's Climate, Energy, and Environment Policy Committee (CEEPC), which the COG Board is expected to consider for adoption at its October 14, 2020 meeting. The TPB will be asked to consider endorsing the goal at its October 21, 2020 meeting if the goal is adopted by the COG Board.
2. The work of the Transportation and Climate Initiative (TCI), which is a regional collaboration of Mid-Atlantic and Northeast states working to reduce greenhouse gas (GHG) emissions from the transportation sector. Maryland, Virginia, and the District of Columbia are among the participating states.

Target participants are TPB member agency and committee personnel involved in or with an interest in the topic. Participation information will be provided at a later date.



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Andrew Meese, TPB Systems Performance Planning Director  
**SUBJECT:** Greater Washington Partnership's Recently Released Capital COVID Snapshot  
**DATE:** September 16, 2020

---

On September 14, 2020, the Greater Washington Partnership<sup>1</sup> announced results of its recent survey of employers in the region regarding current status and expectations, along with information about public transportation and telework, in a report entitled "Capital COVID Snapshot". The Metropolitan Washington Council of Governments (COG) assisted the Partnership in the effort by collecting and compiling return to service plans and ridership information from local transit operators. The Washington Metropolitan Area Transit Authority (WMATA) worked directly with the Partnership in compiling and service and ridership data. Below are a brief background, summary, and link to the report.

### **BACKGROUND**

The goal of the Greater Washington Partnership effort, conducted in collaboration with public agencies and business organizations throughout the region, was to increase regional information and data sharing so employers can make more informed decisions about reopening, and public agencies can better understand when employees are expected to return to their offices and worksites. The Capital COVID-19 Survey was conducted between August 10 and 28, 2020, with more than 430 unique employers participating from the Washington, Baltimore, and Richmond metro areas that employ 275,000 residents. The report is available at:

<https://www.greaterwashingtonpartnership.com/capital-covid-snapshot/>.

### **SUMMARY**

Along with an analysis of employer reopening plans, the report includes public sector information, a Transit Tracker that provides ridership trends and estimates of the social distancing carrying capacity of the region's public transportation systems. Data provided by WMATA as well as information compiled by COG staff from other Washington region transit agencies were included. The report has visualizations for ridership trends and crowding (no significant transit crowding was currently reported even under social distancing).

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<sup>1</sup> The Greater Washington Partnership (<https://www.greaterwashingtonpartnership.com/>) is a "first-of-its-kind civic alliance of CEOs in the region, drawing from the leading employers and entrepreneurs committed to making the Capital Region – from Baltimore to Richmond – one of the world's best places to live, work and build a business."

Survey findings highlighted by the Greater Washington Partnership include:

- Of the region's<sup>2</sup> employers with worksite return plans, on average, just 72% of their employees are expected to return to the office by summer 2021. However, a third of responding employers are still unsure of their summer 2021 plans.
- Telework use has grown more than seven-fold since February, while transit use has shrunk by four-fold (according to information from employers responding to the survey). Over 80% of responding employers reporting offering additional telework flexibility.
- “As more businesses reopen and more employees return to worksites, employers are very concerned about transit’s ability to safely transport employees to worksites. The top concerns reported by employers were fear of crowding and whether riders will wear masks (as of August 2020, nearly all transit agencies in the Capital Region are requiring masks be worn on transit and are not reporting significant capacity issues that exceed social distancing capacity).”
- Many regional employers are uncertain of when and how to reopen and whether transit is safe for their employees’ commutes. While employers and transit agencies are taking unprecedented steps to make their worksites and transit trips safer, the full return to worksites is not expected until after summer 2021. Links are provided to transit agency and Commuter Connections<sup>3</sup> COVID resource pages.
- “While crowding on the transit system is not common today, budget challenges resulting from COVID-19 will exacerbate crowding concerns should Congress be unable to provide additional aid to our region’s transit network, which is expected to lead to service reductions.”

The Greater Washington Partnership states that, “the region is facing great uncertainty regarding timing and pace for reopening in the face of the global pandemic. By working together, we can share more relevant and timely information and power a safe and sustainable recovery.” The Partnership envisions an ongoing information sharing effort through the pandemic and recovery period.

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<sup>2</sup> The Greater Washington Partnership region includes the Washington, Baltimore, and Richmond metropolitan areas.

<sup>3</sup> <https://www.commuterconnections.org/covid19-commuting/>.

**ITEM 7 – Action**  
September 16, 2020

Amend the FY 2021-2024 TIP to Update Projects and Funding  
in the District of Columbia Section of the TIP,  
as Requested by DDOT

**Action:** Adopt Resolution R6-2021 to approve the  
DDOT TIP amendment.

**Background:** In July, DDOT requested an amendment to  
include project and funding updates for  
projects in the District of Columbia section  
of the Transportation Improvement  
Program (TIP). These projects are already  
included in the Air Quality Conformity  
Analysis of the 2020 Amendment to  
Visualize 2045 and the FY 2021-2024 TIP  
or are exempt from the air quality  
conformity requirement. No public  
comments were received during the  
comment and inter-agency review period.



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 UPDATE PROJECTS AND FUNDING IN THE DISTRICT OF COLUMBIA SECTION, 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 July 15, 2020, DDOT has requested that the FY 2021-2024 TIP be amended to include project and funding updates for the District of Columbia section, as described in the attached materials, and

**WHEREAS**, all projects in the amendment are included in the Air Quality Conformity Analysis of the 2020 Amendment to Visualize 2045 and the FY 2021-2024 TIP or are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

**WHEREAS**, full funding for all projects is included in the Visualize 2045 financial analysis; and

**WHEREAS**, the TIP is available online at [mwcog.org/tip](http://mwcog.org/tip) and is updated as necessary to reflect amendments and administrative modifications; and

**WHEREAS**, the TPB was briefed on the amendment at its July 22, 2020; and

**WHEREAS**, this amendment was released for a 30-day public comment and inter-agency review period that concluded on August 16, 2020 and

**WHEREAS**, no comments were received on the draft amendment; and

**WHEREAS**, this amendment comprises the entirety of TIP Action 21-06, creating the 6<sup>th</sup> version of the FY 2021-2024 TIP in the TPB's Project InfoTrak system;



**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board approves Resolution R6-2021 and TIP Action 21-06 amending the FY 2021-2024 TIP to include project and funding updates for the District of Columbia section, as described in the attached materials.



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Lyn Erickson, TPB Plan Development and Coordination Program Director  
**SUBJECT:** Proposed TIP Action 21-06: an Amendment to Update the FY 2021-2024 Transportation Improvement Program (TIP), as requested by the District Department of Transportation  
**DATE:** September 10, 2020

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At the July 22, 2020 meeting, the board was provided a notice of request by the District Department of Transportation (DDOT) to update project and funding information in the District of Columbia section of the FY 2021-2024 Transportation Improvement Program (TIP). The posting of that notice item on July 16 initiated a 30-day public comment and inter-agency review period that concluded on August 16, 2020.

No comments were received from the general public or other stakeholders, and no corrections or revisions were deemed necessary by DDOT staff.

The TPB will be briefed on the amendment and then asked to adopt resolution R6-2021 approving TIP Action 21-06 to amend the District of Columbia section of the FY 2021-2024 TIP with updated project and funding information.



# Government of the District of Columbia

## Department of Transportation



Planning and Sustainability Division

July 15, 2020

The Honorable Kelly Russell, 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 Russell,

The District Department of Transportation (DDOT) requests that the FY 2021-2024 Transportation Improvement Program (TIP) be amended to include the District's updated Obligation Plan.

The Obligation Plan is a plan for obligating (initiating) projects. DDOT updates its Obligation Plan annually. The proposed amendment will update DDOT's element of the FY 2021 – 2024 TIP.

The proposed amendment does not add additional capacity for motorized vehicles and does not require conformity analysis. The funding sources have been identified and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB issue a notice item initiating a public comment and inter-agency review period beginning July 22, 2020, and requests that the TPB approve the proposed amendment at its meeting on September 16, 2020.

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,

James Sebastian  
Associate Director, Planning and Sustainability Division (PSD)



FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM  
FINANCIAL SUMMARY OF 21-06 FORMAL AMENDMENT

Project not included in 21-00 Adoption - new in 21-06 Amendment

Project was in 21-00 Adoption - not carried forward in 21-06 Amendment

TIP ID	PROJECT TITLE	FY 2021-2024 PROGRAM TOTAL		CHANGE AMOUNT	PERCENT CHANGE
		PREVIOUS VERSION	21-06 AMENDMENT		
2633	Size and Weight Enforcement Program	\$760,000	\$760,000	\$0	0%
2699	Tunnel Preservation	\$50,050,000	\$65,534,250	\$15,484,250	31%
2743	Great Streets - Pennsylvania Ave, SE		\$15,000,000	\$15,000,000	100%
2768	Key Bridge NW over Potomac		\$0	\$0	0%
2780	Oxon Run Trail Restoration		\$500,000	\$500,000	100%
2796	National Recreational Trails	\$1,600,000	\$1,600,000	\$0	0%
2806	Klinge Trail	\$1,000		(\$1,000)	-100%
2888	Safe Routes to School	\$7,507,000	\$11,600,000	\$4,093,000	55%
2922	Great Streets - Minnesota Ave, NE		\$150,000	\$150,000	100%
2927	Highway Structures Preventive Maintenance and Repairs	\$25,530,000	\$23,549,240	(\$1,980,760)	-8%
2945	District TDM (goDCgo)	\$13,340,000	\$13,640,000	\$300,000	2%
2965	Roadway Reconstruction Citywide	\$47,780,000	\$19,147,795	(\$28,632,205)	-60%
3181	31st Street NW Bridge over C&O Canal		\$0	\$0	0%
3193	11th Street Bridges SE, Replace and	\$2,701,000		(\$2,701,000)	-100%
3202	Bridge Design		\$4,350,000	\$4,350,000	100%
3210	Transportation Alternatives Program	\$4,600,000	\$4,600,000	\$0	0%
3212	Safety Improvements Citywide	\$44,796,000	\$60,267,000	\$15,471,000	35%
3213	Planning and Management Systems	\$63,648,000	\$75,039,591	\$11,391,591	18%
3215	Pavement Restoration - STBG Streets	\$37,200,000	\$19,100,000	(\$18,100,000)	-49%
3216	Traffic Operations Improvements Citywide	\$36,879,000	\$54,735,456	\$17,856,456	48%
3219	Commuter Connections Program	\$3,623,000	\$3,000,000	(\$623,000)	-17%
3228	Metropolitan Branch Trail	\$15,960,000	\$23,050,000	\$7,090,000	44%
3230	Rock Creek Park Trail		\$0	\$0	0%
3242	Stormwater-Hydraulic Structures and Flood Management Works	\$22,600,000	\$28,763,500	\$6,163,500	27%
3243	Bridge Inspection	\$9,153,000	\$7,914,750	(\$1,238,250)	-14%
3290	Kenilworth Ave NE Reconstruction	\$1,000	\$1,000	\$0	0%
3355	Professional Capacity-Building Strategy	\$6,000,000	\$6,000,000	\$0	0%
3423	South Capitol Street Corridor	\$154,700,000	\$154,700,000	\$0	0%
3508	Anacostia Riverwalk Trail		\$700,000	\$700,000	100%
5298	Emergency Transportation Project	\$100,000	\$100,000	\$0	0%
5308	Neighborhood Streetscape Improvements	\$1,500,000	\$1,500,000	\$0	0%
5309	Rights of Way Program		\$2,000,000	\$2,000,000	100%
5313	Urban Forestry Program	\$2,000,000	\$2,010,000	\$10,000	1%
5315	Blair / Cedar / 4th Street NW		\$0	\$0	0%
5316	Guiderails and Attenuators	\$13,325,000	\$10,981,300	(\$2,343,700)	-18%
5322	Environmental Management System	\$2,212,000	\$2,600,000	\$388,000	18%
5323	Roadway Pavement Condition Assessment	\$5,000,000	\$5,966,000	\$966,000	19%
5337	Kenilworth Ave NE Pedestrian Bridges Replacement		\$17,500,000	\$17,500,000	100%
5339	Pavement Restoration - NHPP Streets	\$40,000,000	\$36,000,000	(\$4,000,000)	-10%
5342	Approach Bridges to 14th Street Bridge	\$28,000,000		(\$28,000,000)	-100%
5346	Theodore Roosevelt Bridge Rehabilitation	\$116,000,000		(\$116,000,000)	-100%
5347	Traffic Signal Maintenance	\$77,232,000	\$90,672,000	\$13,440,000	17%
5353	Southern Ave SE Improvements	\$11,000,000	\$11,200,000	\$200,000	2%
5385	Streetlight Asset Management		\$10,092,228	\$10,092,228	100%

5432	Pennsylvania Ave NW Bridge over Rock Creek	\$1,000		(\$1,000)	-100%
5433	Bridge Management	\$1,450,000	\$1,450,000	\$0	0%
5439	Streetlight Construction	\$30,000	\$5,400,000	\$5,370,000	17900%
5554	Garvee Bond Debt Service - 11th Street Bridge SE Replacement	\$47,072,000	\$47,066,408	(\$5,592)	0%
5723	St. Elizabeths Campuses Access Improvements	\$1,000	\$1,000	\$0	0%
5754	Benning Road Reconstruction and Streetcar Extension	\$158,177,000	\$148,306,000	(\$9,871,000)	-6%
5755	Union Station to Georgetown Transit	\$114,000,000	\$117,434,000	\$3,434,000	3%
5792	C Street NE Implementation		\$0	\$0	0%
5802	AWI Program Manager	\$6,000,000	\$6,000,000	\$0	0%
5804	East Capitol St Bridge over Anacostia River		\$0	\$0	0%
5922	Freight Planning Program		\$880,000	\$880,000	100%
5957	Pennsylvania Ave and Potomac Ave SE Intersection Improvements	\$11,000,000	\$11,000,000	\$0	0%
6014	Maryland Avenue NE Road Diet	\$1,000	\$1,000	\$0	0%
6038	Garvee Bond Debt Service - South Capitol St	\$104,320,000	\$64,489,750	(\$39,830,250)	-38%
6039	H Street Bridge over Railroad	\$217,664,000		(\$217,664,000)	-100%
6082	Anacostia Freeway Bridges over Nicholson St SE	\$1,000	\$1,050,000	\$1,049,000	104900%
6097	Anacostia Freeway Bridges over South Capitol	\$1,000	\$2,200,000	\$2,199,000	219900%
6102	5303/5304 FTA Program		\$3,209,240	\$3,209,240	100%
6105	DC Circulator		\$11,272,165	\$11,272,165	100%
6114	South Capitol Street Trail	\$11,000,000	\$17,000,000	\$6,000,000	55%
6115	Traffic Signal LED Replacement	\$6,930,000		(\$6,930,000)	-100%
6187	I-395 HOV Bridge over Potomac River	\$33,500,000	\$13,000,000	(\$20,500,000)	-61%
6193	Cleveland Park Improvements	\$15,000,000	\$16,000,000	\$1,000,000	7%
6195	Florida Ave NE Streetscape		\$41,100,000	\$41,100,000	100%
6197	Monroe St NE Bridge over CSX & WMATA		\$0	\$0	0%
6230	New York Ave NE Improvements	\$29,748,000	\$1,950,000	(\$27,798,000)	-93%
6240	Safety and Geometric Improvements of I-295		\$2,000,000	\$2,000,000	100%
6315	East Capitol Street Corridor Mobility & Safety	\$25,000,000		(\$25,000,000)	-100%
6418	16th St Bridge over Piney Branch Pkwy NW Rehabilitation	\$1,000	\$16,200,000	\$16,199,000	1619900%
6427	Kenilworth Terrace Bridge over Watts Branch	\$6,100,000	\$7,100,000	\$1,000,000	16%
6428	Anacostia Ave NE over Anacostia River Outlet Bridge Rehabilitation	\$11,500,000		(\$11,500,000)	-100%
6491	Connecticut Ave NW Multimodal Study	\$39,500,000	\$33,500,000	(\$6,000,000)	-15%
6492	Safety Improvements of 22nd and I NW		\$0	\$0	0%
6493	Roadway Reconstruction in Ward II		\$0	\$0	0%
6497	Arboretum Bridge and Trail	\$11,501,000	\$15,200,000	\$3,699,000	32%
6498	Lincoln Connector Trail		\$0	\$0	0%
6499	Southeast Blvd and Barney Circle Environmental Assessment	\$1,000	\$6,000,000	\$5,999,000	599900%
6500	Shepherd Branch Trail		\$0	\$0	0%
6501	Kennedy St from 16th St to Georgia Ave NW Reconstruction		\$11,000,000	\$11,000,000	100%
6502	Subsurface Investigation & AM Program Support	\$1,360,000		(\$1,360,000)	-100%
6505	I-395 Sign Structure Improvements		\$0	\$0	0%
6516	Pedestrian Bridge over Arizona Ave NW and Connecting Trail Rehabilitation	\$8,000,000	\$8,000,000	\$0	0%
6595	Pennsylvania Ave from 17th St to Washington Cir NW Streetscape	\$5,000,000	\$5,000,000	\$0	0%
6596	Theodore Roosevelt Memorial Bridge		\$120,000,000	\$120,000,000	\$1

6598	Tenleytown Multi-Modal Access		\$0	\$0	\$0
6610	Overhead Freeway Sign Maintenance	\$2,400,000	\$12,200,000	\$9,800,000	408%
6613	I-695 Bridges From I-395 to I-295/DC-295	\$1,000	\$700,000	\$699,000	69900%
6614	Pennsylvania Ave SE Streetlight Upgrade		\$0	\$0	\$0
6625	Citywide Streetlights P3	\$109,524,000	\$77,941,901	(\$31,582,099)	-29%
6636	Bus Priority Plan and Program	\$42,685,000		(\$42,685,000)	-100%
6637	4th St and P St SW Streetlight upgrade	\$4,100,000		(\$4,100,000)	-100%
6638	16th St NW Transit Priority	\$2,004,000	\$2,000,000	(\$4,000)	0%
6642	I-66 and Rock Creek Parkway Ramp Study		\$0	\$0	\$0
6644	LED Signage Procurement and Installation	\$1,660,000	\$1,440,563	(\$219,437)	-13%
6657	New York Ave NE Bridge over Anacostia River	\$1,000	\$2,000,000	\$1,999,000	199900%
6658	S St from 4th St to 7th St NW Revitalization	\$1,000	\$1,200,000	\$1,199,000	119900%
6676	Eastern Ave and Sheriff Rd NE Intersection Safety Improvements	\$500,000	\$500,000	\$0	0%
6677	Georgia Avenue NW Multi-Modal Transportation Study	\$350,000	\$400,000	\$50,000	14%
6801	Aspen St NW Improvements		\$15,700,000	\$15,700,000	\$1
6802	Bike Lane Design		\$930,000	\$930,000	\$1
6803	Buzzard Point Environmental Impact		\$1,200,000	\$1,200,000	\$1
6804	I-66 Ramp Ramp to Whitehurst Frwy and K Street NW Bridge over Whitehurst Freeway		\$1,500,000		\$1
6805	Inventory and Inspection of Sign Structures		\$983,500		\$1
6807	Long Bridge Pedestrian and Bicycle Connection		\$31,500,000		\$1
6808	Managed Lanes Feasibility Study FY 2021		\$200,000		\$1
6810	Pedestrian & Traffic Calming Improvements		\$4,000,000		\$1
6811	Retroreflective Backplates		\$1,980,000		\$1
6812	William Howard Taft Memorial Bridge Rehabilitation		\$2,500,000		\$1
<b>TOTAL</b>		<b>\$1,871,883,000</b>	<b>\$ 1,673,509,637</b>	<b>\$ (198,373,363)</b>	<b>-11%</b>





**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**  
**FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM Draft**  
**Formal Amendment 21-06 for Public Comment**

<i>TIP ID</i>	11183	<i>Agency Project ID</i>	SR065A	<i>Total Cost</i>	\$9,138,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>	Bike/Ped	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Klinge Trail				
<i>Project Limits</i>	Klinge Road NW from Porter Street NW to Woodley Road NW (1 mile)				
<i>Description</i>	The scope of work is for planning, design and construction of a pedestrian and bicycle facility in the former right of way of Klinge Road with related environmental remediation. Local access for private properties in the Porter to Woodley section will be accommodated. Preparation of preliminary design plans and detailed plans and specifications of the project, as well as environmental remediation pursuant to Section 6018 of the Klinge Road Sustainable Development Amendment Act of 2008.				

<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	Congestion Mitigation and Air Quality Improvement Program	\$7,309,600	-	-	-	-	-	\$7,309,600
CON	State or District Funding	\$1,827,400	-	-	-	-	-	\$1,828,400
	<i>Total Construction</i>	\$9,137,000	-	-	-	-	-	\$9,138,000
	<i>Total Programmed</i>	\$9,137,000	-	-	-	-	-	\$9,138,000

<i>TIP ID</i>	11184	<i>Agency Project ID</i>	CD066A	<i>Total Cost</i>	\$7,276,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia, Region-wide	<i>County</i>	
<i>Project Type</i>	Bridge - Replace	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	31st Street NW Bridge over C&O Canal				
<i>Project Limits</i>	Bridge 2				
<i>Description</i>	Removal and replacement of deteriorated deck, repair and painting of structural steel, and substructure repairs. Lighting, signing, drainage and safety features will be upgraded.				

<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	\$6,018,000	-	-	-	-	-	\$6,018,000
CON	State or District Funding	\$1,258,000	-	-	-	-	-	\$1,258,000
	<i>Total Construction</i>	\$7,276,000	-	-	-	-	-	\$7,276,000
	<i>Total Programmed</i>	<b>\$7,276,000</b>	-	-	-	-	-	<b>\$7,276,000</b>

<i>TIP ID</i>	2633	<i>Agency Project ID</i>	CI029A, CI053A	<i>Total Cost</i>	\$5,196,112
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>	Freight Movement	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Size and Weight Enforcement Program				
<i>Project Limits</i>					

*Description* This project provides trained personnel to enforce size and weight regulations, as well as increase the number of portable scales at Weigh in Motion sites on and off the Federal-aid System. This project will facilitate reducing weight violations and preventing premature deterioration of pavements and structures in the District, and in turn provide a safe driving environment. a. Weigh in Motion Operations Support b. Weigh in Motion Upgrade and Repair

<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	Local	-	\$37,000	\$38,000	\$38,000	\$39,000	-	\$152,000
CON	National Highway Freight Program	-	\$148,000	\$152,000	\$152,000	\$156,000	-	\$608,000
	<i>Total Construction</i>	-	\$185,000	\$190,000	\$190,000	\$195,000	-	\$760,000
	<i>Total Programmed</i>	-	<b>\$185,000</b>	<b>\$190,000</b>	<b>\$190,000</b>	<b>\$195,000</b>	-	<b>\$760,000</b>

<i>TIP ID</i>	2699	<i>Agency Project ID</i>	CD018A, CD019A	<i>Total Cost</i>	\$50,277,500
<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>	Tunnel Preservation				
<i>Project Limits</i>					

*Description* Long term performance-based asset preservation and maintenance program through which a private contractor provides maintenance services for the District's sixteen (16) tunnels. In conjunction with this maintenance contract, FHWA requires the District to engage services of a consultant to provide the DDOT Tunnel Management staff with required technical assistance, asset evaluation support services, IT services, and required tunnel asset inspection services.

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	Local	-	\$146,475	\$146,475	\$38,000	\$38,000	-	\$368,950
PE	National Highway Performance Program	-	\$585,900	\$585,900	\$152,000	\$152,000	-	\$1,475,800
	<i>Total Preliminary Engineering</i>	-	\$732,375	\$732,375	\$190,000	\$190,000	-	\$1,844,750
CON	Local	-	\$4,231,500	\$5,642,000	\$434,000	\$2,430,400	-	\$12,737,900
CON	National Highway Performance Program	-	\$16,926,000	\$22,568,000	\$1,736,000	\$9,721,600	-	\$50,951,600
	<i>Total Construction</i>	-	\$21,157,500	\$28,210,000	\$2,170,000	\$12,152,000	-	\$63,689,500
	<i>Total Programmed</i>	-	<b>\$21,889,875</b>	<b>\$28,942,375</b>	<b>\$2,360,000</b>	<b>\$12,342,000</b>	-	<b>\$65,534,250</b>

<i>TIP ID</i>	2743	<i>Agency Project ID</i>	ED0B1A	<i>Total Cost</i>	\$17,000,000
<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>	Great Streets - Pennsylvania Ave, SE				
<i>Project Limits</i>					

*Description* Construct facilities to improve reliability and safety of transit services, including transit lanes; provide bicycle lanes; and improve pedestrian circulation. Phase II will include work on Pennsylvania Ave. SE from the Sousa Bridge to west of 27th St. SE. a. Pennsylvania Ave and Minnesota Ave SE Intersection Improvements

<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	Local	-	\$3,000,000	-	-	-	-	\$3,000,000
CON	National Highway Performance Program	-	\$12,000,000	-	-	-	-	\$12,000,000
	<i>Total Construction</i>	-	\$15,000,000	-	-	-	-	\$15,000,000
	<i>Total Programmed</i>	-	<b>\$15,000,000</b>	-	-	-	-	<b>\$15,000,000</b>

<i>TIP ID</i>	2780	<i>Agency Project ID</i>	AF089A	<i>Total Cost</i>	\$12,500,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>	Bike/Ped	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Oxon Run Trail Restoration				
<i>Project Limits</i>					

*Description* This project is to complete the next phase of the Oxon Run Trail from 13th St SE to Southern Ave SE; and from South Capitol St SE to the Maryland Line. 

<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	Congestion Mitigation and Air Quality Improvement Program	-	-	\$400,000	-	-	-	\$400,000
PE	Local	-	-	\$100,000	-	-	-	\$100,000
	<i>Total Preliminary Engineering</i>	-	-	\$500,000	-	-	-	\$500,000
	<i>Total Programmed</i>	-	-	<b>\$500,000</b>	-	-	-	<b>\$500,000</b>

<i>TIP ID</i>	2796	<i>Agency Project ID</i>	AF066A	<i>Total Cost</i>	\$2,400,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>	Bike/Ped	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	National Recreational Trails				
<i>Project Limits</i>	Various Locations				

*Description* Programs associated with the Recreational Trails Program – a program established to develop and maintain recreational trails and trail-related facilities. Mostly small projects; often grants to local groups. Through the D.C. Recreational Trails Program Advisory Committee, the District Department of Transportation will provide or grant funding to non-profits to provide the following services for District trails: maintain and restore existing trails; develop and rehabilitate trailside and trailhead facilities and trail linkages; purchase and lease trail construction and maintenance equipment; construct new trails; acquire easements or property for trails; assess trail conditions for accessibility and maintenance; develop and disseminate publications and operate educational programs to promote safety and environmental protection related to trails (including supporting non-law enforcement trail safety and trail use monitoring patrol programs, and providing trail-related training). a. Friends of Kenilworth Aquatic Gardens b. Student Conservation Association

<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	Local	-	\$80,000	\$80,000	\$80,000	\$80,000	-	\$320,000
PE	National Recreational Trails Funding Program	-	\$320,000	\$320,000	\$320,000	\$320,000	-	\$1,280,000
	<i>Total Preliminary Engineering</i>	-	\$400,000	\$400,000	\$400,000	\$400,000	-	\$1,600,000
	<b><i>Total Programmed</i></b>	-	<b>\$400,000</b>	<b>\$400,000</b>	<b>\$400,000</b>	<b>\$400,000</b>	-	<b>\$1,600,000</b>



<i>TIP ID</i>	2888	<i>Agency Project ID</i>	CM086A	<i>Total Cost</i>	\$20,350,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>	Bike/Ped	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Safe Routes to School				
<i>Project Limits</i>					

*Description* To enable and encourage children, including those with disabilities, to walk and bicycle to school, to make walking and bicycling to school safe and more appealing, and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. Increase walking and bicycling to school and associated safety through planning, engineering, education, and enforcement. Subprojects: a. Bicycle and Pedestrian Education b. Sidewalk Construction c. School Area Planning Assistance

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	Local	-	\$180,000	\$180,000	\$180,000	\$180,000	-	\$720,000
PE	Surface Transportation Block Program	-	\$320,000	\$320,000	\$320,000	\$320,000	-	\$1,280,000
PE	Transportation Alternatives Program	-	\$400,000	\$400,000	\$400,000	\$400,000	-	\$1,600,000
	<i>Total Preliminary Engineering</i>	-	\$900,000	\$900,000	\$900,000	\$900,000	-	\$3,600,000
CON	Local	-	\$400,000	\$400,000	\$400,000	\$400,000	-	\$1,600,000
CON	Transportation Alternatives Program	-	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	-	\$6,400,000
	<i>Total Construction</i>	-	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	-	\$8,000,000
	<i>Total Programmed</i>	-	\$2,900,000	\$2,900,000	\$2,900,000	\$2,900,000	-	\$11,600,000

<i>TIP ID</i>	2922	<i>Agency Project ID</i>	ED064A	<i>Total Cost</i>	\$19,150,000
<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>	Great Streets - Minnesota Ave, NE				
<i>Project Limits</i>	Minnesota Ave from A Street, NE to Sheriff Road, NE (.2 mile)				
<i>Description</i>	Reconstruction of Minnesota Avenue from A St., SE to Sheriff Rd., NE including LIDs, streetscape. Schedule is impacted by Benning Streetcar study. Project will be split into two projects to mitigate impacts. A. Minnesota Ave from A St SE to Dix St NE B. Minnesota Ave from Dix St to Sheriff Rd NE				

<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>
ROW	Local	-	\$30,000	-	-	-	-	\$30,000
ROW	Surface Transportation Block Program	-	\$120,000	-	-	-	-	\$120,000
	<i>Total Right of Way</i>	-	\$150,000	-	-	-	-	\$150,000
	<i>Total Programmed</i>	-	\$150,000	-	-	-	-	\$150,000

<i>TIP ID</i>	2927	<i>Agency Project ID</i>	CD036A, CD042A, CD061	<i>Total Cost</i>	\$23,349,240
<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>	Highway Structures Preventive Maintenance and Repairs				
<i>Project Limits</i>					

*Description* This project provides a two-year base contract with two option years for the performance of preventive maintenance activities and initiating emergency repairs on highway structures on an as needed basis. The work includes concrete deck repair, replacement of expansion joints, repair or replacement of beams, girders and other structural steel, maintenance painting, application of low slump concrete overlays on bridge decks, concrete repair, underpinning and shoring of deficient bridge elements, jacking beams and restoring bearings, repair or replacement of bridge railings, guiderails and fencing, cleaning bridge scuppers and drain pipes, graffiti removal and other miscellaneous repair work on various highway structures.

<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	Local	-	-	\$20,000	\$20,000	\$40,000	-	\$80,000
PE	National Highway Performance Program	-	-	\$80,000	\$80,000	\$160,000	-	\$320,000
<i>Total Preliminary Engineering</i>		-	-	\$100,000	\$100,000	\$200,000	-	\$400,000
CON	Local	-	-	\$1,073,949	\$1,073,949	\$2,481,950	-	\$4,629,848
CON	National Highway Performance Program	-	-	\$2,822,068	\$2,822,068	\$6,523,000	-	\$12,167,136
CON	Surface Transportation Block Program	-	-	\$1,473,728	\$1,473,728	\$3,404,800	-	\$6,352,256
<i>Total Construction</i>		-	-	\$5,369,745	\$5,369,745	\$12,409,750	-	\$23,149,240
<i>Total Programmed</i>		-	-	<b>\$5,469,745</b>	<b>\$5,469,745</b>	<b>\$12,609,750</b>	-	<b>\$23,549,240</b>

<i>TIP ID</i>	2945	<i>Agency Project ID</i>	CM074A	<i>Total Cost</i>	\$21,359,000
<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>	District TDM (goDCgo)				
<i>Project Limits</i>					

*Description* goDCgo is responsible for promoting the use of all sustainable transportation modes in the city through marketing and outreach. The contractor will provide marketing expertise to support the growth of the goDCgo and Capital Bikeshare and advertise the service to residents, visitors, and employers. a. District TDM (goDCgo) b. Clean Air Partners c. Capital Bikeshare Marketing and Outreach

<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	Congestion Mitigation and Air Quality Improvement Program	-	\$2,576,000	\$2,676,000	\$2,778,400	\$2,881,600	-	\$10,912,000
PE	Local	-	\$644,000	\$669,000	\$694,600	\$720,400	-	\$2,728,000
	<i>Total Preliminary Engineering</i>	-	\$3,220,000	\$3,345,000	\$3,473,000	\$3,602,000	-	\$13,640,000
	<i>Total Programmed</i>	-	<b>\$3,220,000</b>	<b>\$3,345,000</b>	<b>\$3,473,000</b>	<b>\$3,602,000</b>	-	<b>\$13,640,000</b>

<i>TIP ID</i>	2965	<i>Agency Project ID</i>	SR060A MRR11A, SR009A SR055A PM075A	<i>Total Cost</i>	\$68,381,590
<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>	Roadway Reconstruction Citywide				
<i>Project Limits</i>	Various Locations				

*Description* This project reconstructs streets and highways on the Federal-aid highway system and other streets with poor pavement condition, drainage, or other reconstruction needs. Total roadway reconstruction is required when the highway pavement has reached the end of its useful life and can no longer be resurfaced. Streets must be reconstructed once the base deteriorates or the crown becomes too high, creating an undesirable slope from the center line to each curb. The scope of work includes the removal of deteriorated base and pavement, repairing the sub-base, replacing or reconstructing pavement and base within the roadway area and resetting or reconstructing curbs and sidewalks. Additional work includes the installation of wheelchair ramps, bicycle facilities, safety features and landscaping improvements. Projects Include: a. Alabama Ave from 18th St to Bowen Rd SE b. Broad Branch Rd from Linnean Ave to Beach Dr NW Rehabilitation c. Canal Rd NW from Chain Bridge to M St NW d. Canal Rd NW Rock Slope Stabilization e. Florida Ave and 9th St from T St to Barry Pl NW f. New Jersey Ave from Massachusetts Ave to N St NW g. Oregon Ave Military Rd to Western Ave NW

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	Local	-	-	-	-	\$700,000	-	\$700,000
PE	State or District Funding	-	\$2,795,795	-	-	-	-	\$2,795,795
PE	Surface Transportation Block Program	-	-	-	-	\$2,800,000	-	\$2,800,000
	<i>Total Preliminary Engineering</i>	-	\$2,795,795	-	-	\$3,500,000	-	\$6,295,795
CON	Local	-	\$360,000	-	\$1,100,000	-	-	\$1,460,000
CON	State or District Funding	-	\$2,776,000	\$2,776,000	-	-	-	\$5,552,000
CON	Surface Transportation Block Program	-	\$1,440,000	-	\$4,400,000	-	-	\$5,840,000
	<i>Total Construction</i>	-	\$4,576,000	\$2,776,000	\$5,500,000	-	-	\$12,852,000
	<i>Total Programmed</i>	-	\$7,371,795	\$2,776,000	\$5,500,000	\$3,500,000	-	\$19,147,795

<i>TIP ID</i>	3202	<i>Agency Project ID</i>	CD032C, MNT05A	<i>Total Cost</i>	\$6,850,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia, Region-wide	<i>County</i>	
<i>Project Type</i>		<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Bridge Design				
<i>Project Limits</i>					
<i>Description</i>	This project provides design solutions for bridges and performs analysis, cost estimates for construction. a. Bridge Design b. Structures and Bridges Engineering				

<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	Local	-	\$140,000	\$240,000	\$240,000	\$250,000	-	\$870,000
PE	National Highway Performance Program	-	\$364,000	\$604,000	\$604,000	\$630,000	-	\$2,202,000
PE	Surface Transportation Block Program	-	\$196,000	\$356,000	\$356,000	\$370,000	-	\$1,278,000
	<i>Total Preliminary Engineering</i>	-	\$700,000	\$1,200,000	\$1,200,000	\$1,250,000	-	\$4,350,000
	<i>Total Programmed</i>	-	<b>\$700,000</b>	<b>\$1,200,000</b>	<b>\$1,200,000</b>	<b>\$1,250,000</b>	-	<b>\$4,350,000</b>

<i>TIP ID</i>	3210	<i>Agency Project ID</i>	AF049A	<i>Total Cost</i>	\$9,442,621
<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>	Transportation Alternatives Program				
<i>Project Limits</i>					

*Description* The TAP or TA Set-Aside is a reimbursable federal aid funding program for transportation-related community projects designed to strengthen the intermodal transportation system. The program aims to expand travel choice, strengthen the local economy, improve the quality of life, and protect the environment by supporting non-traditional projects linked to the transportation system. Projects will be reviewed through a competitive process and selected based upon a number of criteria including the project’s expected benefits to the community, feasibility and project readiness, consistency with agency plans and missions, and the sponsor’s demonstrated ability to manage a federal-aid project. a. Constitution Ave and 18th St NW Crosswalk and Paths Improvement b. Jay St NE Smart Bio-retention c. Palisades (Glen Echo) Trolley Trail Preliminary Design d. Prather's Alley Safety Improvements e. Protected Mobility Lanes on M Street SE f. Rock Creek Park Military Road Feasibility Study g. Taft Bridge Lion Statue Restoration h. Union Station Masonry Restoration Project i. Union Station Roman Legionnaires and Interior Restoration j. Union Station Roman Legionnaires and Vestibules Restoration k. Water Street Staircase and Trailhead Improvements

<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	Local	-	\$230,000	\$230,000	\$230,000	\$230,000	-	\$920,000
PE	Transportation Alternatives Program	-	\$920,000	\$920,000	\$920,000	\$920,000	-	\$3,680,000
	<i>Total Preliminary Engineering</i>	-	\$1,150,000	\$1,150,000	\$1,150,000	\$1,150,000	-	\$4,600,000
	<i>Total Programmed</i>	-	<b>\$1,150,000</b>	<b>\$1,150,000</b>	<b>\$1,150,000</b>	<b>\$1,150,000</b>	-	<b>\$4,600,000</b>

<i>TIP ID</i>	3212	<i>Agency Project ID</i>	CB0, C10	<i>Total Cost</i>	\$100,798,000
<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>	Safety Improvements Citywide				
<i>Project Limits</i>	Various Locations				

*Description* Safety improvements provide a safe traveling environment for vehicular traffic, pedestrians and bicycle circulation within the District on Federal-aid and local roads. Work includes elimination or relocation of roadside visual obstructions; elimination or relocation of roadside obstacles; skid resistance resurfacing; modifications to traffic channeling; median replacement; traffic signals, signs, and lighting upgrades; installation of pavement markings to eliminate or reduce accidents; and installation of safety fences at overhead structures. Safety improvements are systematically identified through analyses of accident records, inspections, surveys, and citizen requests. The District maintains an inventory of locations with the highest number of reported accidents. a. Construction Estimate b. Pavement Skid Testing c. Road Safety Audit Program d. TARAS Crash Analysis Support e. Traffic Data Collection and Analysis Services f. Traffic Engineering Design g. Traffic Safety Construction h. Traffic Safety Data Center at Howard University i. Traffic Safety Design j. Traffic Safety Engineering Support Services k. Traffic Sign Inventory Upgrade

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	Highway Safety Improvement Program (STP)	-	\$5,484,375	\$5,484,375	\$5,484,375	\$5,484,375	-	\$21,937,500
PE	Local	-	\$1,159,375	\$1,089,375	\$1,089,375	\$1,089,375	-	\$4,427,500
PE	Surface Transportation Block Program	-	\$2,200,000	\$1,920,000	\$1,920,000	\$1,920,000	-	\$7,960,000
	<i>Total Preliminary Engineering</i>	-	\$8,843,750	\$8,493,750	\$8,493,750	\$8,493,750	-	\$34,325,000
CON	Highway Safety Improvement Program (STP)	-	\$81,000	\$81,000	\$81,000	\$81,000	-	\$324,000
CON	Local	-	\$1,310,600	\$1,280,600	\$1,280,600	\$1,280,600	-	\$5,152,400
CON	Surface Transportation Block Program	-	\$5,206,400	\$5,086,400	\$5,086,400	\$5,086,400	-	\$20,465,600
	<i>Total Construction</i>	-	\$6,598,000	\$6,448,000	\$6,448,000	\$6,448,000	-	\$25,942,000



<i>TIP ID</i>	3213	<i>Agency Project ID</i>	CAL16C, PM304C, CM070A, PM301C, PM070A, AF028A	<i>Total Cost</i>	\$75,039,591
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>	Intermodal Facilities	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Planning and Management Systems				
<i>Project Limits</i>					

*Description* a. AASHTOWARE License Fee b. ADA Asset Inventory and Compliance Evaluation c. ADA Compliance Improvements d. ADA Support Consultant e. Audit and Compliance f. Civil Rights / EEO compliance Monitoring Program g. Constructability and Work Zone Safety Review h. DBE On-Line Certification Application Program i. DBE Supportive Services/OJT Supportive Services j. Equity and Inclusion Programming Support k. Infrastructure Information Technology Support Services l. ITS General Support m. Livability Study Citywide n. Metropolitan Planning o. moveDC p. Oversize/Overweight Routing Tool Maintenance and Enhancement q. Research Development and Technology Transfer r. Research Development and Technology Transfer Projects s. Small Business Compliance t. SPR u. STIC Innovation Grant v. Summer Transportation Institute w. Title VI / Language Access x. Title VII (Internal & External EEO / AAP) y. Transportation Asset Management Plan

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	Local	-	\$2,907,800	\$2,687,800	\$2,487,800	\$2,487,800	-	\$10,571,200
PE	National Highway Performance Program	-	\$680,000	-	-	-	-	\$680,000
PE	State Planning & Research Program	-	\$6,208,000	\$6,208,000	\$5,248,000	\$5,248,000	-	\$22,912,000
PE	Surface Transportation Block Program	-	\$4,743,200	\$4,543,200	\$4,703,200	\$4,703,200	-	\$18,692,800
	<i>Total Preliminary Engineering</i>	-	\$14,539,000	\$13,439,000	\$12,439,000	\$12,439,000	-	\$52,856,000
CON	Local	-	\$459,756	\$683,175	\$485,375	\$490,000	-	\$2,118,306
CON	Surface Transportation Block Program	-	\$1,839,026	\$2,732,698	\$1,941,498	\$1,960,000	-	\$8,473,222
	<i>Total Construction</i>	-	\$2,298,782	\$3,415,873	\$2,426,873	\$2,450,000	-	\$10,591,528

STUDY	Local	-	\$25,000	\$25,000	\$25,000	\$25,000	-	\$100,000
STUDY	State Transportation Innovation Council	-	\$100,000	\$100,000	\$100,000	\$100,000	-	\$400,000
	<i>Total STUDY</i>	-	\$125,000	\$125,000	\$125,000	\$125,000	-	\$500,000
OTHER	Local	-	\$556,240	\$575,000	\$522,039	\$565,134	-	\$2,218,413
OTHER	National Highway Freight Program	-	\$224,960	\$172,000	\$200,154	\$372,536	-	\$969,650
OTHER	State Planning & Research Program	-	\$400,000	\$400,000	\$400,000	\$400,000	-	\$1,600,000
OTHER	Surface Transportation Block Program	-	\$1,600,000	\$1,728,000	\$1,488,000	\$1,488,000	-	\$6,304,000
	<i>Total Other</i>	-	\$2,781,200	\$2,875,000	\$2,610,193	\$2,825,670	-	\$11,092,063
	<b><i>Total Programmed</i></b>	-	<b>\$19,743,982</b>	<b>\$19,854,873</b>	<b>\$17,601,066</b>	<b>\$17,839,670</b>	-	<b>\$75,039,591</b>

<i>TIP ID</i>	3215	<i>Agency Project ID</i>	SR092A	<i>Total Cost</i>	\$55,800,000
<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>	Pavement Restoration - STBG Streets				
<i>Project Limits</i>					
<i>Description</i>	Citywide pavement and resurfacing/restoration, upgrading of sidewalk, curb and gutter, and wheelchair ramps.				

<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	Local	-	\$1,030,000	\$930,000	\$930,000	\$930,000	-	\$3,820,000
CON	Surface Transportation Block Program	-	\$4,120,000	\$3,720,000	\$3,720,000	\$3,720,000	-	\$15,280,000
	<i>Total Construction</i>	-	\$5,150,000	\$4,650,000	\$4,650,000	\$4,650,000	-	\$19,100,000
	<i>Total Programmed</i>	-	<b>\$5,150,000</b>	<b>\$4,650,000</b>	<b>\$4,650,000</b>	<b>\$4,650,000</b>	-	<b>\$19,100,000</b>

<b>TIP ID</b>	3216	<b>Agency Project ID</b>	OSS07A, CI060A, CI034A, CI035A, PM097A, CI050A,	<b>Total Cost</b>	\$88,118,455
<b>Lead Agency</b>	DDOT	<b>Municipality</b>	District of Columbia	<b>County</b>	
<b>Project Type</b>		<b>Completion Date</b>		<b>TCM</b>	
<b>Project Name</b>	Traffic Operations Improvements Citywide				
<b>Project Limits</b>					

**Description**  
This project modifies and improves vehicular and pedestrian traffic control systems, such as traffic signals, channelization, signs, pavement markings, and other traffic control measures on and off the Federal-aid highway system. Includes installation of a variety of traffic engineering devices and construction of nominal geometric alterations. The project will preserve and promote the efficient use of existing city streets through changes in the organization of vehicular and pedestrian traffic flows. Projects include: a. 295 DMS Replacement b. Advanced Transportation Management System c. Fiber Communication Networks on Major Arterial Corridors d. ITS Maintenance e. MATOC f. Mobile Pavement Marking Retroreflectivity Measurement and Data Collection g. Moveable Barrier System h. Thermoplastic Pavements Markings i. TMC Hardware and Data Services j. Traffic Management Center Operations

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	Local	-	\$40,000	-	-	-	-	\$40,000
PE	Surface Transportation Block Program	-	\$160,000	-	-	-	-	\$160,000
	<i>Total Preliminary Engineering</i>	-	\$200,000	-	-	-	-	\$200,000
CON	Highway Safety Improvement Program (STP)	-	\$1,944,000	\$1,944,000	\$1,944,000	\$1,944,000	-	\$7,776,000
CON	Local	-	\$3,647,947	\$1,923,463	\$1,752,487	\$1,758,193	-	\$9,082,090
CON	National Highway Performance Program	-	\$876,151	\$843,696	\$919,793	\$942,614	-	\$3,582,254
CON	Surface Transportation Block Program	-	\$12,851,638	\$5,986,158	\$5,226,158	\$5,226,158	-	\$29,290,112
	<i>Total Construction</i>	-	\$19,319,736	\$10,697,317	\$9,842,438	\$9,870,965	-	\$49,730,456
OTHER	Local	-	\$229,000	\$244,000	\$244,000	\$244,000	-	\$961,000

OTHER	Surface Transportation Block Program	-	\$916,000	\$976,000	\$976,000	\$976,000	-	\$3,844,000
	<i>Total Other</i>	-	\$1,145,000	\$1,220,000	\$1,220,000	\$1,220,000	-	\$4,805,000
	<i>Total Programmed</i>	-	<b>\$20,664,736</b>	<b>\$11,917,317</b>	<b>\$11,062,438</b>	<b>\$11,090,965</b>	-	<b>\$54,735,456</b>

<i>TIP ID</i>	3219	<i>Agency Project ID</i>	ZU022A	<i>Total Cost</i>	\$4,500,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>	TERMs	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Commuter Connections Program				
<i>Project Limits</i>					

*Description* The purpose of the Commuter Connections Program is to reduce mobile source emissions through the reduction in the number of VMT, and support of other Transportation Control Measures. This project provides funding for Commuter Operations Center, Guaranteed Ride, Home, Marketing, Monitoring and Evaluation, Employer Outreach, and DC Kiosk.

<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	Congestion Mitigation and Air Quality Improvement Program	-	\$600,000	\$600,000	\$600,000	\$600,000	-	\$2,400,000
PE	Local	-	\$150,000	\$150,000	\$150,000	\$150,000	-	\$600,000
	<i>Total Preliminary Engineering</i>	-	\$750,000	\$750,000	\$750,000	\$750,000	-	\$3,000,000
	<i>Total Programmed</i>	-	<b>\$750,000</b>	<b>\$750,000</b>	<b>\$750,000</b>	<b>\$750,000</b>	-	<b>\$3,000,000</b>

<i>TIP ID</i>	3228	<i>Agency Project ID</i>	AF073A, ZU024A	<i>Total Cost</i>	\$35,000,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>	Bike/Ped	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Metropolitan Branch Trail				
<i>Project Limits</i>	Metropolitan Branch Trail from Union Station to District Boundary				
<i>Description</i>	The Metropolitan Branch Trail project will provide a 6.25-mile bicycle/pedestrian trail from Union Station north to the District Line along the railroad right-of-way. This trail will connect at the District line with a route continuing into Silver Spring MD. This project is intended to serve both recreational users and commuters to meet Transportation Control Measures (TCMs) and air quality objectives. a. Blair Rd to Eastern Ave. b. L & M St. c. Ft. Totten to Takoma d. Manor Park Re-Alignment				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	Local	-	\$150,000	-	-	-	-	\$150,000
PE	State or District Funding	-	\$750,000	-	-	-	-	\$750,000
PE	Surface Transportation Block Program	-	\$600,000	-	-	-	-	\$600,000
	<i>Total Preliminary Engineering</i>	-	\$1,500,000	-	-	-	-	\$1,500,000
ROW	State or District Funding	-	\$700,000	-	-	-	-	\$700,000
	<i>Total Right of Way</i>	-	\$700,000	-	-	-	-	\$700,000
CON	Congestion Mitigation and Air Quality Improvement Program	-	-	\$13,600,000	-	-	-	\$13,600,000
CON	Local	-	-	\$4,170,000	-	-	-	\$4,170,000
CON	Surface Transportation Block Program	-	-	\$3,080,000	-	-	-	\$3,080,000
	<i>Total Construction</i>	-	-	\$20,850,000	-	-	-	\$20,850,000
	<b><i>Total Programmed</i></b>	-	<b>\$2,200,000</b>	<b>\$20,850,000</b>	-	-	-	<b>\$23,050,000</b>

<i>TIP ID</i>	3242	<i>Agency Project ID</i>	CA303C, MNT02	<i>Total Cost</i>	\$45,650,000
<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>	Stormwater-Hydraulic Structures and Flood Management Works				
<i>Project Limits</i>	Various Locations				

*Description* The purpose of this project is to replace/rehab existing hydraulic structures as culverts, inlets, etc.. On a bi-annual basis and based on stormwater drainage problem occurrences the structures will be inspected. On an annual basis, structures will be rehabilitated or replaced depending on their condition. The project also assesses and manages flooding conditions on transportation infrastructures. a. Canal Road Culvert Replacement b. Culvert 181-C Pope Branch Drainage Improvements c. Culvert 90C Replacement d. Culvert Inspection e. Drainage and Stormwater Improvements f. Stormwater Retrofits e. University Terrace NW Drainage Improvements

<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	Local	-	\$493,500	\$433,500	\$433,500	\$473,500	-	\$1,834,000
PE	Surface Transportation Block Program	-	\$1,974,000	\$1,734,000	\$1,734,000	\$1,894,000	-	\$7,336,000
	<i>Total Preliminary Engineering</i>	-	\$2,467,500	\$2,167,500	\$2,167,500	\$2,367,500	-	\$9,170,000
CON	Local	-	\$1,165,000	\$917,900	\$917,900	\$917,900	-	\$3,918,700
CON	Surface Transportation Block Program	-	\$4,660,000	\$3,671,600	\$3,671,600	\$3,671,600	-	\$15,674,800
	<i>Total Construction</i>	-	\$5,825,000	\$4,589,500	\$4,589,500	\$4,589,500	-	\$19,593,500
	<i>Total Programmed</i>	-	<b>\$8,292,500</b>	<b>\$6,757,000</b>	<b>\$6,757,000</b>	<b>\$6,957,000</b>	-	<b>\$28,763,500</b>



<i>TIP ID</i>	3243	<i>Agency Project ID</i>	CD062A	<i>Total Cost</i>	\$17,158,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia, Region-wide	<i>County</i>	
<i>Project Type</i>		<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Bridge Inspection				
<i>Project Limits</i>					

*Description* Work under this contract consists of performing detailed condition inspections and evaluations of all highway and pedestrian bridges, and tunnels and underpasses under the ownership of the District of Columbia in accordance with the DDOT Bridge Inspection Manual of Procedures and the National Bridge Inspection Standards (NBIS). Safety inspections of railroad owned bridges crossing District streets shall also be performed. Selected inspections of culverts, walls and overhead sign structures shall be performed as needed via contract modifications.

<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	Bridge Replacement and Rehabilitation Program	-	\$150,000	-	\$90,000	\$76,800	-	\$316,800
PE	Local	-	\$727,500	-	\$450,000	\$405,450	-	\$1,582,950
PE	National Highway Performance Program	-	\$2,160,000	-	\$1,290,000	\$1,110,000	-	\$4,560,000
PE	Surface Transportation Block Program	-	\$600,000	-	\$420,000	\$435,000	-	\$1,455,000
	<i>Total Preliminary Engineering</i>	-	\$3,637,500	-	\$2,250,000	\$2,027,250	-	\$7,914,750
	<b><i>Total Programmed</i></b>	-	<b>\$3,637,500</b>	-	<b>\$2,250,000</b>	<b>\$2,027,250</b>	-	<b>\$7,914,750</b>

<i>TIP ID</i>	3355	<i>Agency Project ID</i>	PM086A	<i>Total Cost</i>	\$9,000,000
<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>	Professional Capacity-Building Strategy				
<i>Project Limits</i>					

*Description* This project provides training and educational experiences to build the technical capability and functional knowledge of DDOT employees to be a high-performing DDOT organization that will enhance community involvement and improve management's capacity.

<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	Local	-	\$300,000	\$300,000	\$300,000	\$300,000	-	\$1,200,000
PE	Surface Transportation Block Program	-	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	-	\$4,800,000
	<i>Total Preliminary Engineering</i>	-	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	-	\$6,000,000
	<i>Total Programmed</i>	-	<b>\$1,500,000</b>	<b>\$1,500,000</b>	<b>\$1,500,000</b>	<b>\$1,500,000</b>	-	<b>\$6,000,000</b>

<i>TIP ID</i>	3423	<i>Agency Project ID</i>	AW011, AW024A, AW001A, AW025A, CKTB6	<i>Total Cost</i>	\$777,008,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>	Road - Other Improvement	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	South Capitol Street Corridor				
<i>Project Limits</i>					

*Description*      Redevelopment of the South Capitol Street corridor is a part of the Anacostia Waterfront Initiative. a. New Frederick Douglass Memorial Bridge b. Suitland Parkway and I-295 Interchange Reconfiguration c. Martin Luther King Jr. Ave. and Suitland Parkway Interchange Reconfiguration d. South Capitol St from N St to SE/SW Freeway Boulevard Streetscape e. New Jersey Ave SE Streetscape improvements f. South Capitol Street Corridor Phase 2

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
CON	Grant Anticipation Revenue Vehicles (Bonds)	-	\$90,600,000	\$63,100,000	-	-	-	\$153,700,000
	<i>Total Construction</i>	-	\$90,600,000	\$63,100,000	-	-	-	\$153,700,000
STUDY	Local	-	\$200,000	-	-	-	-	\$200,000
STUDY	National Highway Performance Program	-	\$800,000	-	-	-	-	\$800,000
	<i>Total STUDY</i>	-	\$1,000,000	-	-	-	-	\$1,000,000
	<i>Total Programmed</i>	-	\$91,600,000	\$63,100,000	-	-	-	\$154,700,000

<i>TIP ID</i>	3508	<i>Agency Project ID</i>	AW016, AW017, AW022A, AW024A, AW026A	<i>Total Cost</i>	\$24,000,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>	Road - Other Improvement	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Anacostia Riverwalk Trail				
<i>Project Limits</i>	Anacostia Riverwalk Trail from South to North				

*Description* The Riverwalk is a multi-use trail along the east and west sides of the Anacostia River. It will serve as a recreational amenity and transportation alternative for a wide range of users including bicyclist, inline skaters, pedestrians, persons with disabilities, and others. a. Anacostia Park Trail Connector b. Buzzard Point and Virginia Ave. Connections c. Kenilworth Garden Trails d. Kenilworth Parkside to Maryland Ave. e. Kenilworth Park, G st Connector, Deane Ave and Water st

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	Federal Lands Access Program	-	\$560,000	-	-	-	-	\$560,000
PE	Local	-	\$140,000	-	-	-	-	\$140,000
	<i>Total Preliminary Engineering</i>	-	\$700,000	-	-	-	-	\$700,000
	<i>Total Programmed</i>	-	<b>\$700,000</b>	-	-	-	-	<b>\$700,000</b>

<i>TIP ID</i>	5298	<i>Agency Project ID</i>	AF067A	<i>Total Cost</i>	\$100,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia, Region-wide	<i>County</i>	
<i>Project Type</i>		<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Emergency Transportation Project				
<i>Project Limits</i>					

*Description* The purpose of this project is to provide a vehicle that allows the Department to respond to emergencies or other unforeseen events that are not budgeted or planned such as major pavement failures, sinkholes, falling steel or concrete from bridges and other urgent needs.

<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	Local	-	\$5,000	\$5,000	\$5,000	\$5,000	-	\$20,000
CON	Surface Transportation Block Program	-	\$20,000	\$20,000	\$20,000	\$20,000	-	\$80,000
	<i>Total Construction</i>	-	\$25,000	\$25,000	\$25,000	\$25,000	-	\$100,000
	<i>Total Programmed</i>	-	<b>\$25,000</b>	<b>\$25,000</b>	<b>\$25,000</b>	<b>\$25,000</b>	-	<b>\$100,000</b>

<i>TIP ID</i>	5308	<i>Agency Project ID</i>	SR070A, ED070A, MNT04A, MNT07A	<i>Total Cost</i>	\$2,815,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>	Landscaping/Beautification	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Neighborhood Streetscape Improvements				
<i>Project Limits</i>	Various Locations				
<i>Description</i>	Improve sidewalks, curbs, gutters, trees, streetlights, traffic signals and trash receptacles. Projects include: a. 14th St from Thomas Cir to Florida Ave NW Streetscape b. U St from Florida Ave to 14th St NW c. U St from 14th St to 18th St NW d. Sheriff Rd from 43rd St to 51st St NE Safety Improvements e. Missouri Ave, Kansas Ave, Kennedy St NW Intersection Improvements f. 15th Street NW Intersection Safety Improvements				

<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	-	\$255,000	-	-	-	-	\$255,000
PE	Surface Transportation Block Program	-	\$1,245,000	-	-	-	-	\$1,245,000
	<i>Total Preliminary Engineering</i>	-	\$1,500,000	-	-	-	-	\$1,500,000
CON	State or District Funding	\$223,550	-	-	-	-	-	\$223,550
CON	Surface Transportation Block Program	\$1,091,450	-	-	-	-	-	\$1,091,450
	<i>Total Construction</i>	\$1,315,000	-	-	-	-	-	\$1,315,000
	<b><i>Total Programmed</i></b>	<b>\$1,315,000</b>	<b>\$1,500,000</b>	-	-	-	-	<b>\$2,815,000</b>

<i>TIP ID</i>	5309	<i>Agency Project ID</i>	PM067A	<i>Total Cost</i>	\$6,000,000
<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>	Rights of Way Program				
<i>Project Limits</i>					

*Description* Assemble and document data on DDOT-controlled lands in the District of Columbia and develop a geo-based land data map. Provide annual funding for surveys, title searches, appraisals and other land acquisition and disposal activities prior to the development of specific capital projects. Coordinate draft air rights agreements and land transfer agreements with private developers and federal government agencies.

<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>
ROW	Local	-	\$100,000	\$100,000	\$100,000	\$100,000	-	\$400,000
ROW	Surface Transportation Block Program	-	\$400,000	\$400,000	\$400,000	\$400,000	-	\$1,600,000
	<i>Total Right of Way</i>	-	\$500,000	\$500,000	\$500,000	\$500,000	-	\$2,000,000
	<i>Total Programmed</i>	-	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$500,000</b>	-	<b>\$2,000,000</b>

<i>TIP ID</i>	5313	<i>Agency Project ID</i>	CG311, CG312, CG313, CG314	<i>Total Cost</i>	\$16,500,000
<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>	Urban Forestry Program				
<i>Project Limits</i>					

*Description* Plant new trees, remove dead and diseased trees, treat diseased trees, replace trees, and landscape along local and Federal roads.

<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	Local	-	\$100,500	\$100,500	\$100,500	\$100,500	-	\$402,000
CON	National Highway Performance Program	-	\$160,000	\$160,000	\$160,000	\$160,000	-	\$640,000
CON	Surface Transportation Block Program	-	\$242,000	\$242,000	\$242,000	\$242,000	-	\$968,000
	<i>Total Construction</i>	-	\$502,500	\$502,500	\$502,500	\$502,500	-	\$2,010,000
	<i>Total Programmed</i>	-	\$502,500	\$502,500	\$502,500	\$502,500	-	\$2,010,000



<i>TIP ID</i>	5315	<i>Agency Project ID</i>	MRR09A	<i>Total Cost</i>	\$15,281,000
<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>	Blair / Cedar / 4th Street NW				
<i>Project Limits</i>	Intersection at Blair Street and Cedar Ave				
<i>Description</i>	Implementation of recommendations from the Takoma Study, including new traffic signals, sidewalks, curbs and gutters.				

<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	Highway Safety Improvement Program (STP)	\$90,000	-	-	-	-	-	\$90,000
PE	State or District Funding	\$70,000	-	-	-	-	-	\$70,000
PE	Surface Transportation Block Program	\$240,000	-	-	-	-	-	\$240,000
	<i>Total Preliminary Engineering</i>	\$400,000	-	-	-	-	-	\$400,000
CON	Highway Safety Improvement Program (STP)	\$3,555,000	-	-	-	-	-	\$3,555,000
CON	State or District Funding	\$2,581,200	-	-	-	-	-	\$2,581,200
CON	Surface Transportation Block Program	\$8,744,800	-	-	-	-	-	\$8,744,800
	<i>Total Construction</i>	\$14,881,000	-	-	-	-	-	\$14,881,000
	<b><i>Total Programmed</i></b>	<b>\$15,281,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$15,281,000</b>

<i>TIP ID</i>	5316	<i>Agency Project ID</i>	CD062A	<i>Total Cost</i>	\$16,350,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia, Region-wide	<i>County</i>	
<i>Project Type</i>		<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Guiderails and Attenuators				
<i>Project Limits</i>					

*Description* This project repairs, replaces and upgrades safety appurtenances on and off the Federal-aid Highway System that have been damaged by errant vehicles, and replaces units that do not meet the requirements of NCHRP (National Cooperative Highway Research Program) Report 350. Work also includes construction of guiderails and attenuators at new locations and removal of units in locations where they are no longer needed. a. Guiderails and Attenuators Inventory and Design b. Guiderails and Attenuators Repair and Replacement

<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	Local	-	\$592,583	\$525,103	\$534,481	\$544,093	-	\$2,196,260
CON	Surface Transportation Block Program	-	\$2,370,333	\$2,100,412	\$2,137,923	\$2,176,372	-	\$8,785,040
	<i>Total Construction</i>	-	\$2,962,916	\$2,625,515	\$2,672,404	\$2,720,465	-	\$10,981,300
	<i>Total Programmed</i>	-	<b>\$2,962,916</b>	<b>\$2,625,515</b>	<b>\$2,672,404</b>	<b>\$2,720,465</b>	-	<b>\$10,981,300</b>

<i>TIP ID</i>	5322	<i>Agency Project ID</i>	CM085A	<i>Total Cost</i>	\$4,550,000
<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>	Environmental Management System				
<i>Project Limits</i>					

*Description* Maintain DDOT's environmental management system and update, as necessary, the DDOT Environmental Policy and Process manual. This project will also enable the review and processing of environmental documentation.

<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	Local	-	\$130,000	\$130,000	\$130,000	\$130,000	-	\$520,000
PE	Surface Transportation Block Program	-	\$520,000	\$520,000	\$520,000	\$520,000	-	\$2,080,000
	<i>Total Preliminary Engineering</i>	-	\$650,000	\$650,000	\$650,000	\$650,000	-	\$2,600,000
	<i>Total Programmed</i>	-	<b>\$650,000</b>	<b>\$650,000</b>	<b>\$650,000</b>	<b>\$650,000</b>	-	<b>\$2,600,000</b>

<i>TIP ID</i>	5323	<i>Agency Project ID</i>	MNT06A, SR091A	<i>Total Cost</i>	\$144,130,000
<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>	Roadway Pavement Condition Assessment				
<i>Project Limits</i>	Various Locations				
<i>Description</i>	This project will be used to retain a vendor to perform data collection and analysis of DDOT's pavement conditions. a. Roadway Pavement Condition Assessment b. Subsurface Pavement Investigation & AM Program Support				

<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	Local	-	\$295,600	\$297,400	\$299,200	\$301,000	-	\$1,193,200
PE	Surface Transportation Block Program	-	\$1,182,400	\$1,189,600	\$1,196,800	\$1,204,000	-	\$4,772,800
	<i>Total Preliminary Engineering</i>	-	\$1,478,000	\$1,487,000	\$1,496,000	\$1,505,000	-	\$5,966,000
	<i>Total Programmed</i>	-	<b>\$1,478,000</b>	<b>\$1,487,000</b>	<b>\$1,496,000</b>	<b>\$1,505,000</b>	-	<b>\$5,966,000</b>

<i>TIP ID</i>	5337	<i>Agency Project ID</i>	CD051A	<i>Total Cost</i>	\$21,574,350
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia, Region-wide	<i>County</i>	
<i>Project Type</i>		<i>Completion Date</i>	2023	<i>TCM</i>	
<i>Project Name</i>	Kenilworth Ave NE Pedestrian Bridges Replacement				
<i>Project Limits</i>					

*Description* This project will fund the replacement of the deck, approach slabs, bearing joints; and repair the substructure and repaint steel. a. Douglas St NE Pedestrian Bridge Replacement

<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	FHWA Title I - Highway Infrastructure Program	-	\$5,400,000	-	-	-	-	\$5,400,000
CON	Local	-	\$2,900,000	-	-	-	-	\$2,900,000
CON	Surface Transportation Block Program	-	\$9,200,000	-	-	-	-	\$9,200,000
	<i>Total Construction</i>	-	\$17,500,000	-	-	-	-	\$17,500,000
	<i>Total Programmed</i>	-	\$17,500,000	-	-	-	-	\$17,500,000

<i>TIP ID</i>	5339	<i>Agency Project ID</i>	SR037A	<i>Total Cost</i>	\$56,000,000
<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>	Pavement Restoration - NHPP Streets				
<i>Project Limits</i>					

*Description* Resurfacing of selected roadway segments on the National Highway System (NHPP), repair-replacement of curbs, gutters and sidewalks, driveways, base pavements, perimeter fencing, furnishing sewer-water manhole frames, catch basin tops, and removal of roadway and roadside debris.

<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	Local	-	\$2,000,000	\$2,000,000	\$2,000,000	\$1,200,000	-	\$7,200,000
CON	National Highway Freight Program	-	\$1,600,000	\$1,600,000	-	-	-	\$3,200,000
CON	National Highway Performance Program	-	\$6,400,000	\$6,400,000	\$8,000,000	\$4,800,000	-	\$25,600,000
<i>Total Construction</i>		-	\$10,000,000	\$10,000,000	\$10,000,000	\$6,000,000	-	\$36,000,000
<i>Total Programmed</i>		-	<b>\$10,000,000</b>	<b>\$10,000,000</b>	<b>\$10,000,000</b>	<b>\$6,000,000</b>	-	<b>\$36,000,000</b>

<i>TIP ID</i>	5347	<i>Agency Project ID</i>	CI046A, CI047A, CI063A, CI055A, CI056A, CI043A	<i>Total Cost</i>	\$172,096,000
<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>	

*Project Name* Traffic Signal Maintenance

*Project Limits* Various Locations

*Description* Provide effective and efficient maintenance services for the traffic signal systems throughout the District of Columbia. Projects include: a. Traffic Signal and Streetlight Utility Locating and Marking b. Traffic Signal Construction c. Traffic Signal Maintenance d. Traffic Signal Management and Design e. Traffic Signal Optimization f. Traffic Signal System Management g. Traffic Signal Transit Priority h. Traffic Signal Consultant Design i. Traffic Signal Systems Analysis j. Traffic Signal On-site Support Services

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	Local	-	\$470,000	\$740,000	\$740,000	\$740,000	-	\$2,690,000
PE	Surface Transportation Block Program	-	\$1,880,000	\$2,960,000	\$2,960,000	\$2,960,000	-	\$10,760,000
	<i>Total Preliminary Engineering</i>	-	\$2,350,000	\$3,700,000	\$3,700,000	\$3,700,000	-	\$13,450,000
CON	Local	-	\$3,161,600	\$3,383,600	\$3,383,600	\$3,383,600	-	\$13,312,400
CON	National Highway Performance Program	-	\$6,022,400	\$6,046,400	\$6,046,400	\$6,046,400	-	\$24,161,600
CON	State or District Funding	-	\$840,000	\$840,000	\$840,000	\$840,000	-	\$3,360,000
CON	Surface Transportation Block Program	-	\$6,624,000	\$7,488,000	\$7,488,000	\$7,488,000	-	\$29,088,000
	<i>Total Construction</i>	-	\$16,648,000	\$17,758,000	\$17,758,000	\$17,758,000	-	\$69,922,000
OTHER	Local	-	\$260,000	\$400,000	\$400,000	\$400,000	-	\$1,460,000
OTHER	Surface Transportation Block Program	-	\$1,040,000	\$1,600,000	\$1,600,000	\$1,600,000	-	\$5,840,000
	<i>Total Other</i>	-	\$1,300,000	\$2,000,000	\$2,000,000	\$2,000,000	-	\$7,300,000
	<b><i>Total Programmed</i></b>	-	<b>\$20,298,000</b>	<b>\$23,458,000</b>	<b>\$23,458,000</b>	<b>\$23,458,000</b>	-	<b>\$90,672,000</b>

<i>TIP ID</i>	5353	<i>Agency Project ID</i>	ED028A	<i>Total Cost</i>	\$32,350,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>	Bridge - Rehab	<i>Completion Date</i>	2028	<i>TCM</i>	
<i>Project Name</i>	Southern Ave SE Improvements				
<i>Project Limits</i>	Southern Ave SE from South Capitol St SE to 23rd St SE				
<i>Description</i>	The purpose of the project is to implement transportation improvements that improve vehicular, pedestrian, and bicycle safety, maintain mobility, and correct roadway facility deficiencies through the project area. a. Southern Ave from Barnaby Rd SE to UMC Campus b. Southern Ave from South Capitol St to Barnaby St SE c. Southern Ave from UMC Campus to 23rd St SE				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	Local	-	-	-	-	\$240,000	-	\$240,000
PE	Surface Transportation Block Program	-	-	-	-	\$960,000	-	\$960,000
	<i>Total Preliminary Engineering</i>	-	-	-	-	\$1,200,000	-	\$1,200,000
CON	State or District Funding	-	\$10,000,000	-	-	-	-	\$10,000,000
	<i>Total Construction</i>	-	\$10,000,000	-	-	-	-	\$10,000,000
	<b><i>Total Programmed</i></b>	-	<b>\$10,000,000</b>	-	-	<b>\$1,200,000</b>	-	<b>\$11,200,000</b>



<i>TIP ID</i>	5385	<i>Agency Project ID</i>	AD020A	<i>Total Cost</i>	\$10,092,228
<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>					

*Description* This project will provide maintenance for the District's 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	Local	-	\$1,170,698	-	-	-	-	\$1,170,698
CON	National Highway Performance Program	-	\$1,856,970	-	-	-	-	\$1,856,970
CON	State or District Funding	-	\$4,238,736	-	-	-	-	\$4,238,736
CON	Surface Transportation Block Program	-	\$2,825,824	-	-	-	-	\$2,825,824
	<i>Total Construction</i>	-	\$10,092,228	-	-	-	-	\$10,092,228
	<i>Total Programmed</i>	-	<b>\$10,092,228</b>	-	-	-	-	<b>\$10,092,228</b>

<i>TIP ID</i>	5433	<i>Agency Project ID</i>	PM094A, CD053A	<i>Total Cost</i>	\$2,550,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia, Region-wide	<i>County</i>	
<i>Project Type</i>		<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Bridge Management				
<i>Project Limits</i>					

*Description* Daily assessment of the condition of the District's bridges. Developing strategies for their preventive maintenance, rehabilitation and reconstruction. Maintenance of the Department's bridge records, recording the condition of all bridges into the Bridge Management System and annually reporting the data to FHWA.

<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	Local	-	\$70,000	\$70,000	\$75,000	\$75,000	-	\$290,000
PE	National Highway Performance Program	-	\$280,000	\$280,000	\$300,000	\$300,000	-	\$1,160,000
	<i>Total Preliminary Engineering</i>	-	\$350,000	\$350,000	\$375,000	\$375,000	-	\$1,450,000
	<b><i>Total Programmed</i></b>	-	<b>\$350,000</b>	<b>\$350,000</b>	<b>\$375,000</b>	<b>\$375,000</b>	-	<b>\$1,450,000</b>

<i>TIP ID</i>	5439	<i>Agency Project ID</i>	AD017A	<i>Total Cost</i>	\$5,400,000
<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>					

*Description* 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.

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	Local	-	\$30,000	-	-	-	-	\$30,000
PE	State or District Funding	-	\$150,000	-	-	-	-	\$150,000
PE	Surface Transportation Block Program	-	\$120,000	-	-	-	-	\$120,000
	<i>Total Preliminary Engineering</i>	-	\$300,000	-	-	-	-	\$300,000
CON	Local	-	\$510,000	-	-	-	-	\$510,000
CON	State or District Funding	-	\$2,550,000	-	-	-	-	\$2,550,000
CON	Surface Transportation Block Program	-	\$2,040,000	-	-	-	-	\$2,040,000
	<i>Total Construction</i>	-	\$5,100,000	-	-	-	-	\$5,100,000
	<i>Total Programmed</i>	-	\$5,400,000	-	-	-	-	\$5,400,000

<i>TIP ID</i>	5554	<i>Agency Project ID</i>	HTF02A	<i>Total Cost</i>	\$70,600,852
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>	Road - Other Improvement	<i>Completion Date</i>	2029	<i>TCM</i>	
<i>Project Name</i>	Garvee Bond Debt Service - 11th Street Bridge SE Replacement				

*Project Limits*

*Description* This project is to fund the debt service on the 11th Street Bridge SE Replacement.

<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	Local	-	\$2,353,438	\$2,353,438	\$2,352,938	\$2,353,469	-	\$9,413,283
CON	National Highway Performance Program	-	\$9,413,750	\$9,413,750	\$9,411,750	\$9,413,875	-	\$37,653,125
	<i>Total Construction</i>	-	\$11,767,188	\$11,767,188	\$11,764,688	\$11,767,344	-	\$47,066,408
	<i>Total Programmed</i>	-	<b>\$11,767,188</b>	<b>\$11,767,188</b>	<b>\$11,764,688</b>	<b>\$11,767,344</b>	-	<b>\$47,066,408</b>

<i>TIP ID</i>	5723	<i>Agency Project ID</i>	AW027A	<i>Total Cost</i>	\$214,561,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>	Road - Other Improvement	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	St. Elizabeths Campuses Access Improvements				
<i>Project Limits</i>	Various Locations				

*Description* Multimodal transportation improvements to accommodate the DHS consolidation at ST. Elizabeths East and West Campuses, and other nearby development. West Campus project will improve access and transportation flow in and around the area. Improvements include I-295 interchange reconfigurations, roadway, safety, ITS and operational improvements to nearby streets. Project details include: a. I-295 interchange reconfigurations ♦ I-295/Malcolm X Ave., I-295/South Capitol St.; Malcolm X Ave. east and west of I-295- (PE) b. Roadway infrastructure in and around the two campuses ♦ 13th St., Sycamore St., Dogwood St., Pecan St. Cypress St., and West Campus Access Rd. - (PE) c. MLK Ave, Malcolm X Ave., Firth Sterling, Alabama Ave. - (PE)

<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	GSA Earmark	\$7,088,000	-	-	-	-	-	\$7,088,000
PE	State or District Funding	\$1,772,000	-	-	-	-	-	\$1,772,000
	<i>Total Preliminary Engineering</i>	\$8,860,000	-	-	-	-	-	\$8,860,000
CON	GSA Earmark	\$164,560,000	-	-	-	-	-	\$164,560,000
CON	State or District Funding	\$41,140,000	-	-	-	-	-	\$41,141,000
	<i>Total Construction</i>	\$205,700,000	-	-	-	-	-	\$205,701,000
	<i>Total Programmed</i>	<b>\$214,560,000</b>	-	-	-	-	-	<b>\$214,561,000</b>

<i>TIP ID</i>	5754	<i>Agency Project ID</i>	CM080A	<i>Total Cost</i>	\$202,240,940
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>	Transit - Other	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Benning Road Reconstruction and Streetcar Extension				
<i>Project Limits</i>					

*Description* The Benning Road Reconstruction and Streetcar Extension project includes design, civil engineering oversight, and project management. In out years, the project also includes final design, utility coordination, construction engineering, and construction.

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	Local	-	\$400,000	-	-	-	-	\$400,000
PE	National Highway Performance Program	-	\$1,600,000	-	-	-	-	\$1,600,000
	<i>Total Preliminary Engineering</i>	-	\$2,000,000	-	-	-	-	\$2,000,000
CON	Local	-	-	-	\$6,400,000	\$6,400,000	-	\$12,800,000
CON	National Highway Performance Program	-	-	-	\$25,600,000	\$25,600,000	-	\$51,200,000
CON	State or District Funding	-	\$36,843,000	\$45,463,000	-	-	-	\$82,306,000
	<i>Total Construction</i>	-	\$36,843,000	\$45,463,000	\$32,000,000	\$32,000,000	-	\$146,306,000
	<i>Total Programmed</i>	-	\$38,843,000	\$45,463,000	\$32,000,000	\$32,000,000	-	\$148,306,000

<i>TIP ID</i>	5755	<i>Agency Project ID</i>	STC12A	<i>Total Cost</i>	\$78,902,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>	Transit - Other	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Union Station to Georgetown Transit				
<i>Project Limits</i>					

*Description* The K Street Transitway would reconfigure K Street NW between 9th St. and 21st St. NW to have two center-running dedicated lane and two to three lanes in each direction for general traffic. The configuration of the transitway could be built for future conversion to streetcar. a. K Street Transitway

<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	-	\$434,000	-	-	-	-	\$434,000
	<i>Total Preliminary Engineering</i>	-	\$434,000	-	-	-	-	\$434,000
CON	State or District Funding	-	-	\$66,150,000	\$50,850,000	-	-	\$117,000,000
	<i>Total Construction</i>	-	-	\$66,150,000	\$50,850,000	-	-	\$117,000,000
	<b><i>Total Programmed</i></b>	-	<b>\$434,000</b>	<b>\$66,150,000</b>	<b>\$50,850,000</b>	-	-	<b>\$117,434,000</b>

<i>TIP ID</i>	5792	<i>Agency Project ID</i>	EDOC2A	<i>Total Cost</i>	\$22,893,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>	Road - Other Improvement	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	C Street NE Implementation				
<i>Project Limits</i>	C Street NE and North Carolina Ave NE from 14th St NE to 22nd St NE (1 mile)				
<i>Description</i>	Mill and overlay the pavement surface, reconstruct sidewalks and roadway pavement as needed on C Street from 14th Street, NE to 22nd Street, NE and North Carolina Ave from 14th Street, NE to 16th Street, NE, new retaining wall at proposed sidewalk, installation of bulb-outs and bus pads, granite curb & brick gutter, crosswalks, pavement marking and wheelchair ramps. Upgrading of streetlights, traffic signals and drainage structures. Other design elements considered for the project are ADA compliance, LID elements and protected bike facilities.				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	State or District Funding	\$321,810	-	-	-	-	-	\$321,810
PE	Surface Transportation Block Grant Program - FHWA	\$1,571,190	-	-	-	-	-	\$1,571,190
	<i>Total Preliminary Engineering</i>	\$1,893,000	-	-	-	-	-	\$1,893,000
CON	State or District Funding	\$3,570,000	-	-	-	-	-	\$3,570,000
CON	Surface Transportation Block Grant Program - FHWA	\$17,430,000	-	-	-	-	-	\$17,430,000
	<i>Total Construction</i>	\$21,000,000	-	-	-	-	-	\$21,000,000
	<b><i>Total Programmed</i></b>	<b>\$22,893,000</b>	-	-	-	-	-	<b>\$22,893,000</b>



<i>TIP ID</i>	5802	<i>Agency Project ID</i>	AW035A	<i>Total Cost</i>	\$9,000,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>	Road - Other Improvement	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	AWI Program Manager				
<i>Project Limits</i>					

*Description* Consultant services to supplement the NEPA process and implement design and construction of the AWI corridors. Work includes surveys; geotechnical and environmental investigation and testing preliminary ;roadway and bridge design and CE services during construction. Funding will be used for construction oversight and consultant services.

<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	Local	-	\$300,000	\$300,000	\$300,000	\$300,000	-	\$1,200,000
PE	National Highway Performance Program	-	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	-	\$4,800,000
	<i>Total Preliminary Engineering</i>	-	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	-	\$6,000,000
	<i>Total Programmed</i>	-	<b>\$1,500,000</b>	<b>\$1,500,000</b>	<b>\$1,500,000</b>	<b>\$1,500,000</b>	-	<b>\$6,000,000</b>

<i>TIP ID</i>	5804	<i>Agency Project ID</i>	MRR04A	<i>Total Cost</i>	\$17,150,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia, Region-wide	<i>County</i>	
<i>Project Type</i>	Bridge - Rehab	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	East Capitol St Bridge over Anacostia River				
<i>Project Limits</i>	Bridge 3				
<i>Description</i>	Rehabilitation of subject bridge to eliminate all deficiencies and ensure the safety of the traveling public. Deficiencies include deteriorating overlay, efflorescence and map cracking in soffit, expanded bearings, deteriorated superstructure steel under fender dams, peeling paint, rotation of substructure units. Br. # 233.				

<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	National Highway Performance Program	\$280,000	-	-	-	-	-	\$280,000
PE	State or District Funding	\$70,000	-	-	-	-	-	\$70,000
	<i>Total Preliminary Engineering</i>	\$350,000	-	-	-	-	-	\$350,000
CON	National Highway Performance Program	\$13,440,000	-	-	-	-	-	\$13,440,000
CON	State or District Funding	\$3,360,000	-	-	-	-	-	\$3,360,000
	<i>Total Construction</i>	\$16,800,000	-	-	-	-	-	\$16,800,000
	<i>Total Programmed</i>	\$17,150,000	-	-	-	-	-	\$17,150,000

<i>TIP ID</i>	5922	<i>Agency Project ID</i>	AF081A	<i>Total Cost</i>	\$2,180,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>	Study/Planning/Research	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Freight Planning Program				
<i>Project Limits</i>					

*Description* Development and updates of a District freight plan to enhance the safety and efficiency of goods movement for freight planning improvement and freight project implementation. a. Commercial Loading Zone Enforcement Support b. Delivery Demand Management Program c. Positive Truck Route Signage d. State Freight Plan Update

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	Local	-	\$96,000	-	-	-	-	\$96,000
PE	National Highway Freight Program	-	\$384,000	-	-	-	-	\$384,000
	<i>Total Preliminary Engineering</i>	-	\$480,000	-	-	-	-	\$480,000
STUDY	Local	-	-	-	\$40,000	\$40,000	-	\$80,000
STUDY	National Highway Freight Program	-	-	-	\$160,000	\$160,000	-	\$320,000
	<i>Total STUDY</i>	-	-	-	\$200,000	\$200,000	-	\$400,000
	<b><i>Total Programmed</i></b>	-	<b>\$480,000</b>	-	<b>\$200,000</b>	<b>\$200,000</b>	-	<b>\$880,000</b>

<i>TIP ID</i>	5957	<i>Agency Project ID</i>	AW0, EW002C	<i>Total Cost</i>	\$14,200,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>	Road - Other Improvement	<i>Completion Date</i>	2025	<i>TCM</i>	
<i>Project Name</i>	Pennsylvania Ave and Potomac Ave SE Intersection Improvements				
<i>Project Limits</i>					

*Description* Pedestrian and Bicycle Safety improvements including reconfiguration of the Pennsylvania Ave/Potomac Avenue intersection, new signals and crosswalks and improvement access to the Potomac Metro station.

<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	Local	-	-	-	\$1,060,800	-	-	\$1,060,800
CON	National Highway Performance Program	-	-	-	\$800,000	-	-	\$800,000
CON	State or District Funding	-	-	-	\$5,696,000	-	-	\$5,696,000
CON	Surface Transportation Block Program	-	-	-	\$3,443,200	-	-	\$3,443,200
	<i>Total Construction</i>	-	-	-	\$11,000,000	-	-	\$11,000,000
	<i>Total Programmed</i>	-	-	-	\$11,000,000	-	-	\$11,000,000

<i>TIP ID</i>	6014	<i>Agency Project ID</i>	SR088A	<i>Total Cost</i>	\$28,601,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>	Road - Other Improvement	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Maryland Avenue NE Road Diet				
<i>Project Limits</i>	from 2nd Street NE to 15th Street NE milepost 1 to 2 (1 mile)				
<i>Description</i>	To improve pedestrian safety on Maryland Avenue from 2nd Street to 15th Street NE.				

<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	\$391,000	-	-	-	-	-	\$391,000
PE	Surface Transportation Block Grant Program - FHWA	\$1,909,000	-	-	-	-	-	\$1,909,000
	<i>Total Preliminary Engineering</i>	\$2,300,000	-	-	-	-	-	\$2,300,000
CON	State or District Funding	\$7,542,000	-	-	-	\$1,000	-	\$7,543,000
CON	Surface Transportation Block Grant Program - FHWA	\$18,758,000	-	-	-	-	-	\$18,758,000
	<i>Total Construction</i>	\$26,300,000	-	-	-	\$1,000	-	\$26,301,000
	<b><i>Total Programmed</i></b>	<b>\$28,600,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$1,000</b>	<b>-</b>	<b>\$28,601,000</b>

<i>TIP ID</i>	6038	<i>Agency Project ID</i>		<i>Total Cost</i>	\$96,732,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>	Road - Other Improvement	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Garvee Bond Debt Service - South Capitol St				

*Project Limits*

*Description* This project is to fund the debt service on the Frederick Douglas Memorial Bridge replacement.

<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	Local	-	\$3,223,825	\$3,225,000	\$3,224,600	\$3,224,525	-	\$12,897,950
CON	National Highway Performance Program	-	\$12,895,300	\$12,900,000	\$12,898,400	\$12,898,100	-	\$51,591,800
	<i>Total Construction</i>	-	\$16,119,125	\$16,125,000	\$16,123,000	\$16,122,625	-	\$64,489,750
	<i>Total Programmed</i>	-	<b>\$16,119,125</b>	<b>\$16,125,000</b>	<b>\$16,123,000</b>	<b>\$16,122,625</b>	-	<b>\$64,489,750</b>

*TIP ID* 6082 | *Agency Project ID* MRR15A | *Total Cost* \$14,050,000  
*Lead Agency* DDOT | *Municipality* District of Columbia | *County*  
*Project Type* Bridge - Rehab | *Completion Date* | *TCM*  
*Project Name* Anacostia Freeway Bridges over Nicholson St SE  
*Project Limits*  
*Description* Rehabilitation of subject bridges to eliminate all deficiencies and to make the facility safe for the traveling public.

<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	Local	-	\$210,000	-	-	-	-	\$210,000
CON	National Highway Freight Program	-	\$840,000	-	-	-	-	\$840,000
	<i>Total Construction</i>	-	\$1,050,000	-	-	-	-	\$1,050,000
	<i>Total Programmed</i>	-	<b>\$1,050,000</b>	-	-	-	-	<b>\$1,050,000</b>

<i>TIP ID</i>	6097	<i>Agency Project ID</i>	MRR14A	<i>Total Cost</i>	\$24,200,000
<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>	Anacostia Freeway Bridges over South Capitol St				
<i>Project Limits</i>	Point location at Freeway Bridge				
<i>Description</i>	Rehabilitation or replacement of subject bridges to eliminate all structural deficiencies and to make the facilities safe for the traveling public.				

<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	Local	-	\$440,000	-	-	-	-	\$440,000
PE	National Highway Performance Program	-	\$1,760,000	-	-	-	-	\$1,760,000
	<i>Total Preliminary Engineering</i>	-	\$2,200,000	-	-	-	-	\$2,200,000
	<b><i>Total Programmed</i></b>	-	<b>\$2,200,000</b>	-	-	-	-	<b>\$2,200,000</b>



<i>TIP ID</i>	6102	<i>Agency Project ID</i>		<i>Total Cost</i>	\$3,259,240
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>	Transit - Other	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	5303/5304 FTA Program				
<i>Project Limits</i>					

*Description* DDOT receives an annual FTA grant appropriation to support metropolitan planning activities (5303) and Statewide/DC based Planning Activities (5304).

<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	5303 - Planning Program	-	-	\$509,000	\$518,992	\$529,000	-	\$1,556,992
PE	5304 - State & Planning Research Program	-	\$624,500	\$126,900	\$128,300	\$130,700	-	\$1,010,400
PE	Local	-	\$156,125	\$158,975	\$161,823	\$164,925	-	\$641,848
	<i>Total Preliminary Engineering</i>	-	\$780,625	\$794,875	\$809,115	\$824,625	-	\$3,209,240
	<i>Total Programmed</i>	-	<b>\$780,625</b>	<b>\$794,875</b>	<b>\$809,115</b>	<b>\$824,625</b>	-	<b>\$3,209,240</b>

<i>TIP ID</i>	6105	<i>Agency Project ID</i>		<i>Total Cost</i>	\$11,524,708
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>	Transit - Other	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	DC Circulator				
<i>Project Limits</i>	Not Location Specific				
<i>Description</i>	DC Circulator capital projects. a. DC Circulator On-Board Photo Enforcement b. DC Circulator Planning (TDP Implementation Activities) c. DC Circulator South Capitol Street Facility Improvements d. DC Circulator Sustainability and Zero Emissions Fleet Transition Plan				

<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	5304 - State & Planning Research Program	-	\$351,343	-	-	-	-	\$351,343
PE	Local	-	\$87,836	-	-	-	-	\$87,836
	<i>Total Preliminary Engineering</i>	-	\$439,179	-	-	-	-	\$439,179
CON	Local	-	\$2,166,597	-	-	-	-	\$2,166,597
CON	Surface Transportation Block Program	-	\$8,666,389	-	-	-	-	\$8,666,389
	<i>Total Construction</i>	-	\$10,832,986	-	-	-	-	\$10,832,986
	<i>Total Programmed</i>	-	<b>\$11,272,165</b>	-	-	-	-	<b>\$11,272,165</b>

<i>TIP ID</i>	6114	<i>Agency Project ID</i>	ZUT10C	<i>Total Cost</i>	\$17,000,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>	Bike/Ped	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	South Capitol Street Trail				
<i>Project Limits</i>					
<i>Description</i>	Design and construct a paved bicycle and pedestrian trail along South Capitol Street.				

<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	Congestion Mitigation and Air Quality Improvement Program	-	-	\$13,600,000	-	-	-	\$13,600,000
CON	Local	-	-	\$3,400,000	-	-	-	\$3,400,000
	<i>Total Construction</i>	-	-	\$17,000,000	-	-	-	\$17,000,000
	<i>Total Programmed</i>	-	-	\$17,000,000	-	-	-	\$17,000,000

<i>TIP ID</i>	6187	<i>Agency Project ID</i>	MRR27A	<i>Total Cost</i>	\$26,000,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>	Road - Other Improvement	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	I-395 HOV Bridge over Potomac River				
<i>Project Limits</i>					
<i>Description</i>	Repair extensive pier cracking, superstructure and substructure rehabilitation.				

<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	Local	-	-	-	\$2,600,000	-	-	\$2,600,000
CON	National Highway Performance Program	-	-	-	\$10,400,000	-	-	\$10,400,000
	<i>Total Construction</i>	-	-	-	\$13,000,000	-	-	\$13,000,000
	<i>Total Programmed</i>	-	-	-	<b>\$13,000,000</b>	-	-	<b>\$13,000,000</b>

<i>TIP ID</i>	6193	<i>Agency Project ID</i>	PM0D7A	<i>Total Cost</i>	\$16,000,000
<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>	Cleveland Park Improvements				
<i>Project Limits</i>					

*Description* The objective of the this project is to address the local reoccurring flooding problem near the Cleveland Park Metro Station and to improve pedestrian safety, access and visibility at all intersections; and introduce public realm improvements along the corridor of Connecticut Avenue from Macomb Street to Quebec Street, NW. a. Cleveland Park Drainage and Watershed Improvements b. Cleveland Park Streetscape Improvements

<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	Local	-	\$200,000	-	-	-	-	\$200,000
PE	Surface Transportation Block Program	-	\$800,000	-	-	-	-	\$800,000
	<i>Total Preliminary Engineering</i>	-	\$1,000,000	-	-	-	-	\$1,000,000
CON	State or District Funding	-	-	-	-	\$15,000,000	-	\$15,000,000
	<i>Total Construction</i>	-	-	-	-	\$15,000,000	-	\$15,000,000
	<b><i>Total Programmed</i></b>	-	<b>\$1,000,000</b>	-	-	<b>\$15,000,000</b>	-	<b>\$16,000,000</b>

<i>TIP ID</i>	6195	<i>Agency Project ID</i>	ZU033A	<i>Total Cost</i>	\$51,000,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>	Study/Planning/Research	<i>Completion Date</i>	2024	<i>TCM</i>	
<i>Project Name</i>	Florida Ave NE Streetscape				
<i>Project Limits</i>					

*Description* Implementation of Florida Avenue Transportation Study recommendations, which includes reconstruction, safety improvements, and streetscape upgrades. a. Florida Ave from 2nd St to H St NE b. Florida Ave and New York Ave NE Intersection

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
ROW	State or District Funding	-	\$17,000,000	-	-	-	-	\$17,000,000
	<i>Total Right of Way</i>	-	\$17,000,000	-	-	-	-	\$17,000,000
CON	Local	-	\$2,521,400	\$20,000	-	-	-	\$2,541,400
CON	National Highway Performance Program	-	-	\$80,000	-	-	-	\$80,000
CON	State or District Funding	-	\$11,393,000	-	-	-	-	\$11,393,000
CON	Surface Transportation Block Program	-	\$10,085,600	-	-	-	-	\$10,085,600
	<i>Total Construction</i>	-	\$24,000,000	\$100,000	-	-	-	\$24,100,000
	<i>Total Programmed</i>	-	\$41,000,000	\$100,000	-	-	-	\$41,100,000

<i>TIP ID</i>	6197	<i>Agency Project ID</i>	MRR26A	<i>Total Cost</i>	\$26,100,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>	Bridge - Rehab	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Monroe St NE Bridge over CSX & WMATA				
<i>Project Limits</i>	Bridge 4				
<i>Description</i>	Existing Monroe Street Bridge over Metro tracks is in poor condition. This project is for the Bridge replacement.				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	National Highway Performance Program	\$1,360,000	-	-	-	-	-	\$1,360,000
PE	State or District Funding	\$340,000	-	-	-	-	-	\$340,000
	<i>Total Preliminary Engineering</i>	\$1,700,000	-	-	-	-	-	\$1,700,000
CON	National Highway Performance Program	\$16,560,000	-	-	-	-	-	\$16,560,000
CON	State or District Funding	\$4,769,000	-	-	-	-	-	\$4,769,000
CON	Surface Transportation Block Grant Program - FHWA	\$3,071,000	-	-	-	-	-	\$3,071,000
	<i>Total Construction</i>	\$24,400,000	-	-	-	-	-	\$24,400,000
	<i>Total Programmed</i>	\$26,100,000	-	-	-	-	-	\$26,100,000

<i>TIP ID</i>	6230	<i>Agency Project ID</i>	ZU010A	<i>Total Cost</i>	\$31,950,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>	Bike/Ped	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	New York Ave NE Improvements				
<i>Project Limits</i>					

*Description* Improvements to New York Ave NE including: a. New York Ave at Bladensburg Rd NE Sign Structure Replacement b. New York Ave NE Streetscape and Trail

<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	Local	-	-	\$250,000	-	-	-	\$250,000
PE	Surface Transportation Block Program	-	-	\$1,000,000	-	-	-	\$1,000,000
	<i>Total Preliminary Engineering</i>	-	-	\$1,250,000	-	-	-	\$1,250,000
ROW	Local	-	\$140,000	-	-	-	-	\$140,000
ROW	Surface Transportation Block Program	-	\$560,000	-	-	-	-	\$560,000
	<i>Total Right of Way</i>	-	\$700,000	-	-	-	-	\$700,000
	<b><i>Total Programmed</i></b>	-	<b>\$700,000</b>	<b>\$1,250,000</b>	-	-	-	<b>\$1,950,000</b>



<i>TIP ID</i>	6240	<i>Agency Project ID</i>	MRR01A	<i>Total Cost</i>	\$63,000,000
<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>	Safety and Geometric Improvements of I-295				
<i>Project Limits</i>	Various Locations				
<i>Description</i>	Safety and geometry improvement of I295/DC 295. Work includes upgrade substandard ramps, extend merge area & acceleration lane, review slip ramps, complete missing interchange movements, reduce congestion, provide access for vehicular traffic, pedestrian and cyclists that include, road configuration, sidewalk improvement, pavement markings, median, island, traffic signal, signs, street lighting, and guardrails at interchanges along I-295/DC 295 between Eastern Avenue and Chesapeake St. a. Safety and Geometric Improvements of I-295 (Long Term) b. Safety and Geometric Improvements of I-295 (Mid Term) c. Safety and Geometric Improvements of I-295 (Short Term)				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	Local	-	-	-	\$200,000	-	-	\$200,000
PE	National Highway Freight Program	-	-	-	\$800,000	-	-	\$800,000
	<i>Total Preliminary Engineering</i>	-	-	-	\$1,000,000	-	-	\$1,000,000
STUDY	Local	-	\$200,000	-	-	-	-	\$200,000
STUDY	National Highway Performance Program	-	\$800,000	-	-	-	-	\$800,000
	<i>Total STUDY</i>	-	\$1,000,000	-	-	-	-	\$1,000,000
	<i>Total Programmed</i>	-	\$1,000,000	-	\$1,000,000	-	-	\$2,000,000

<i>TIP ID</i>	6418	<i>Agency Project ID</i>		<i>Total Cost</i>	\$16,200,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>	Bridge - Rehab	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	16th St Bridge over Piney Branch Pkwy NW Rehabilitation				
<i>Project Limits</i>					

*Description* Rehabilitation of 16th Street Bridge over Piney Branch Parkway, NW, Bridge No. 0022, to include deck repair, utility replacement to preserve the integrity and extend the life of the masonry and reinforced concrete arch superstructure.

<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	Local	-	-	\$3,240,000	-	-	-	\$3,240,000
CON	Surface Transportation Block Program	-	-	\$12,960,000	-	-	-	\$12,960,000
	<i>Total Construction</i>	-	-	\$16,200,000	-	-	-	\$16,200,000
	<i>Total Programmed</i>	-	-	<b>\$16,200,000</b>	-	-	-	<b>\$16,200,000</b>

<i>TIP ID</i>	6427	<i>Agency Project ID</i>		<i>Total Cost</i>	\$7,100,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia, Region-wide	<i>County</i>	
<i>Project Type</i>		<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Kenilworth Terrace Bridge over Watts Branch				
<i>Project Limits</i>					

*Description* Project scope includes applying waterproof seal to the entire timber structure, repair the reinforced concrete roadway curb, rehabilitation of deck structure of both approach abutments.

<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	Bridge Replacement and Rehabilitation Program	-	-	-	\$5,680,000	-	-	\$5,680,000
CON	Local	-	-	-	\$1,420,000	-	-	\$1,420,000
	<i>Total Construction</i>	-	-	-	\$7,100,000	-	-	\$7,100,000
	<i>Total Programmed</i>	-	-	-	<b>\$7,100,000</b>	-	-	<b>\$7,100,000</b>

<i>TIP ID</i>	6491	<i>Agency Project ID</i>	<i>Total Cost</i>	\$33,500,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	<i>County</i>	
<i>Project Type</i>		<i>Completion Date</i>	<i>TCM</i>	

*Project Name* Connecticut Ave NW Multimodal Study

*Project Limits* Connecticut Ave NW from California St to Dupont Circle (.25 mile)

*Description* This project is composed of multiple improvements to the Connecticut Ave NW corridor. It includes streetscape improvements and deckover of the Dupont Circle underpass. It also includes a study to evaluate the effectiveness and safety of the reversible lanes and the feasibility of improved multimodal access through the corridor. a. Connecticut Ave from Dupont Circle to California St NW Streetscape b. Connecticut Ave NW Multimodal Study

<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	State or District Funding	-	-	\$33,500,000	-	-	-	\$33,500,000
	<i>Total Construction</i>	-	-	\$33,500,000	-	-	-	\$33,500,000
	<i>Total Programmed</i>	-	-	<b>\$33,500,000</b>	-	-	-	<b>\$33,500,000</b>

<i>TIP ID</i>	6492	<i>Agency Project ID</i>	<i>Total Cost</i>	\$400,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	<i>County</i>	
<i>Project Type</i>	Road - Intersection improvement	<i>Completion Date</i>	<i>TCM</i>	
<i>Project Name</i>	Safety Improvements of 22nd and I NW			
<i>Project Limits</i>	Intersection at 22nd Street NW and I Street NW			
<i>Description</i>	Safety improvements of 22nd and I Street, NW. Improve curb and gutter, sidewalk, streetlights, mtraffic signals, upgrade ADA rampsdrainage catch basins, a LIDs.			

<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	Highway Safety Improvement Program (STP)	\$40,000	-	-	-	-	-	\$40,000
PE	State or District Funding	\$10,000	-	-	-	-	-	\$10,000
	<i>Total Preliminary Engineering</i>	\$50,000	-	-	-	-	-	\$50,000
CON	Highway Safety Improvement Program (STP)	\$280,000	-	-	-	-	-	\$280,000
CON	State or District Funding	\$70,000	-	-	-	-	-	\$70,000
	<i>Total Construction</i>	\$350,000	-	-	-	-	-	\$350,000
	<b><i>Total Programmed</i></b>	<b>\$400,000</b>	-	-	-	-	-	<b>\$400,000</b>

<i>TIP ID</i>	6493	<i>Agency Project ID</i>		<i>Total Cost</i>	\$31,135,000
<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>	Roadway Reconstruction in Ward II				
<i>Project Limits</i>	Various Locations				
<i>Description</i>	Pavement reconstruction including improvement of curb and gutter, sidewalk, streetlights, traffic signals, upgrade ADA ramps, drainage catch basins, LID's and replace trees at three locations in Ward II: a. 21st St from O St to Massachusetts Ave NW b. Florida Ave from Decatur St to Massachusetts Ave NW c. Massachusetts Ave from 20th St to Waterside Dr NW				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	National Highway Performance Program	\$112,050	-	-	-	-	-	\$112,050
PE	State or District Funding	\$222,950	-	-	-	-	-	\$222,950
PE	Surface Transportation Block Program	\$800,000	-	-	-	-	-	\$800,000
	<i>Total Preliminary Engineering</i>	\$1,135,000	-	-	-	-	-	\$1,135,000
CON	National Highway Performance Program	\$24,900,000	-	-	-	-	-	\$24,900,000
CON	State or District Funding	\$5,100,000	-	-	-	-	-	\$5,100,000
	<i>Total Construction</i>	\$30,000,000	-	-	-	-	-	\$30,000,000
	<i>Total Programmed</i>	\$31,135,000	-	-	-	-	-	\$31,135,000

<i>TIP ID</i>	6497	<i>Agency Project ID</i>	<i>Total Cost</i>	\$17,550,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	<i>County</i>	
<i>Project Type</i>		<i>Completion Date</i>	<i>TCM</i>	
<i>Project Name</i>	Arboretum Bridge and Trail			
<i>Project Limits</i>				
<i>Description</i>	Bridge and trail for people walking and bicycling from the Anacostia River Trail across the river to the National Arboretum and Maryland Ave NE. a. Arboretum Bridge - Maryland Ave NE Connection b. Arboretum Bridge and Trail			

<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	Congestion Mitigation and Air Quality Improvement Program	-	-	-	\$400,000	\$480,000	-	\$880,000
PE	Local	-	-	-	\$100,000	\$120,000	-	\$220,000
	<i>Total Preliminary Engineering</i>	-	-	-	\$500,000	\$600,000	-	\$1,100,000
CON	Federal Lands Access Program	-	\$320,000	\$6,160,000	-	-	-	\$6,480,000
CON	Local	-	\$80,000	\$1,540,000	-	-	-	\$1,620,000
CON	State or District Funding	-	-	\$6,000,000	-	-	-	\$6,000,000
	<i>Total Construction</i>	-	\$400,000	\$13,700,000	-	-	-	\$14,100,000
	<b><i>Total Programmed</i></b>	-	<b>\$400,000</b>	<b>\$13,700,000</b>	<b>\$500,000</b>	<b>\$600,000</b>	-	<b>\$15,200,000</b>

<i>TIP ID</i>	6498	<i>Agency Project ID</i>	<i>Total Cost</i>	\$200,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	<i>County</i>	
<i>Project Type</i>	Bike/Ped	<i>Completion Date</i>	<i>TCM</i>	
<i>Project Name</i>	Lincoln Connector Trail			
<i>Project Limits</i>	Not Location Specific			
<i>Description</i>	Need a feasibility study to locate preferred routing, likely permits required and indicate if any right of way is required. The study would also discuss the need for an environmental assessment if NPS property is impacted.			

<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	\$34,000	-	-	-	-	-	\$34,000
PE	Transportation Alternatives Program	\$166,000	-	-	-	-	-	\$166,000
	<i>Total Preliminary Engineering</i>	\$200,000	-	-	-	-	-	\$200,000
	<i>Total Programmed</i>	\$200,000	-	-	-	-	-	\$200,000



<i>TIP ID</i>	6499	<i>Agency Project ID</i>	<i>Total Cost</i>	\$172,908,850
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	<i>County</i>	
<i>Project Type</i>	Road - Other Improvement	<i>Completion Date</i>	<i>TCM</i>	
<i>Project Name</i>	Southeast Blvd and Barney Circle Environmental Assessment			
<i>Project Limits</i>				

*Description* Perform an Environmental Assessment to study converting the Southeast Boulevard from its existing condition to an at-grade multi-modal urban boulevard.

<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	Local	-	\$1,200,000	-	-	-	-	\$1,200,000
PE	National Highway Performance Program	-	\$4,800,000	-	-	-	-	\$4,800,000
	<i>Total Preliminary Engineering</i>	-	\$6,000,000	-	-	-	-	\$6,000,000
	<b><i>Total Programmed</i></b>	-	<b>\$6,000,000</b>	-	-	-	-	<b>\$6,000,000</b>

<i>TIP ID</i>	6500	<i>Agency Project ID</i>	<i>Total Cost</i>	\$17,997,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	<i>County</i>	
<i>Project Type</i>	Bike/Ped	<i>Completion Date</i>	<i>TCM</i>	
<i>Project Name</i>	Shepherd Branch Trail			
<i>Project Limits</i>	Not Location Specific			
<i>Description</i>	Feasibility study for proposed Shephards Branch Trail to determine alignment probability of needing an Environmental Assessment (EA), likely permits needed, and potential construction costs for a trail on the soon to be acquired CSXT RR ROW.			

<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	\$17,000	-	-	-	-	-	\$17,000
PE	Transportation Alternatives Program	\$83,000	-	-	-	-	-	\$83,000
	<i>Total Preliminary Engineering</i>	\$100,000	-	-	-	-	-	\$100,000
	<b><i>Total Programmed</i></b>	<b>\$100,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$100,000</b>

<i>TIP ID</i>	6501	<i>Agency Project ID</i>	<i>Total Cost</i>	\$12,305,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	<i>County</i>	
<i>Project Type</i>		<i>Completion Date</i>	<i>TCM</i>	
<i>Project Name</i>	Kennedy St from 16th St to Georgia Ave NW Reconstruction			
<i>Project Limits</i>				

*Description* This project is to reconstruct Kennedy Street, NW corridor from Georgia Avenue to 16th Street, NW. The scope of work for this Task Order includes but not limited to roadway and streetscape design, subsurface utility engineering (SUE), traffic signal modification, context sensitive design/solution, utility relocation coordination, maintenance of traffic, intersection safety and operational efficiency improvement, signage and pavement markings, storm water management-LID/Bio retention, Improvement of curbs & gutter, driveways, sidewalks and ADA ramps.

<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	Local	-	\$2,000,000	\$200,000	-	-	-	\$2,200,000
CON	Surface Transportation Block Program	-	\$8,000,000	\$800,000	-	-	-	\$8,800,000
	<i>Total Construction</i>	-	\$10,000,000	\$1,000,000	-	-	-	\$11,000,000
	<i>Total Programmed</i>	-	<b>\$10,000,000</b>	<b>\$1,000,000</b>	-	-	-	<b>\$11,000,000</b>

<i>TIP ID</i>	6505	<i>Agency Project ID</i>	<i>Total Cost</i>	\$11,200,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	<i>County</i>	
<i>Project Type</i>		<i>Completion Date</i>	<i>TCM</i>	
<i>Project Name</i>	I-395 Sign Structure Improvements			
<i>Project Limits</i>	Not Location Specific			

*Description* The project replaces either non-compliant (with the Manual on Uniform Traffic Control Devices), incorrect, or old overhead and other guidance signs along I-395 northbound and southbound generally between the 3rd Street tunnel and the Maine Avenue exits. There will be approximately 30 signs changed as a part of the project. The timeline for completion is the end of August, barring any situations where sign structures need to be replaced.

<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	National Highway Performance Program	\$3,760,000	-	-	-	-	-	\$3,760,000
PE	State or District Funding	\$940,000	-	-	-	-	-	\$940,000
	<i>Total Preliminary Engineering</i>	\$4,700,000	-	-	-	-	-	\$4,700,000
CON	Highway Safety Improvement Program (STP)	\$5,850,000	-	-	-	-	-	\$5,850,000
CON	State or District Funding	\$650,000	-	-	-	-	-	\$650,000
	<i>Total Construction</i>	\$6,500,000	-	-	-	-	-	\$6,500,000
	<b><i>Total Programmed</i></b>	<b>\$11,200,000</b>	-	-	-	-	-	<b>\$11,200,000</b>

<i>TIP ID</i>	6516	<i>Agency Project ID</i>	<i>Total Cost</i>	\$10,610,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	<i>County</i>	
<i>Project Type</i>	Bike/Ped	<i>Completion Date</i>	<i>TCM</i>	
<i>Project Name</i>	Pedestrian Bridge over Arizona Ave NW and Connecting Trail Rehabilitation			
<i>Project Limits</i>				

*Description* The project area includes a rehabilitation and pavement of the 0.65-mile section of the trails at Arizona Ave from Nebraska Avenue, NW to Galena Place, NW including missing sections of the trail and rehabilitation/ reconstruction Substructure and Superstructure of approximately 110-foot long Pedestrian Bridge over Arizona Ave connecting both sides of Arizona Ave trails including pedestrian access ramp.

<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	Congestion Mitigation and Air Quality Improvement Program	\$2,088,000	-	-	-	-	-	\$2,088,000
PE	State or District Funding	\$522,000	-	-	-	-	-	\$522,000
	<i>Total Preliminary Engineering</i>	\$2,610,000	-	-	-	-	-	\$2,610,000
CON	Congestion Mitigation and Air Quality Improvement Program	-	-	-	\$6,400,000	-	-	\$6,400,000
CON	State or District Funding	-	-	-	\$1,600,000	-	-	\$1,600,000
	<i>Total Construction</i>	-	-	-	\$8,000,000	-	-	\$8,000,000
	<b><i>Total Programmed</i></b>	<b>\$2,610,000</b>	<b>-</b>	<b>-</b>	<b>\$8,000,000</b>	<b>-</b>	<b>-</b>	<b>\$10,610,000</b>

<i>TIP ID</i>	6595	<i>Agency Project ID</i>		<i>Total Cost</i>	\$29,500,000
<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>	Pennsylvania Ave from 17th St to Washington Cir NW Streetscape				
<i>Project Limits</i>					

*Description* Design for streetscape of Pennsylvania Avenue NW, includes multi-modal friendly transportation. Facilitate New Connections, Balancing the Modes, Pedestrian Scale Streetscape, Create a vibrant, cohesive public space that provides a sense of visual continuity and a framework for new active uses.

<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	State or District Funding	-	-	\$5,000,000	-	-	-	\$5,000,000
	<i>Total Construction</i>	-	-	\$5,000,000	-	-	-	\$5,000,000
	<i>Total Programmed</i>	-	-	<b>\$5,000,000</b>	-	-	-	<b>\$5,000,000</b>

<i>TIP ID</i>	6596	<i>Agency Project ID</i>		<i>Total Cost</i>	\$118,000,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia, Region-wide	<i>County</i>	
<i>Project Type</i>		<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Theodore Roosevelt Memorial Bridge				
<i>Project Limits</i>					
<i>Description</i>	Phase 2 - bridge deck evaluation and environmental inventory; supplemental to Phase 1 investigation, NPS and FHWA input.				

<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	FHWA Title I - Highway Infrastructure Program	-	-	\$10,800,000	-	-	-	\$10,800,000
CON	Local	-	-	\$6,800,000	\$8,000,000	\$8,000,000	-	\$22,800,000
CON	National Highway Performance Program	-	-	\$22,400,000	\$32,000,000	\$32,000,000	-	\$86,400,000
	<i>Total Construction</i>	-	-	\$40,000,000	\$40,000,000	\$40,000,000	-	\$120,000,000
	<i>Total Programmed</i>	-	-	\$40,000,000	\$40,000,000	\$40,000,000	-	\$120,000,000

<i>TIP ID</i>	6598	<i>Agency Project ID</i>		<i>Total Cost</i>	\$6,080,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>	Study/Planning/Research	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Tenleytown Multi-Modal Access				
<i>Project Limits</i>	Various Locations				
<i>Description</i>	Develop preliminary and final design for improvements based on recently completed Tenleytown-AU Metrorail Station Access Improvements Study.				

<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	\$340,000	-	-	-	-	-	\$340,000
PE	Surface Transportation Block Grant Program - FHWA	\$1,660,000	-	-	-	-	-	\$1,660,000
	<i>Total Preliminary Engineering</i>	\$2,000,000	-	-	-	-	-	\$2,000,000
	<b><i>Total Programmed</i></b>	<b>\$2,000,000</b>	-	-	-	-	-	<b>\$2,000,000</b>



<i>TIP ID</i>	6610	<i>Agency Project ID</i>	CFPID170319	<i>Total Cost</i>	\$14,800,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>		<i>County</i>	
<i>Project Type</i>		<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Overhead Freeway Sign Maintenance				
<i>Project Limits</i>					

*Description* Repair and replacement of damaged overhead/oversized signage, primarily located along Interstate system. This project will facilitate replacement of damaged signs that are too large to fabricate and install in-house. a. Overhead Freeway Sign Maintenance b. Sign Structure Upgrade and Replacement

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	Local	-	\$200,000	-	-	-	-	\$200,000
PE	Surface Transportation Block Program	-	\$800,000	-	-	-	-	\$800,000
	<i>Total Preliminary Engineering</i>	-	\$1,000,000	-	-	-	-	\$1,000,000
CON	Local	-	\$260,000	\$260,000	\$1,460,000	\$260,000	-	\$2,240,000
CON	National Highway Performance Program	-	\$1,040,000	\$1,040,000	\$1,040,000	\$1,040,000	-	\$4,160,000
CON	Surface Transportation Block Program	-	-	-	\$4,800,000	-	-	\$4,800,000
	<i>Total Construction</i>	-	\$1,300,000	\$1,300,000	\$7,300,000	\$1,300,000	-	\$11,200,000
	<i>Total Programmed</i>	-	\$2,300,000	\$1,300,000	\$7,300,000	\$1,300,000	-	\$12,200,000

<i>TIP ID</i>	6613	<i>Agency Project ID</i>		<i>Total Cost</i>	\$700,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>	Road - Other Improvement	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	I-695 Bridges From I-395 to I-295/DC-295				
<i>Project Limits</i>					
<i>Description</i>	Post-construction close-out and completion of outstanding items from the 11th Street Bridge project.				

<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	Local	-	-	-	-	\$140,000	-	\$140,000
PE	National Highway Performance Program	-	-	-	-	\$560,000	-	\$560,000
	<i>Total Preliminary Engineering</i>	-	-	-	-	\$700,000	-	\$700,000
	<i>Total Programmed</i>	-	-	-	-	<b>\$700,000</b>	-	<b>\$700,000</b>

<i>TIP ID</i>	6614	<i>Agency Project ID</i>		<i>Total Cost</i>	\$26,725,000
<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>	Pennsylvania Ave SE Streetlight Upgrade				
<i>Project Limits</i>	Pennsylvania Ave SE from 2nd St SE to 14th St SE (.5 mile)				
<i>Description</i>	The work includes but is not limited to installation of new light poles, light fixtures, wheel chair ramps and underground infrastructures including conduits, cables, manholes, excavation and backfill, pavement restoration.				

<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	National Highway Performance Program	\$91,300	-	-	-	-	-	\$91,300
PE	State or District Funding	\$18,700	-	-	-	-	-	\$18,700
	<i>Total Preliminary Engineering</i>	\$110,000	-	-	-	-	-	\$110,000
CON	National Highway Performance Program	\$22,090,450	-	-	-	-	-	\$22,090,450
CON	State or District Funding	\$4,524,550	-	-	-	-	-	\$4,524,550
	<i>Total Construction</i>	\$26,615,000	-	-	-	-	-	\$26,615,000
	<b><i>Total Programmed</i></b>	<b>\$26,725,000</b>	-	-	-	-	-	<b>\$26,725,000</b>

<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>					

*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	Local	-	\$175,546	\$2,955,238	\$2,955,238	\$2,955,238	-	\$9,041,260
CON	National Highway Performance Program	-	\$278,453	\$4,687,619	\$4,687,619	\$4,687,619	-	\$14,341,310
CON	State or District Funding	-	\$635,599	\$10,700,000	\$10,700,000	\$10,700,000	-	\$32,735,599
CON	Surface Transportation Block Program	-	\$423,733	\$7,133,333	\$7,133,333	\$7,133,333	-	\$21,823,732
	<i>Total Construction</i>	-	\$1,513,331	\$25,476,190	\$25,476,190	\$25,476,190	-	\$77,941,901
	<i>Total Programmed</i>	-	<b>\$1,513,331</b>	<b>\$25,476,190</b>	<b>\$25,476,190</b>	<b>\$25,476,190</b>	-	<b>\$77,941,901</b>

<i>TIP ID</i>	6638	<i>Agency Project ID</i>	<i>Total Cost</i>	\$2,000,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	<i>County</i>	
<i>Project Type</i>	Transit - Other	<i>Completion Date</i>	<i>TCM</i>	
<i>Project Name</i>	16th St NW Transit Priority			
<i>Project Limits</i>				

*Description* The purpose of the Proposed Action is to improve transit performance and reliability along with pedestrian crossings, bus stops, and sidewalks along 16th Street NW between H Street NW and Arkansas Avenue NW. 16th Street is a multimodal corridor and the purpose of the project is to move more people through the corridor quickly to meet the existing and long-term regional mobility and local accessibility needs for residents and the traveling public within the project area. a. 16th St NW Transit Priority b. 16th St NW Transit Priority Cameras

<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>
OTHER	Congestion Mitigation and Air Quality Improvement Program	-	-	\$1,600,000	-	-	-	\$1,600,000
OTHER	Local	-	-	\$400,000	-	-	-	\$400,000
	<i>Total Other</i>	-	-	\$2,000,000	-	-	-	\$2,000,000
	<i>Total Programmed</i>	-	-	<b>\$2,000,000</b>	-	-	-	<b>\$2,000,000</b>

<i>TIP ID</i>	6642	<i>Agency Project ID</i>		<i>Total Cost</i>	\$1,540,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>		<i>County</i>	
<i>Project Type</i>	Study/Planning/Research	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	I-66 and Rock Creek Parkway Ramp Study				
<i>Project Limits</i>	Intersection on I 66 at K Street and 27th Street				
<i>Description</i>	<p>There are several transportation needs in this area that need to be considered holistically: - ANC 2A requested a feasibility study to connect the terminus of I-66 to the Rock Creek Parkway. - As part of the Union Station to Georgetown Streetcar EA, a loop ramp from westbound K Street NW to southbound 27th Street NW was proposed to improve traffic operations. The new right turn ramp that would go under the existing K Street Bridge adjacent to the I-66/Whitehurst Freeway ramp. - The K Street bridge over the ramp to the Whitehurst Freeway is in need of rehabilitation. This planning study/environmental process would examine the impacts and implications of these connections on motorists, as well as upon multimodal users and the surrounding built and natural environment. The findings would inform the scope of the upcoming K Street Bridge rehabilitation work.</p>				

<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>
STUDY	State or District Funding	\$710,000	-	-	-	-	-	\$710,000
STUDY	Surface Transportation Block Program	\$830,000	-	-	-	-	-	\$830,000
	<i>Total STUDY</i>	\$1,540,000	-	-	-	-	-	\$1,540,000
	<i>Total Programmed</i>	<b>\$1,540,000</b>	-	-	-	-	-	<b>\$1,540,000</b>

<i>TIP ID</i>	6644	<i>Agency Project ID</i>		<i>Total Cost</i>	\$2,815,937
<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>	LED Signage Procurement and Installation				
<i>Project Limits</i>					

*Description* Procurement and installation of LED signage and intelligent warning systems (flashing pedestrian signs, driver feedback machines, etc.). Signs will be procured, installed, and maintained by Field Operations Branch.

<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	Local	-	\$72,028	\$72,028	\$72,028	\$72,028	-	\$288,112
CON	National Highway Performance Program	-	\$288,112	\$288,113	\$288,113	\$288,113	-	\$1,152,451
	<i>Total Construction</i>	-	\$360,140	\$360,141	\$360,141	\$360,141	-	\$1,440,563
	<i>Total Programmed</i>	-	<b>\$360,140</b>	<b>\$360,141</b>	<b>\$360,141</b>	<b>\$360,141</b>	-	<b>\$1,440,563</b>

<i>TIP ID</i>	6657	<i>Agency Project ID</i>	<i>Total Cost</i>	\$800,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	<i>County</i>	
<i>Project Type</i>		<i>Completion Date</i>	<i>TCM</i>	
<i>Project Name</i>	New York Ave NE Bridge over Anacostia River			
<i>Project Limits</i>				

*Description* This project will include inspections and preliminary design work to assess the need for future rehabilitation and preventive maintenance on the bridge.

<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	Local	-	-	-	\$400,000	-	-	\$400,000
PE	National Highway Performance Program	-	-	-	\$1,600,000	-	-	\$1,600,000
	<i>Total Preliminary Engineering</i>	-	-	-	\$2,000,000	-	-	\$2,000,000
	<i>Total Programmed</i>	-	-	-	<b>\$2,000,000</b>	-	-	<b>\$2,000,000</b>



<i>TIP ID</i>	6658	<i>Agency Project ID</i>		<i>Total Cost</i>	\$18,718,000
<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>	S St from 4th St to 7th St NW Revitalization				

*Project Limits*

*Description* This project will assess the feasibility of roadway surface, safety, and streetscape improvements.

<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	Local	-	\$240,000	-	-	-	-	\$240,000
PE	Surface Transportation Block Program	-	\$960,000	-	-	-	-	\$960,000
	<i>Total Preliminary Engineering</i>	-	\$1,200,000	-	-	-	-	\$1,200,000
	<i>Total Programmed</i>	-	\$1,200,000	-	-	-	-	\$1,200,000

<i>TIP ID</i>	2768	<i>Agency Project ID</i>	CD014A	<i>Total Cost</i>	\$33,890,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia, Region-wide	<i>County</i>	
<i>Project Type</i>		<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Key Bridge NW over Potomac				
<i>Project Limits</i>	Bridge 96000199				
<i>Description</i>	Rehabilitation of the Key Bridge superstructure and substructure including approach roadway improvements, bike/ped safety improvements, streetlights, and aesthetic lighting.				

<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 Freight Program	\$17,430,000	-	-	-	-	-	\$17,430,000
CON	National Highway Performance Program	\$10,698,700	-	-	-	-	-	\$10,698,700
CON	State or District Funding	\$5,761,300	-	-	-	-	-	\$5,761,300
	<i>Total Construction</i>	\$33,890,000	-	-	-	-	-	\$33,890,000
	<i>Total Programmed</i>	\$33,890,000	-	-	-	-	-	\$33,890,000

<i>TIP ID</i>	3230	<i>Agency Project ID</i>	AF005A	<i>Total Cost</i>	\$27,000,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>	Bike/Ped	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Rock Creek Park Trail				
<i>Project Limits</i>	M Street to Beach Drive from Piney Branch Pkwy to 16th Street (1 mile)				
<i>Description</i>	Rehabilitate the paved trail in Rock Creek Park including selected widening, resurfacing, new connections, and a new bridge south of the Zoo tunnel. Retaining wall repair on Piney Branch.				

<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	Demonstration	\$400,000	-	-	-	-	-	\$400,000
PE	State or District Funding	\$100,000	-	-	-	-	-	\$100,000
	<i>Total Preliminary Engineering</i>	\$500,000	-	-	-	-	-	\$500,000
CON	Congestion Mitigation and Air Quality Improvement Program	\$21,200,000	-	-	-	-	-	\$21,200,000
CON	State or District Funding	\$5,300,000	-	-	-	-	-	\$5,300,000
	<i>Total Construction</i>	\$26,500,000	-	-	-	-	-	\$26,500,000
	<b><i>Total Programmed</i></b>	<b>\$27,000,000</b>	-	-	-	-	-	<b>\$27,000,000</b>

<i>TIP ID</i>	3290	<i>Agency Project ID</i>	SR049A	<i>Total Cost</i>	\$21,949,000
<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>	from East Capitol St Ramp to Rail Over Pass north of Benning Rd milepost 1 to 1.5 (.5 mile)				
<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	\$122,840	-	-	-	-	-	\$122,840
PE	National Highway System	\$600,000	-	-	-	-	-	\$600,000
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	-	-	-	\$1,000	-	\$3,579,500
	<i>Total Construction</i>	\$21,050,000	-	-	-	\$1,000	-	\$21,051,000
	<i>Total Programmed</i>	\$21,948,000	-	-	-	\$1,000	-	\$21,949,000

<i>TIP ID</i>	6801	<i>Agency Project ID</i>	<i>Total Cost</i>	\$14,000,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	<i>County</i>	
<i>Project Type</i>		<i>Completion Date</i>	<i>TCM</i>	
<i>Project Name</i>	Aspen St NW Improvements			
<i>Project Limits</i>				

*Description*      ♦The design for Rehabilitation of Aspen Street, NW is being facilitated for the redevelopment of Walter Reed Army Medical Center. The goal of this project is to provide an improved and sustainable transportation network, pedestrian /vehicular safety and accessibility, efficient travel options and street and sidewalk enhancement, etc. This design will support The Parks by improving traffic operations and providing traffic calming measures towards future Walter Reed development ensuring ADA compliance throughout the corridor. ♦

<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	Local	-	\$1,540,000	-	-	-	-	\$1,540,000
CON	State or District Funding	-	\$8,000,000	-	-	-	-	\$8,000,000
CON	Surface Transportation Block Program	-	\$6,160,000	-	-	-	-	\$6,160,000
	<i>Total Construction</i>	-	\$15,700,000	-	-	-	-	\$15,700,000
	<i>Total Programmed</i>	-	<b>\$15,700,000</b>	-	-	-	-	<b>\$15,700,000</b>

<i>TIP ID</i>	6802	<i>Agency Project ID</i>	<i>Total Cost</i>	\$1,530,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	<i>County</i>	
<i>Project Type</i>		<i>Completion Date</i>	<i>TCM</i>	
<i>Project Name</i>	Bike Lane Design			
<i>Project Limits</i>				
<i>Description</i>	Citywide on-call pedestrian and bicycle facility design.			

<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	-	\$300,000	\$300,000	\$30,000	\$300,000	-	\$930,000
	<i>Total Preliminary Engineering</i>	-	\$300,000	\$300,000	\$30,000	\$300,000	-	\$930,000
	<i>Total Programmed</i>	-	<b>\$300,000</b>	<b>\$300,000</b>	<b>\$30,000</b>	<b>\$300,000</b>	-	<b>\$930,000</b>

<i>TIP ID</i>	6803	<i>Agency Project ID</i>	<i>Total Cost</i>	\$1,200,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	<i>County</i>	
<i>Project Type</i>		<i>Completion Date</i>	<i>TCM</i>	
<i>Project Name</i>	Buzzard Point Environmental Impact			
<i>Project Limits</i>				

*Description* To advance the recommendations of the buzzard point feasibility study, an environmental document should be prepared to evaluate the potential impacts of both concepts and provide a recommendation for selecting an alternative for approval and construction. Because the two concepts are very different in scope and require NPS property and approval, an Environmental Assessment is recommended as the document to include both concepts.

<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	Local	-	\$20,000	-	-	-	-	\$20,000
PE	State or District Funding	-	\$1,100,000	-	-	-	-	\$1,100,000
PE	Surface Transportation Block Program	-	\$80,000	-	-	-	-	\$80,000
	<i>Total Preliminary Engineering</i>	-	\$1,200,000	-	-	-	-	\$1,200,000
	<i>Total Programmed</i>	-	\$1,200,000	-	-	-	-	\$1,200,000

<i>TIP ID</i>	6804	<i>Agency Project ID</i>	<i>Total Cost</i>	\$1,500,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	<i>County</i>	
<i>Project Type</i>		<i>Completion Date</i>	<i>TCM</i>	
<i>Project Name</i>	I-66 Ramp Ramp to Whitehurst Frwy and K Street NW Bridge over Whitehurst Freeway Ramp			
<i>Project Limits</i>				

*Description* In conjunction with the Asset Management Division recommendation, it is apparent that to maintain the structural integrity and reduce further damage from the continued deterioration and aging of the I-66 Ramp to the Whitehurst Freeway and the K Street NW Bridge over Ramp to the Whitehurst Freeway, repair and restoration of the bridge substructures and superstructure is required. (Bridge #1303 and Bridge # 1304)The primary goal of the project is to perform repairs and rehabilitation of all deficient bridge components to extend the service life of the structure.

<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	Local	-	\$300,000	-	-	-	-	\$300,000
PE	National Highway Performance Program	-	\$1,200,000	-	-	-	-	\$1,200,000
	<i>Total Preliminary Engineering</i>	-	\$1,500,000	-	-	-	-	\$1,500,000
	<i>Total Programmed</i>	-	\$1,500,000	-	-	-	-	\$1,500,000



<i>TIP ID</i>	6805	<i>Agency Project ID</i>	<i>Total Cost</i>	\$983,500
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	<i>County</i>	
<i>Project Type</i>		<i>Completion Date</i>	<i>TCM</i>	
<i>Project Name</i>	Inventory and Inspection of Sign Structures			
<i>Project Limits</i>				

*Description* Inventory and inspection of the District's overhead, cantilever and bridge and wall mounted sign structures, updating the sign structure inventory, production of inspection reports and identification of structures to be repaired or replaced.

<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	Local	-	\$196,700	-	-	-	-	\$196,700
PE	National Highway Performance Program	-	\$786,800	-	-	-	-	\$786,800
	<i>Total Preliminary Engineering</i>	-	\$983,500	-	-	-	-	\$983,500
	<b><i>Total Programmed</i></b>	-	<b>\$983,500</b>	-	-	-	-	<b>\$983,500</b>

<i>TIP ID</i>	6807	<i>Agency Project ID</i>	<i>Total Cost</i>	\$57,500,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	<i>County</i>	
<i>Project Type</i>		<i>Completion Date</i>	<i>TCM</i>	
<i>Project Name</i>	Long Bridge Pedestrian and Bicycle Connection			
<i>Project Limits</i>				

*Description* The Long Bridge Pedestrian and Bicycle Bridge a 4(f) mitigation as part of the Long Bridge NEPA process (EIS). The design and construction is expected to be completed by Virginia, while the Ped/Bike bridge would be owned and maintained by the District.

<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	Congestion Mitigation and Air Quality Improvement Program	-	\$4,400,000	-	-	-	-	\$4,400,000
PE	Local	-	\$1,100,000	-	-	-	-	\$1,100,000
	<i>Total Preliminary Engineering</i>	-	\$5,500,000	-	-	-	-	\$5,500,000
CON	Congestion Mitigation and Air Quality Improvement Program	-	-	-	-	\$20,800,000	-	\$20,800,000
CON	Local	-	-	-	-	\$5,200,000	-	\$5,200,000
	<i>Total Construction</i>	-	-	-	-	\$26,000,000	-	\$26,000,000
	<i>Total Programmed</i>	-	\$5,500,000	-	-	\$26,000,000	-	\$31,500,000

<i>TIP ID</i>	6808	<i>Agency Project ID</i>	<i>Total Cost</i>	\$500,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	<i>County</i>	
<i>Project Type</i>		<i>Completion Date</i>	<i>TCM</i>	
<i>Project Name</i>	Managed Lanes Feasibility Study FY 2021			
<i>Project Limits</i>				

*Description* The FY 2021 Managed Lane feasibility study will provide analysis and guidance to initiate implementation of managed lanes throughout the District of Columbia. This study will focus on prioritizing the most congested corridors in the District within the context of equity, stakeholder engagement (internal District and external regional stakeholders), and project development requirements (engineering and technical requirements). The managed lane study will look at feasibility in terms of what makes sense in a post COVID-19 world. Many traffic and policy experts are forecasting that traffic may be worse than in the post-COVID 19 roadway network. The study will rank order the priority corridors that should be considered first and will set forth discrete implementation steps. The Commonwealth of Virginia now has a number of managed lanes proximate to the District and this study will seek to analyze the relationship of those managed lanes to potential managed lanes' locations in the District. The study will also consider the impacts and relationship of of any District managed lane facilities to adjacent Maryland roadways.

<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	Congestion Mitigation and Air Quality Improvement Program	-	\$160,000	-	-	-	-	\$160,000
PE	Local	-	\$40,000	-	-	-	-	\$40,000
	<i>Total Preliminary Engineering</i>	-	\$200,000	-	-	-	-	\$200,000
	<b><i>Total Programmed</i></b>	-	<b>\$200,000</b>	-	-	-	-	<b>\$200,000</b>

<i>TIP ID</i>	6810	<i>Agency Project ID</i>	<i>Total Cost</i>	\$42,000,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	<i>County</i>	
<i>Project Type</i>		<i>Completion Date</i>	<i>TCM</i>	
<i>Project Name</i>	Pedestrian & Traffic Calming Improvements			
<i>Project Limits</i>				

*Description* This project will provide study, design, construction management, and construction services for open-channel curb extensions, pedestrian refuge medians, and other improvements focused on pedestrian safety and traffic calming. This project supports on-going coordination effort between Asset Management and Traffic Safety Divisions to review resurfacing plan segments for safety-related improvements in advance of resurfacing activities. Other existing pedestrian safety features which were constructed with temporary materials may also be replaced under this effort.

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	Highway Safety Improvement Program (STP)	-	\$135,000	\$135,000	\$135,000	\$135,000	-	\$540,000
PE	Local	-	\$15,000	\$15,000	\$15,000	\$15,000	-	\$60,000
	<i>Total Preliminary Engineering</i>	-	\$150,000	\$150,000	\$150,000	\$150,000	-	\$600,000
CON	Highway Safety Improvement Program (STP)	-	\$765,000	\$765,000	\$765,000	\$765,000	-	\$3,060,000
CON	Local	-	\$85,000	\$85,000	\$85,000	\$85,000	-	\$340,000
	<i>Total Construction</i>	-	\$850,000	\$850,000	\$850,000	\$850,000	-	\$3,400,000
	<i>Total Programmed</i>	-	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	-	\$4,000,000

<i>TIP ID</i>	6811	<i>Agency Project ID</i>	<i>Total Cost</i>	\$3,850,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	<i>County</i>	
<i>Project Type</i>		<i>Completion Date</i>	<i>TCM</i>	
<i>Project Name</i>	Retroreflective Backplates			
<i>Project Limits</i>				

*Description* The TOSD plans to implement retroreflective backplates as a safety improvement to reduce fatalities and serious injury crashes on the District's roadways. Retroreflective backplates are FHWA Proven Safety Countermeasure known to reduce total crashes at an intersection by 15%, by providing greater visibility and conspicuity of traffic signal heads, particularly at night and for drivers with vision limitations. The project will include systemic installation of this measure on corridors identified through network screening in each of the eight wards, as well as similar installation for single intersections that demonstrate characteristics and a safety record of crashes susceptible to correction with this treatment.

<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	Highway Safety Improvement Program (STP)	-	\$445,500	\$445,500	\$445,500	\$445,500	-	\$1,782,000
PE	Local	-	\$49,500	\$49,500	\$49,500	\$49,500	-	\$198,000
	<i>Total Preliminary Engineering</i>	-	\$495,000	\$495,000	\$495,000	\$495,000	-	\$1,980,000
	<i>Total Programmed</i>	-	<b>\$495,000</b>	<b>\$495,000</b>	<b>\$495,000</b>	<b>\$495,000</b>	-	<b>\$1,980,000</b>

<i>TIP ID</i>	6812	<i>Agency Project ID</i>	<i>Total Cost</i>	\$16,500,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	<i>County</i>	
<i>Project Type</i>		<i>Completion Date</i>	<i>TCM</i>	
<i>Project Name</i>	William Howard Taft Memorial Bridge Rehabilitation			
<i>Project Limits</i>				

*Description* Rehabilitation / Repairs of the aged historical bridge crossing between Ward 2 and 3. General scope of work includes repairs on numerous cracks and deterioration on bridge elements including deck, jersey barriers, railings, lighting, etc.

<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	Highway Safety Improvement Program (STP)	-	-	-	\$2,250,000	-	-	\$2,250,000
PE	Local	-	-	-	\$250,000	-	-	\$250,000
	<i>Total Preliminary Engineering</i>	-	-	-	\$2,500,000	-	-	\$2,500,000
	<i>Total Programmed</i>	-	-	-	<b>\$2,500,000</b>	-	-	<b>\$2,500,000</b>

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING  
BOARD  
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM  
Draft Formal Amendment 21-06 for Public Comment**

<i>TIP ID</i>	6676	<i>Agency Project ID</i>		<i>Total Cost</i>	\$11,500,000
<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>	Eastern Ave and Sheriff Rd NE Intersection Safety Improvements				
<i>Project Limits</i>					
<i>Description</i>	Improve safety and operations at Eastern Avenue, Sheriff Road, and Division Avenue. In addition, this process will assess alternatives to intersection design, utility coordination, and ROW impacts.				

<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	Local	-	-	-	\$100,000	-	-	\$100,000
PE	Surface Transportation Block Program	-	-	-	\$400,000	-	-	\$400,000
	<i>Total Preliminary Engineering</i>	-	-	-	\$500,000	-	-	\$500,000
	<b><i>Total Programmed</i></b>	-	-	-	<b>\$500,000</b>	-	-	<b>\$500,000</b>

<i>TIP ID</i>	6677	<i>Agency Project ID</i>		<i>Total Cost</i>	\$7,900,000
<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>	Georgia Avenue NW Multi-Modal Transportation Study				
<i>Project Limits</i>					
<i>Description</i>	Improve multi-modal safety and accessibility on Lower Georgia Avenue NW, between Bryant Street NW and New Hampshire Avenue NW.				

<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	Local	-	-	\$80,000	-	-	-	\$80,000
PE	National Highway Performance Program	-	-	\$320,000	-	-	-	\$320,000
	<i>Total Preliminary Engineering</i>	-	-	\$400,000	-	-	-	\$400,000
	<b><i>Total Programmed</i></b>	-	-	<b>\$400,000</b>	-	-	-	<b>\$400,000</b>



## **ITEM 8 – Information**

September 16, 2020

### Participation Plan Update

**Background:**

Staff will brief the Board on an update to the TPB's Participation Plan, which was released for a 45-day public comment period on August 25. The update builds on previous efforts designed to encourage participation in the TPB process and provide opportunities for the public to be involved with the metropolitan transportation planning process. The plan is federally required. The TPB will be asked to approve the plan in October.





## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Bryan Hayes, TPB Transportation Planner  
**SUBJECT:** Participation Plan update – Public Comment  
**DATE:** September 10, 2020

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The TPB's Participation Plan update is currently out for [public comment](#). Following the comment period, the plan will be updated and shared for board approval in October.

## **BACKGROUND**

Staff began updating the TPB's Participation Plan in fall 2019. The team working on the update reviewed the existing Participation Plan, relevant federal regulations, the COG Title VI Plan and Program, and a selection of peer MPO participation plans. The also team discussed findings from the 2019 federal certification review and the consultant evaluation of the TPB's participation activities from 2017 and 2018.

Based on this internal review, staff drafted a plan update that provides more guidance to staff about when and how to involve the public in their work. The updated draft also includes more focus on equity. Staff shared the changes with the Technical Committee, Access for All Advisory Committee, and Citizens Advisory Committee multiple times.

## **PUBLIC COMMENT**

The 2020 TPB Participation update started its federally required 45-public comment period on Tuesday, August 25. The comment period ends on Friday, October 9.

To promote the public comment period, staff sent an email announcement to the TPB public comment email list, the Citizens Advisory Committee, and the Access for All Advisory Committee. A TPB News blogpost about the public comment period was published on September 8. TPB social media posts during the comment period will ask the public to review the draft Participation Plan and submit comments.

During the public comment period, TPB staff will track incoming comments. A memo summarizing comments received and documenting changes to the plan will be available with TPB meeting materials on October 15.

The draft plan is attached to this memo.

## **NEXT STEPS**

Following the public comment period, the Participation Plan will be finalized and will go to the TPB for approval at the October meeting.

- Public comment period: August 25 to October 9
- Brief the TPB on Participation Plan update: September 16
- Comment summary changes to Participation Plan finalized: October 15
- Board approval: October 21

# TPB PARTICIPATION PLAN

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## 2020 Update

Bryan Hayes  
TPB Transportation Planner

Transportation Planning Board  
September 16, 2020



# Participation Plan Purpose

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The TPB's Participation Plan guides TPB staff interactions with the public so that they can:

- 1) Reach as many people as inclusively as possible, and
- 2) Collect meaningful input and build support to inform TPB plans, programs, and aid in decision making.



# Participation context

## Participation Plan

National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments



ADOPTED BY THE TRANSPORTATION PLANNING BOARD  
DECEMBER 19, 2007



The first formal participation plan was approved by the TPB in 2007. It was updated in 2014.

The TPB's Participation Plan is just one of the documents in the region that guides public engagement. Jurisdictions and agencies have their own plans.



# What is new in the 2020 update?

Staff Guide

Public  
Guide

Federal  
Guide

## Participation Policy

1. Clarify the purpose of public participation in the TPB process
2. Strengthen Participation Policy by adding policy principles and placing more emphasis on equity
3. Public Guide is a quick reference for members of the public looking to get involved in regional transportation planning at the TPB
4. Staff guide provides workflow to help staff outline an approach to reaching the public





# Equity Perspective

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Staff strive to incorporate an equity perspective into their work activities so that work acknowledges and seeks to accommodate different contexts, experiences, and abilities. This equity perspective is informed by COG's Title VI Plan and Program, the TPB Equity Statement, and the TPB's Equity Emphasis Areas. It acknowledges past inequities and barriers to involvement and seeks to be more just.

In looking through the equity lens, it will be helpful to consider the following:

- Staff should acknowledge past mistakes when working with groups that have been left out of the planning process and voice a commitment to do better.
- Staff should acknowledge barriers to participation and offer accommodations to help overcome those barriers.
- Staff should think about how to adapt their work to make it accessible despite these barriers.



# Process for updating plan

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**Information gathering** – Gathered information through internal discussions and a review of key documents. The information gathered helped identify elements that are highlighted in the plan update.

**Stakeholder input** – On multiple occasions draft work on the plan was shared with the AFA, CAC, and Technical Committees. Feedback from these groups helped shape plan draft.

**Internal input** – Worked with Team Leaders and other key DTP staff to develop and refine the draft, especially the Staff Guide.

**Draft plan** – The draft plan that is out for comment builds on elements from the 2014 update, and input gathered through the process.

**Public comment** – The plan is currently out for public comment. Input received from the public will be incorporated into final plan.



# Public Comment and Next Steps

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The 2020 TPB Participation update started its federally required 45-public comment period on Tuesday, August 25. The comment period ends on Friday, October 9. Board approval is scheduled for October 21.

- **August 25** – Announcement email sent to TPB public comment list
- **August 27** – Announcement sent to CAC and AFA
- **September 8** – TPB News blog post
- **September 16** – Brief the TPB on Participation Plan update
- **October 9** – Public comment period ends
- **October 15** – Comment summary and changes to Participation Plan finalized
- **October 21** – Board approval



## Bryan Hayes

TPB Transportation Planner

(202) 962-3273

[bhayes@mwkog.org](mailto:bhayes@mwkog.org)

[mwkog.org/TPB](http://mwkog.org/TPB)

---

Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002



National Capital Region  
**Transportation Planning Board**

# PARTICIPATION PLAN - DRAFT

2020 Update



National Capital Region  
**Transportation Planning Board**

## **TPB PARTICIPATION PLAN - 2020 UPDATE**

DRAFT – August 2020

### **ABOUT THE TPB**

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

### **CREDITS**

Primary Author of 2020 Update: Bryan Hayes

Contributors to 2020 Update: Karen Armendariz, John Swanson, Abigail Zenner

### **ACKNOWLEDGEMENTS (OPTIONAL)**

TPB committees and other stakeholders, especially the Citizens Advisory Committee and Access for All Advisory Committee.

### **ACCOMMODATIONS POLICY**

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

### **TITLE VI NONDISCRIMINATION POLICY**

The Metropolitan Washington Council of Governments (COG) fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations prohibiting discrimination in all programs and activities. For more information, to file a Title VI related complaint, or to obtain information in another language, visit [mwcog.org/nondiscrimination](http://mwcog.org/nondiscrimination) or call (202) 962-3300.

El Consejo de Gobiernos del Área Metropolitana de Washington (COG) cumple con el Título VI de la Ley sobre los Derechos Civiles de 1964 y otras leyes y reglamentos en todos sus programas y actividades. Para obtener más información, someter un pleito relacionado al Título VI, u obtener información en otro idioma, visite [mwcog.org/nondiscrimination](http://mwcog.org/nondiscrimination) o llame al (202) 962-3300.

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## PREFACE

This Participation Plan states the National Capital Region Transportation Planning Board's (TPB) commitment to transparent communications and engagement with the public and with relevant agencies to support the regional transportation planning process, including the development of the Long-Range Transportation Plan and the Transportation Improvement Program (TIP).

The plan articulates the TPB's policy for public participation. It describes how members of the public can get involved and demonstrates how staff will work to meet and exceed federal requirements. Most importantly, this plan guides TPB staff interactions with the public so that their public facing work can: 1) reach as many people as inclusively as possible, and 2) collect meaningful input and build support to inform TPB plans, programs, and aid in decision making.

This Participation Plan is required under federal laws and regulations pertaining to metropolitan planning. The plan builds on previous efforts designed to encourage participation in the TPB process and provide reasonable opportunities for citizens and other interested agencies to be involved with the metropolitan transportation planning process.

As required by federal regulation, the plan has been developed in consultation with interested parties, including citizens, representatives of people with disabilities, users of public transportation and bicycle and pedestrian facilities, and affected public agencies. In addition, federal regulations require the plan to be released for a minimum public comment period of 45 calendar days before it is adopted by the TPB.



## ABOUT THE TPB

The National Capital Region Transportation Planning Board (TPB) is designated under federal law as the Metropolitan Planning Organization (MPO) for the Washington region. As an MPO, the TPB brings together key decision makers to coordinate planning and funding for the region's transportation system. The TPB relies on advisory committees and participation from interested parties in order to make informed decisions.

The TPB was created in 1965 by the region's local and state governments to respond to federal highway legislation in 1962 that required the establishment of a "continuing, comprehensive, and coordinated" transportation planning process in every urbanized area in the United States. The TPB's membership includes key transportation decision makers in the metropolitan Washington region. The board includes local officials— mayors, city council members, county board members, and others—as well as representatives from the state transportation agencies, the Washington Metropolitan Area Transit Authority (WMATA), and the state legislatures. The TPB also includes non-voting representatives from key federal agencies, the Metropolitan Washington Airports Authority, and the TPB's Private Providers Task Force.

The TPB became associated with the Metropolitan Washington Council of Governments (COG) in 1966. COG was established in 1957 by local cities and counties to deal with regional concerns including growth, housing, environment, public health and safety—as well as transportation. Although the TPB is an independent body, its staff is provided by COG's Department of Transportation Planning.

The TPB prepares plans and programs that the federal government must approve in order for federal aid transportation funds to flow to the Washington region. In particular, federal law and regulations relating to the work of MPOs require the TPB to adopt a long-range transportation plan and the six-year Transportation Improvement Program (TIP). The TPB must also ensure compliance with other federal laws and requirements, including federal air quality conformity requirements.

In addition to ensuring compliance with federal laws and requirements, the TPB performs many other functions, including acting as a regional forum for coordination of policy making, and providing technical resources for transportation decision making. The TPB receives input and guidance from advisory committees that include members of the public, special interest groups, and jurisdictional staff.

## HOW TO USE THIS PLAN

This plan clarifies the TPB's commitment to transparent and open collaboration with the public and renews the TPB's commitment to equity. TPB staff wrote the plan to highlight a practical approach to public participation. The actionable information in the plan varies based on the user's relationship to the TPB.

Public  
Guide

Staff Guide

Federal  
Guide

# Participation Policy

### Public Guide

If you are a member of the public, including individuals, community groups, non-profits, advocacy groups, and others, please consult with the Public Guide. It walks you through the ongoing and predictable ways that you can interact with and get involved with the TPB. It also connects you to where you can learn about future activities and get involved locally.

### Staff Guide

If you work for the TPB, consult the Staff Guide. This guide walks you through the process for determining whether your work activity requires or would benefit from public participation. This guide also presents a workflow, or a series of questions, that you need to answer in order to develop a plan for interacting with the public as part of your activity.

### Federal Guide

If you want to learn about federal requirements for the TPB's participation activities – whether you are staff, a regular participant in the TPB process, or a member of the public – consult the Federal Guide.

# PARTICIPATION POLICY

The Participation Policy provides the foundation for all the TPB's interactions with the public so that it can reach as many people as inclusively as possible while collecting meaningful input, building support for TPB plans and programs, and aiding in decision making.

The policy consists of four parts. The Policy Statement articulates the TPB's commitment to making its process and products accessible to everyone who lives in metropolitan Washington. The Policy Principles declare the TPB's values for interacting with the public. The Policy Goals state what the TPB is trying to achieve through its public facing work. Finally, the Constituencies for Engagement describe three tiers of audience for TPB information and participation.

## Policy Statement

It is the TPB's policy to provide public access and involvement under a collaborative planning process in which the interests of all TPB constituencies are reflected and considered. It is the TPB's intent to make both its policy and technical processes inclusive of and accessible to all constituencies.

The TPB believes that public input into its process is valuable and makes its products better. Regional transportation planning cannot, and should not, be based simply upon technical analysis. The qualitative information derived from public involvement is essential to good decision making.

## Policy Principles

The Policy Principles state TPB values around informing and engaging the public. These principles recognize that most people who are impacted by transportation decisions are not technical experts and that being inclusive means meeting people where they are. These principles guide engagement and point towards the Policy Goals without specifying those goals or the means to achieve them.

- **Equity Perspective** – Staff strive to incorporate an equity perspective into their work activities so that work acknowledges and seeks to accommodate different contexts, experiences, and abilities. This equity perspective is informed by COG's Title VI Plan and Program, the TPB Equity Statement<sup>1</sup>, and the TPB's Equity Emphasis Areas. It acknowledges past inequities and barriers to involvement and seeks to be more just.
- **Plain Language** – Staff strive to use plain language and prepare their materials in a variety of mediums. This will make TPB work accessible and understandable to as many people as possible and serve as a foundation for meaningful participation.

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<sup>1</sup> Appendix C: TPB Equity Resolution

- **Early and Continuing Participation** – Staff strive to involve the public early in planning processes to maximize the impact of public input. Staff also strive to involve the public throughout processes to create repeat interactions with the public. This will help foster transparency and keep the public up to date and aware of future opportunities to learn more and participate.
- **Timely Response** – Staff strive to acknowledge receipt of public input in a timely manner and provide information about how public input will be used. This will build trust by demonstrating the value and purpose of input.
- **Clarity of Purpose** – Staff strive for clarity of purpose when planning public facing work. This will help staff determine if the work is meant to inform, consult, or engage the public. This will also help the public understand their role in the TPB plan or activity and how their input will be used.

## Policy Goals

The Policy Goals describe what the TPB is trying to achieve through its participation activities. These goals are in line with the Policy Statement and informed by the Policy Principles. When planning public facing work, staff should use these goals to set desirable outcomes, and then refer to the goals when evaluating their work.

- **Communicate effectively with appropriate audiences.** The TPB will disseminate information about programs and projects through a variety of conduits. Information will be presented in a manner that is clear and tailored to each of the TPB’s constituencies.
- **Provide clear and open access to information and participation opportunities.** The TPB will work to improve access to technical and planning documents and, where appropriate, tailor these documents to be accessible to more constituencies. Opportunities for participation in TPB meetings and in committee meetings will be clearly defined and provided at each meeting.
- **Gather input from diverse perspectives.** The TPB will continue to encourage participation from diverse constituencies and to provide for discussion about transportation issues that are responsive to the interests of different constituencies. In addition to encouraging input from people with different racial, ethnic, and linguistic backgrounds, the TPB will seek the perspectives of people who use all transportation modes and come from all areas of the region.
- **Respond meaningfully to public comment and feedback.** The TPB will provide information on how comments will be considered in the planning process, especially those products with required public comment periods like Visualize 2045 and the TIP. The TPB will acknowledge the comments that were received and how they were considered.
- **Promote a regional perspective.** The TPB will communicate how regional transportation planning plays a vital role in coordinating planning activities on many levels. The TPB will also work to connect the public to where their input can have the biggest impact, which is often on the local level.

## Constituencies for Engagement

The TPB acknowledges that not every person is aware of the TPB or has an understanding for how decisions are made at the regional, state, and local levels. To make sure that TPB participation efforts are most effective, it is important to tailor communications and outreach to different constituencies.

The constituencies below are grouped according to varying levels of engagement in regional transportation planning process and awareness of regional transportation issues.

- **Active participants** are both knowledgeable about transportation policy issues in general, as well as the TPB's role in the regional transportation planning process. These individuals and organizations already actively participate in the TPB process and have an extensive understanding of regional transportation issues and policy. Among others, this category includes the TPB's Citizens Advisory Committee (CAC), the Access for All (AFA) Advisory Committee, and graduates of the Community Leadership Institute.
- **Community leaders** have some knowledge of transportation policy issues but are less familiar with the TPB's role in the regional transportation planning process. They also may not be fully aware of the regional context underlying transportation challenges and experiences throughout the region. This group often includes community and opinion leaders who work at the local level.
- **The general public** has an inherent interest in transportation challenges but often possess little direct knowledge of transportation policy making. This group represents most of the region's population, although in some cases, it may also include local leaders or even elected officials who have limited exposure to transportation planning.

An equity perspective is vital for understanding how to work within these different constituencies. The TPB recognizes that each of these constituent groups include people from minority communities, people with limited English proficiency, differing abilities, people with low-incomes, and people from a variety of ages, including youth and elders. Staff remains aware of the need to make extra efforts to engage these populations through information and participation.

## **PUBLIC GUIDE**

Although this participation plan is primarily a guidebook for TPB staff to use in designing and implementing public engagement activities, it also articulates the TPB's commitment to an open and transparent planning process. The TPB and its staff are part of an ongoing partnership with the public, so this plan's policies and goals are meant to represent values that we share and are working toward.

If you are looking for practical tips for getting involved, there are many ways you can be part of the TPB process. The next few pages describe how the region's residents can follow TPB activities, learn about key issues, provide comments, and otherwise get involved in the TPB's work.

### **Get Informed**

There are a variety of ways to stay informed about what is going on at the TPB and in the region. You can attend meetings of the board or one of its subcommittee, read about regional transportation issues through TPB publications, or follow us on social media.

### **TPB MEETINGS**

The TPB meets once a month except in August. The meetings are open to the public for observation and comment and usually take place on the third Wednesday of the month at noon. The TPB's agenda and meeting materials are posted on the website six days before the monthly meeting. Meeting materials, meeting recordings, and a live stream of the meeting can be found at [www.mwcog.org/tpbmtg](http://www.mwcog.org/tpbmtg). Anyone may subscribe to an email list to receive the agenda and materials when they are posted. Subscribe here: [mwcog.org/subscribe/](http://mwcog.org/subscribe/).

### **TECHNICAL SUBCOMMITTEES**

The TPB's subcommittees focus on specific subject matter like public transit, freight, bicycle and pedestrian issues, travel forecasting, and other topics. Subcommittee meetings bring together technical experts from local and state agencies and inform TPB work and processes. To find out more about the subcommittees, visit [mwcog.org/tpbtech](http://mwcog.org/tpbtech).

### **TPB NEWS**

TPB News is a bimonthly newsletter and blog that shares stories and information about what is happening with the TPB and COG's Department of Transportation Planning. TPB News covers issues going before the board, staff work, committee work, how to get involved, and deep dives into various programs and federal requirements. TPB News is one of the best ways to stay in the know about what is happening at the TPB. [mwcog.org/tpbnews](http://mwcog.org/tpbnews)

### **COG WEBSITE**

The website for the Metropolitan Washington Council of Governments, or COG, at [mwcog.org](http://mwcog.org) is home to everything you need to know about the TPB. You can also find TPB News, events and meetings, documents and plans, and more.

## **SOCIAL MEDIA**

Residents who want to get the latest information about TPB activities can follow us on Facebook ([facebook.com/natcapregtpb](https://facebook.com/natcapregtpb)) and Twitter (@natcapregtpb).

## **COMMUNITY LEADERSHIP INSTITUTE**

The CLI is an educational program that encourages community leaders to get involved in transportation-related decision making at all levels. CLI participants learn to be regional transportation leaders by connecting the interests of their local communities, constituencies, and elected officials with the planning issues facing the entire metropolitan Washington region. Learn more about the CLI: [mwcog.org/cli](https://mwcog.org/cli).

## **Follow Major Plans and Programs**

These regional plans and programs are the primary focus of the TPB's work. Residents who want to be involved with the TPB's process will benefit from an understanding of how these plans are developed. Future updates will offer opportunities for public input and will be guided by the strategies and procedures for engagement that are laid out in this participation plan. Information about how to get involved in these planning activities can be found at [mwcog.org/tpb](https://mwcog.org/tpb).

## **VISUALIZE 2045**

Visualize 2045 is the TPB's current federally mandated, long-range transportation plan for the National Capital Region. When it was approved in 2018, the plan represented a new kind of long-range transportation planning effort for our region. For the first time, in addition to including projects that the region's transportation agencies expect to be able to afford between now and 2045, the plan identified aspirational initiatives – projects, programs, and policies – that go beyond financial constraints. The plan is updated every four years. The TPB is scheduled to update Visualize 2045 in 2022. Extensive opportunities for public engagement will be available before its approval. Learn more at [visualize2045.org](https://visualize2045.org).

## **TRANSPORTATION IMPROVEMENT PROGRAM**

The TIP is a federally required document that describes the planned schedule in the next four years for distributing federal, state and local funds for state and local transportation projects. It includes highway projects, rail, bus and streetcar projects, and bicycle and pedestrian improvements, as well as maintenance funds and operational programs. The TPB's FY 2021-2024 TIP contains over 300 project records and more than \$15 billion in funding across the region. The TIP has a public comment period before approval. Every two years there is also a TIP Forum, an open public meeting where the state DOT's share information about their state funding documents.

## **OTHER PLANS AND INITIATIVES**

The TPB is always in the process of updating various plans. Some are focused on specific modes of transportation – such as freight or bicycle and pedestrian needs. Other initiatives focus on specific segments of the region's population, such as planning activities to serve older adults and persons with disabilities. Public engagement in these planning activities can help them become more effective in meeting their desired outcomes.

## Get Involved in the TPB

Once you're informed, there are a variety of ways to be involved in regional transportation issues through the TPB or elsewhere.

### EXPRESS YOURSELF FOR THE RECORD

Present your ideas during the TPB public comment period at the beginning of each board meeting. TPB meetings begin at 12 noon on the third Wednesday of each month (except August). To participate, call (202) 962-3315 or email [TPBComment@mwkog.org](mailto:TPBComment@mwkog.org). Meeting time and place is subject to change. Check the website for updates.

### PUT IT IN WRITING

Send a letter or submit a written statement to key decision makers. You can submit a written statement to the TPB Comment form. You may also send your message by e-mail ([TPBComment@mwkog.org](mailto:TPBComment@mwkog.org)) or regular mail. Letters are made available to all TPB members and become part of the permanent record.

### APPLY TO SERVE ON A TPB ADVISORY COMMITTEE

The TPB has two advisory committees that provide insight from the region's residents. The Citizens Advisory Committee's (CAC) mission is 1) to promote public involvement in transportation planning for the region, and 2) to provide independent, region-oriented citizen advice to the TPB on transportation plans and issues. The Access for All Advisory Committee (AFA) advises the TPB on transportation issues, programs, policies, and services important to low-income communities, minority communities, people with limited English proficiency, people with disabilities, and older adults. The committee raises important issues to determine whether and how these issues might be addressed within the TPB process. You can get information about how to apply to serve on these committees on our website: [mwkog.org/tpbcac](http://mwkog.org/tpbcac) and [mwkog.org/tpbafa](http://mwkog.org/tpbafa).

## Get involved at the state and/or local levels

If you are interested in a specific project or issue, it is often most effective to get involved early in the planning process. Key decisions are often made before they come to the TPB. Many projects are formulated based on local needs. State agencies often determine which projects to pursue. Here are some ways you can have an impact on transportation challenges facing the region outside of the TPB:

- Get information. Contact local, regional, and state transportation planning agencies to ask about projects in which you are interested. Find out how citizens are involved in these projects.
- Get out there. Attend public meetings on projects or plans. These sessions are often advertised in local papers or posted on the Internet by local or state agencies.
- Talk with decision makers. Contact elected officials or the staff at transportation agencies to request information about projects or plans. Find out how citizens can get involved.



- Work with your neighbors. Contact your neighborhood or civic association to see if their members are interested in a particular transportation issue and if they plan to take any action.
- Join a group. Join an organized group that is promoting a specific transportation project or is advocating broad policy changes regarding transportation investments in your community or across the region.

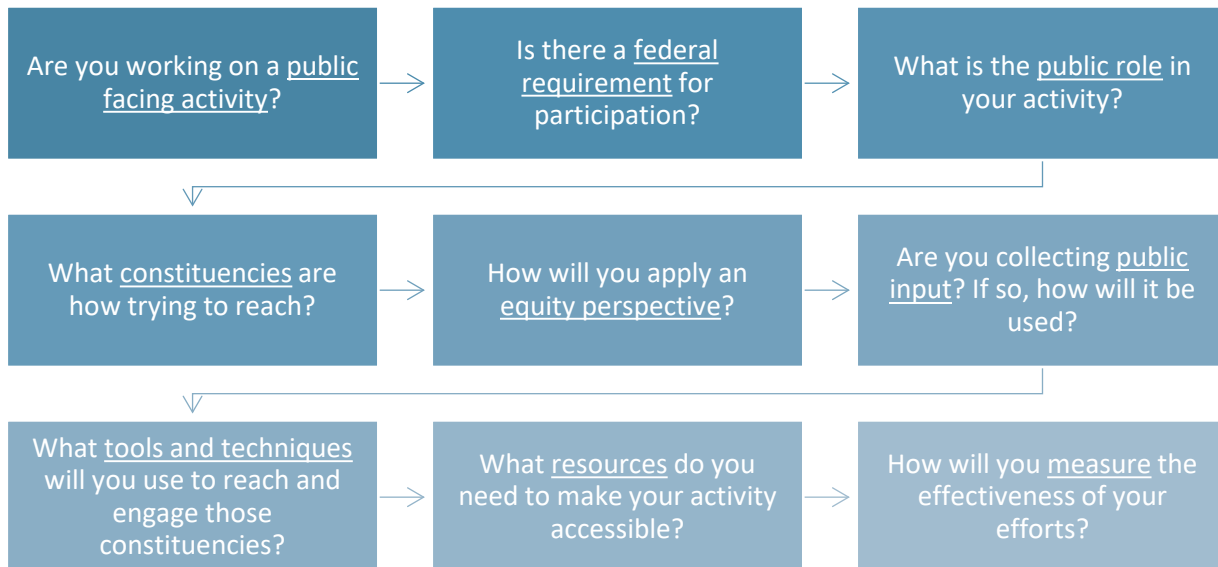
# STAFF GUIDE

The Staff Participation Guide is a tool designed to assist TPB staff as they start work on a new activity. The guide walks staff through a process to help them determine if their work has a public facing component and if it is covered by any federal participation requirements. The workflow described in this chapter also helps staff plan for public participation that is in accordance with the TPB’s Participation Policy and makes sure that the work can reach as many people as inclusively as possible while also collecting meaningful input, building support for TPB plans and programs, and aiding in decision making.

Not all the work led by TPB staff requires direct input from the public, but there is value in being clear about how technical work can inform the public. The TPB process is at its best when technical work, combined with input from an informed public, supports decision making.

## Participation Workflow

This workflow walks staff<sup>2</sup> through a series of questions to ask themselves as they start a new activity. Each question is accompanied by a description and considerations to inform and provide context. The answers to these questions will outline an approach for how staff work with the public in their activity. These questions will also help staff identify material and staffing resources to assist with their activity.



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<sup>2</sup> The staff roles identified in this chapter’s workflow can be broadly defined as follows: “TPB staff” is anyone who is responsible for an activity. “Team Leaders” are the managers who oversee staff who conduct the work outlined in the Unified Planning Work Program, which is the TPB’s work plan. The “Participation Team” are the people who work in communications, outreach, and participation as part of the Plan Development and Coordination Team.

## 1) ARE YOU WORKING ON A PUBLIC FACING ACTIVITY?

Public facing activities include all TPB activities, products, or events that the public has— or should have— the opportunity to review, participate in, or potentially influence. The public that is the audience for these activities may include one or more of the constituencies identified on page 8 of this plan—active participants, community leaders, and the general public.

Examples of public facing activities include one-time events, like webinars, training programs, and public forums. They also include multi-faceted planning projects that offer a variety of opportunities over a period for public information and engagement. Such activities include the development and update of the TPB’s long-range transportation plan, as well as more specialized work such as the Regional Freight Plan or the Enhanced Mobility Program. And most obviously, public facing work includes all materials that are publicly presented for discussion and official action. If staff work is going to be presented to the TPB or committees, then it is considered a public facing activity.

It is important for staff to apply an equity perspective when considering whether TPB work is public facing. TPB activities may affect communities that are hard to reach but have not typically been considered audiences for the TPB’s work. Specifically, it is important for staff to think about and think through how an activity may impact traditionally underserved communities, or populations living in Equity Emphasis Areas.<sup>3</sup> In considering the subsequent steps of this workflow, staff may need to undertake extra efforts to engage hard-to-reach communities.

Not all staff activities are public facing, and in such cases, there is no need for staff to proceed with this workflow. Such work may be purely technical, intended for internal use only, or designed to support larger activities. In other cases, such work may be conducted in collaboration with jurisdiction partners who take the lead on how public input will be framed.

Staff should not assume too quickly that their activities are not public facing. In some cases, TPB activities may indirectly impact the public in ways that are not readily apparent. Even activities that are not public facing may contribute to a plan or activity that does directly impact the public. For that reason, it is important that materials related to these activities are accessible on the COG website. Whenever possible, such materials should attempt to use plain language that is understandable to the public, as well as to elected officials who may not have technical backgrounds.

<b>Are you working on a public facing activity?</b>		
<b>Yes</b>	<b>No</b>	<b>Uncertain</b>
If your work is public facing, or informs a public facing product, proceed to question 2. Take a moment to apply an equity perspective as you make this decision.	If your work is not public facing or does not impact the public, then you do not need to proceed through this workflow.	If you are uncertain whether your work is public facing, then consult with your team leader or a member of the Participation Team.

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<sup>3</sup> Equity Emphasis Areas (EEAs) are small geographic areas with above average concentrations of minority and low-income populations. The EEAs have been approved by the TPB to be the primary tool for regional Environmental Justice analysis.

## 2) IS THERE A FEDERAL REQUIREMENT FOR PARTICIPATION?

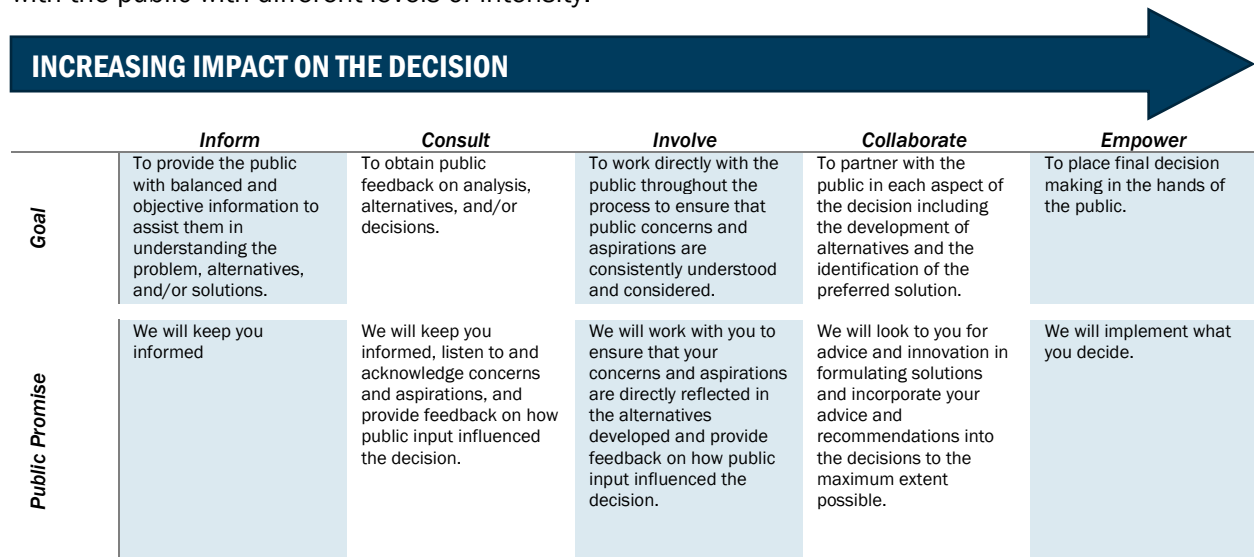
Some of the activities and processes overseen by TPB staff are federally required. These include development of the Long-Range Transportation Plan, currently known as Visualize 2045, and the Transportation Improvement Program, or TIP. See the Federal Guide for information about federal participation requirements.

Federal participation requirements are a starting point for some plans and activities. These requirements typically focus on the length of a public comment period. Staff are encouraged to go beyond these requirements to achieve the Participation Goals.

Is there a federal requirement for participation?		
Yes	No	Uncertain
If your product does have federal requirements for participation, refer to the Federal Guide or Appendix B.  Note those requirements and move on to Question 3.	If your work does not have federal participation requirements, please proceed to Question 3.	If you are uncertain whether there is a federal participation requirement for your work, consult with your team leader or the Participation Team.

## 3) WHAT IS THE PUBLIC ROLE IN YOUR ACTIVITY?

The International Association for Public Participation (IAP2) describes a spectrum for participation<sup>4</sup> that ranges from informing the public, at the most basic level, all the way to empowering the public to shape outcomes, at the most involved. In between these extremes there are opportunities to work with the public with different levels of intensity.



<sup>4</sup> <https://iap2usa.org/cvs>

It is important for staff to decide where on this spectrum their activity fits. This will help set expectations with the public, TPB staff, jurisdiction and agency partners, in addition to committees and the board. Identifying the public role in an activity is important to help determine tools, techniques, and resources that will be utilized as part of the activity.

The three most common levels of participation at the TPB are inform, consult, and involve. If staff believe an activity would benefit from the additional forms of involvement that are identified on the IAP2 table – public collaboration or empowerment – they should talk with the Participation Team and their Team Leader.

### **Inform**

If staff determine the public's role is to be informed, they should focus their efforts on making the information they are sharing accessible. This means they should prepare materials using plain language and in a variety of formats. Visualizations, maps, interactive maps, and videos are just a few of the ways that staff can make their materials accessible as they inform the public.

There are multiple ways to inform the public. These including writing a blog post for TPB News and sharing it in an email newsletter, sharing information through social media, or pursuing traditional media coverage. Informing can also include sending information through TPB member jurisdictions, agencies, and other partners who can widely disseminate data and key messages.

For some activities it is enough to only inform the public and not move on to more active engagement. When informing the public is the primary purpose, staff should think about creative and innovative ways to do that.

### **Consult**

If staff believe the public's role in an activity is consultation, they should focus on how they want to solicit feedback in addition to making sure the information they are sharing is accessible and uses plain language. Feedback can be solicited through public comment periods, focus groups, and via comments on social media and other platforms.

When consulting with the public it is important to be clear at the beginning of the process about the type of feedback that staff is seeking, the length of the opportunity, and how that feedback will be summarized and used to inform decision making. It is also a best practice to share with people who submitted feedback a summary of all feedback received and a description for how it was used in the activity.

### **Involve**

If staff decide to get the public involved in an activity, they should focus on making sure there are multiple opportunities for the public to interact with information and provide feedback. At a minimum, staff should engage the public at the beginning of a process, mid-way through that process, and at the end to demonstrate how feedback has been used to inform decision making and the final product.

When involving the public, TPB staff often call upon the Citizens Advisory Committee and the Access for All Advisory Committee. These committees are comprised of members of the active public who are familiar with the TPB's role in regional transportation planning and have a sophisticated understanding of transportation planning issues.

With regular meeting schedules, these advisory committees are a natural fit for public involvement, however staff are encouraged to look beyond these advisory committees when involving the public, when possible. Thinking about how community leaders and the general public can be involved in a process will help make the public involvement more equitable.

What is the public role in your activity? What level of participation is appropriate?			
Inform	Consult	Involve	Uncertain
If part of your activity is to inform the public, think about the what you'd like the public to know.  Proceed to Question 4.	If you plan to consult with the public, think about which aspects of the activity require or would benefit from consultation.  Proceed to Question 4.	If you plan to involve the public, think about the aspects of your activity that are best suited for regular interactions with the public.  Proceed to Question 4.	If you are uncertain the public role in your activity, then consult with your team leader or a member of the Participation Team.

#### 4) WHAT CONSTITUENCIES ARE YOU TRYING TO REACH?

The Participation Policy describes constituencies with whom the TPB strives to engage on public facing activities. It is important to identify which of these constituencies or combination of constituencies need to learn about or be engaged in a staff activity. To learn more about the Constituencies, consult the Constituencies for Engagement on page 8.

**Active participants** are both knowledgeable about transportation policy issues in general, as well as the TPB's role in the regional transportation planning process. When working with the active public, staff should take the following into consideration:

- Recognize and support the vital contributions of individuals and groups who are already active in the TPB process.
- Utilize the expertise and commitment of the active public (both individuals and groups) to inform the TPB's decision making.
- Support the active public in their efforts to disseminate information about regional transportation planning to their communities.

**Community leaders** have some knowledge of transportation policy issues but may not be familiar with the TPB's role in the regional transportation planning process. When working with community leaders, staff should take the following into consideration:

- Provide information and knowledge about regional transportation issues that will empower community leaders to positively affect transportation decision making at local and state levels.
- Utilize community leaders as conduits to disseminate information about regional transportation issues at a grass roots level.

- Encourage community leaders to get involved in the regional transportation planning process at the TPB.
- Provide opportunities for cross-jurisdictional networking.

**The general public** has an inherent interest in transportation challenges but possesses little direct knowledge of transportation policy issues. When working with the general public, staff should take the following into consideration:

- Make available basic information on regional transportation and land-use challenges to create a more informed public.
- Increase the capacity of the general public to understand transportation and land-use issues so that some of them might become community leaders or active participants.
- Understand that most members of the general public may not have the time or inclination to become more engaged in transportation planning activities. Therefore, outreach activities for interested citizens should focus on basic issues, not planning processes or institutions.

## 5) HOW WILL YOU APPLY AN EQUITY PERSPECTIVE?

The constituencies described in Question 4 are differentiated according to their levels of knowledge and past involvement in the TPB. But when determining how to tailor outreach, it is equally important for staff to consider an equity perspective in deciding how to develop and implement engagement activities.

An equity perspective will sharpen staff's attention on people who have an interest in transportation but may not have been historically engaged by the TPB. Staff need to put extra effort, attention, and resources into reaching out to members of these communities to overcome the lack of effort from the TPB in the past.

In looking through the equity lens, it will be helpful to consider the following:

- Staff should acknowledge past mistakes when working with groups that have been left out of the planning process and voice a commitment to do better.
- Staff should acknowledge barriers to participation and offer accommodations to help overcome those barriers.
- Staff should think about how to adapt their work to make it accessible despite these barriers.
- Staff should recognize that people in this group are part of the constituencies described in the previous step (active participants, community leaders, general public), so the considerations for reaching out to those groups also apply here.

How will you apply an equity perspective to your activity?	
If you have thoughts on how you can apply an equity perspective to the activity share those ideas with your team leader and the Participation Team.	Uncertain
	If you are uncertain about how to apply an equity perspective to your activity, consult with your team leader or a member of the Participation Team.

## 6) ARE YOU COLLECTING PUBLIC INPUT? IF SO, HOW WILL IT BE USED?

The Participation Policy states that public input into TPB work makes its products better. This can only happen if there is a plan for how to incorporate public input into an activity or work product. The decision about collecting public input is related to the public’s role in the activity (Question 3). If the public’s role is primarily to be informed, then there may be no need to collect public input. If the public role is consultation, involvement, or something more extensive, then it is important to plan for collecting, summarizing, and using input.

Before deciding the tools and techniques to use to collect input, staff need to decide when input will be collected. This decision should be informed by the Policy Principles on page 7, which calls upon staff to offer early and ongoing participation. The public’s role in the activity will help determine when and how often public input will be collected. If the public’s role is consultation, then input will likely be collected once toward the end of an activity. However, if the public’s role is involvement, then it is important to collect input early and throughout a process.

Regardless of how often input is solicited, staff should ensure that **adequate time** is built into the outreach process so that staff and decision makers can fully consider the comments received and use that input to potentially make changes in final products and decisions.

Staff also needs to be as **clear as possible about how input will be used**. Of course, until comments are received, it will be hard to know whether and how they might specifically affect final products and decisions. Nonetheless, staff should be as precise as early as possible in describing the ways in which input will be synthesized and potential changes that might result. In some cases, it might be helpful to flag issues or decisions that could be particularly subject to change based on the public input received.

Staff may also want to **highlight ways in which input made and continues to make a difference in engagement activities**. For example, the TPB’s advisory committees have provided comments that have changed key TPB projects and programs, including ongoing regional safety planning and the inception of the Regional Transportation Priorities Plan. More broadly, public forums and workshops have indirectly influenced the course of major plans. For example, concerns about regional growth patterns led to the creation of the Transportation Land-Use Connections (TLC) Program. More recently, the survey and public forums conducted for Visualize 2045 highlighted the public’s desire for more reliability in the transportation system, a theme that was ultimately highlighted in the long-range transportation plan approved in 2018.



When possible, staff should follow up with the public to let them know how their comments and input were used in the final product. Again, such follow-up activity can be time-consuming and therefore, it will require advance planning and must be prioritized. But **closing the loop** with residents who have participated in TPB planning activities will strengthen public support for changes the TPB is seeking to promote and it will encourage individuals and community groups to participate again in future TPB public engagement efforts.

Are you collecting public input? If so, how will it be used?		
Yes	No	Uncertain
If you are collecting public input, think about the format of that input. How will that be input be summarized and shared? How will that input be used?	If your activity does not require input, proceed to Question 6.	If you are uncertain whether you will be collecting public input, or how it will be used, consult with you team leader or the Participation Team.

## 7) WHAT TOOLS AND TECHNIQUES CAN YOU USE TO REACH AND ENGAGE THOSE CONSTITUENCIES?

There are a variety of tools and techniques available to TPB staff as they plan to inform and engage the public. Many of these tools and techniques have been used by staff in the past. New tools and techniques are being developed all the time. Staff should consider the benefits and drawbacks of new tools before moving forward with their use.

The tools and techniques that staff utilize should be responsive to the public’s role in an activity, the constituencies that staff are trying to reach, and whether staff plan to collect public input. The need for responsiveness is especially true as staff are called upon to host more public interactions in online and virtual spaces.

There is no one tool or technique that can be broadly applied to reach all audiences. The most effective approaches to information sharing and engagement with the public use multiple tools and techniques to meet as many people as possible.

Examples of tools and techniques include:

- **Public comment periods** are one of the most basic ways for the public to participate and for staff to collect input. Public comment periods typically last 30 days. During public comment periods the materials are provided online for the public to review. They can then submit their comments via online form or by mail. At the conclusion of the comment period, staff summarize the comments received and write draft responses to comments. Sometimes, these responses are written in collaboration with jurisdiction and agency partners. The staff’s summary and response document is typically shared with the board before a plan or other board action is approved. Although public comment periods are often held towards the end of an activity, they can also occur at the beginning or in the middle of its development.

- **Open or ongoing opportunities to comment** are less formal than a traditional public comment period and can occur via a form on a website or a box in the back of a room during a public meeting. This type of comment is less about soliciting specific input on an activity, and more about creating an opportunity for the public to share general thoughts on an activity or process. Open and ongoing comment opportunities are best suited for supplementing other ways to collect input from the public.
- **Public meetings** provide staff a unique opportunity to share information with and hear back directly from the public in real-time. Public meetings typically start with a presentation that provides context for a planning activity, before proceeding with presentations that dive deeper into activity content. Following this information sharing with the public, there is often an opportunity to collect feedback. This feedback can be collected in a variety of ways, including an open forum in which people queue up and ask questions, dividing the audience into small groups for discussion, or activities in which people interact with the material via maps and other means and provide feedback directly to staff. A variation on a public meeting, called an open house, presents information on posters positioned throughout the room. During the event staff and the public mingle to answer questions and solicit input.
- **Publications** provide information about the TPB process, projects, and programs. Publications can take several forms, from short articles that explain a topic, to more detailed white papers and reports that explore a topic in depth. TPB staff publish reports and white papers via the website, and articles through TPB News. Publications can be printed, but increasingly they are shared in a digital format. Other techniques can be incorporated into publications to make them more accessible, including visualizations and maps. If the public's role is to be informed, then publications can be an effective way to do that. If the public's role is more involved, publications can support other tools and techniques.
- **Multimedia** is another way to provide information about the TPB and its projects and programs. Multimedia includes videos, interactive story maps and webpages, and can include other formats like audio. Multimedia materials support activities by presenting information in a way that may be more accessible to people with different abilities and non-native English speakers.
- **Trainings** provide a more in-depth opportunity to inform the public. Whether conducted online or in person, trainings allow for presentations, discussions, and activities that allow participants to apply what they have learned. One example of a training is the Community Leadership Institute, in which community leaders from across the region come together to learn about transportation planning on the local, state, and regional levels. The institute punctuates presentations with activities through which participants apply what they have just learned. Other examples of trainings include webinars and online workshops.
- **Surveys and polls** are used to collect input from many people. While surveys and polls can be open to the public, they are especially useful if they provide a statistically significant and representative sample of responses.

- **Focus groups** provide an in-depth opportunity to learn about a community's thoughts and opinions on a topic.

Do you know what tools and techniques you can use to reach constituencies?	
Yes	No
Consider who your audience is and what kind of participation you are seeking, and then consider which tools may be best to reach that constituency. Even if you have used a tool in the past reevaluate its effectiveness in reaching your desired audience. It is a good idea to consult with the Participation Team and your team leader before proceeding to make sure resources are available and timing works.	If you don't know what tools and techniques are most appropriate for your activity, consult with your team leader and the Participation Team.

## 8) WHAT RESOURCES DO YOU NEED TO MAKE YOUR ACTIVITY ACCESSIBLE?

Work conducted by TPB staff is often technical and making the concepts and materials accessible to the public requires effort. Reaching out to the public also requires skills and knowledge outside the daily responsibilities of staff. There are TPB staff that specialize in the skills that can be used to assist staff with public facing activities.

If time and budget allow, consultants can also be brought on to assist in public engagement. Staff and consultants can help plan and run an activity, contribute visualizations and maps, design surveys, and conduct outreach, among other things.

To make the most of these additional resources, it is important for staff to identify the need for public engagement and reach out to the people who can help as early in the process as possible. This will ensure that the resources are available and that there is plenty of time to coordinate to ensure timely completion.

The following resources are just some examples of ways that additional staff and consultants can assist with a public facing activity.

- **Assistance with planning and running participation events** – The TPB has conducted a variety of participation events over the years, ranging from basic online webinars to deliberative forums with hundreds of participants and live polling. There are many tasks that go into hosting an in-person or online event. Staff can provide support with scheduling, identifying appropriate audiences, collecting feedback, preparing materials, and more.
- **Facilitating discussions** – Focus groups and targeted interviews can result in high-quality qualitative input. With advance notice, staff or consultants can help staff prepare questions for facilitated discussions, as well as helping to identify appropriate participants and schedule the discussions.

- **Conducting outreach to disadvantaged communities** - It can be challenging to engage people in the region who are not traditionally involved in transportation issues, such as residents with limited English skills or those who do not have reliable access to the Internet. Reaching out to groups beyond the “usual suspects” requires time and skills. If a work activity may impact people or seeks to solicit input from people in these hard to reach groups, it is important to call upon someone who has the skills to help incorporate that group into the activity.
- **Designing graphics and visualizations** – Complex topics can sometimes be easier to understand if they are presented in a visual way. Graphical elements like photographs, charts, timelines, and more can be used to explain projects, processes, and more. For graphics and visualizations to be effective, it is important to have a clear message in mind for a specific audience. Designing graphics and visualizations can take time, and sometimes may require outside help.
- **Developing maps and interactive story maps** – Transportation projects often have a geographical element. Visualizing planned changes to infrastructure and infrastructure improvements can help the public better understand the content of plan or activity. Developing maps takes time and requires data resources, often from jurisdiction partners. Make sure that there is enough time set aside to coordinate with staff to develop maps.
- **Writing, editing, and publishing articles** – One of the most common ways that TPB staff share their work with the public is through articles published in TPB News. These articles, written with plain language, provide a high-level of summary TPB work that is more accessible than memos and technical documents. Staff can provide writing and editing assistance to prepare articles for publishing. The COG Office of Communications may also be able to help raise awareness of an article.
- **Producing videos or other media content** – Videos provide another way to explain complex ideas in an accessible format. Videos can include narration, illustration, and animation to help explain complex or new ideas. Audio is another medium for sharing TPB work. Producing videos and audio can be time consuming and resource intensive.

<b>Do you need additional resources to make your activity accessible?</b>		
<b>Yes</b>	<b>No</b>	<b>Uncertain</b>
If you need additional resources work with your team leader to make sure there is budget available. Also consult with the people you'd like assistance from you make sure they have time and capacity.	If your activity does not require any additional resources, proceed to Question 8.	If you are uncertain whether activity would benefit from utilizing additional resources, consult with your team leader or the Participation Team.

## 9) HOW WILL YOU MEASURE THE EFFECTIVENESS OF YOUR EFFORTS?

Evaluation is necessary for organizational improvement. Taking time to reflect on what went well with an activity and what can be improved is fundamental to becoming more effective over time. During recent certification reviews of the TPB’s planning process, federal partners encouraged staff to develop a more robust evaluation for their participation activities.

This question in the workflow has two steps. Before beginning the activity, staff should think about what success looks like for their activity, and then think about how they will evaluate their activity. Once the activity is completed staff should reflect upon their answers to the evaluation questions and develop recommendations for future activities.

### Before the activity begins

Evaluation starts when planning an activity. The answers to the previous seven questions effectively outline the approach for interacting with the public for an activity. Once those seven questions have been answered, staff need to take a moment to think about what success will look like and how it can be measured.

Topic	Planning Question	Evaluation Question
<b>Constituency</b>	Which policy constituency or constituencies is staff trying to reach for this activity?	Once the activity is completed, how will staff know they've reached this constituency?
<b>Public Role</b>	What is the public's role in the activity?	Once the activity is completed, how will staff know if the public fulfilled that role?
<b>Tools and Techniques</b>	What tools and techniques will staff use to work with the public?	Once the activity is completed, how will staff know if these tools and techniques were effective?
<b>Input</b>	What type of input is staff seeking and how will it be used?	Once the activity is completed, how will staff know that they've received the type of input they sought? Was staff able to use this input as planned?
<b>Equity</b>	How will staff apply an equity perspective in this activity?	Once the activity is completed, how will staff know that it has been equitable?

Staff should set aside the answers to these questions and share them with the Participation Team. They should be used to design the public facing components of their activity. The evaluation questions should be referenced as a guide to ensure that the public activity is going well.

### After the activity is completed

Once an activity is completed, it is important to take a time to conduct an evaluation. Staff should get together with the people that worked on the activity and reflect on the list of planning and evaluation questions.

The discussion should start with a review of expected outcomes that references the answers to the planning and evaluation questions recorded before the activity began.

The discussion should proceed with an overview of what happened. Staff should compare the results of the activity against the expected outcomes and ask themselves: What went well? How can future success be built upon what went well? What didn't work as expected? And what could be improved?

Beyond the benefits of reflection, the purpose of this discussion is to identify recommendations for future activities and to identify lessons learned for things that should be avoided.

Documenting and sharing this discussion with staff will help to ensure that staff are always working to improve the efficiency and effectiveness of their public participation.

## Participation Evaluation

In addition to evaluating individual participation activities, more comprehensive evaluations of the TPB's public engagement activities will occur on a regular basis. These will include an annual Public Participation Impact Statement and a third-party review, which will occur every four years.

### REGULAR EVALUATION

Once a year, the Participation Team will prepare a Public Participation Impact Statement that will evaluate participation activities over the year. This statement will be shared with the advisory committees, the Technical Committee, and the board. By documenting and evaluating participation activities and sharing them with key stakeholders, these statements will demonstrate both staff efforts to improve the effectiveness of their public interactions and staff commitment to approaching public participation from an equity perspective.

The Public Participation Impact Statement will summarize the evaluation summaries written for each participation activity and include data about communications activities to support participation, a summary of social media engagements, and a summary of unsolicited comments received. This statement will also include a preview of anticipated activities in the follow six-month period.

The participation impact statements will be timed to inform the annual development of the Public Involvement Program Element of the Unified Planning Work Program (UPWP).

### QUADRENNIAL EVALUATION

Every four years, staff will engage consultants to conduct an in-depth evaluation of participation activities. The timing of this evaluation should be scheduled to inform future updates of the Participation Plan and major participation activities like updates to the long-range transportation plan.

## FEDERAL GUIDE

Many of the TPB's planning activities have their origins in federal law and regulation. The TPB is designated under federal law as a Metropolitan Planning Organization or MPO. Among other things, MPOs are required to develop long-range transportation plans (in our region, that plan is currently called Visualize 2045) and Transportation Improvements Programs (TIPs).

Public participation requirements are part of the federal rules guiding these core planning functions, as well as others. Key elements of those requirements are described below. Appendix B includes the statutory and regulatory language behind these requirements.

The TPB and its staff are committed to meeting these requirements.

### Metropolitan Planning Organizations

Federal law requires each metropolitan region with a population of more than 50,000 residents to designate a metropolitan planning organization (MPO) to develop transportation plans for the region. For Metropolitan Washington, the TPB is our region's MPO. The law requires each MPO to create a public participation plan for providing the public a reasonable opportunity to be involved in the transportation planning process.

### Transportation Legislation and Regulations

Section 134 of title 23, United States Code, amended by the most recent federal transportation reauthorization act, Fixing America's Surface Transportation (FAST) Act, includes provision for public participation in the development of transportation plans.

Federal regulations, which elaborated on the FAST Act, specify that the planning process should meet certain standard, at a minimum. Those standards are summarized below and quoted in Appendix B:

- **Adequate time:** Provide adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the long-range transportation plan and the TIP.
- **Access to information:** Provide timely notice and reasonable access to information about transportation issues and processes.
- **Visualization:** Employ visualization techniques to describe long-range transportation plans and TIPs.
- **Internet postings:** Make public information (technical information and meeting notices) available on the internet and through other electronic means.



- **Convenient & accessible meetings:** Hold public meetings at convenient and accessible locations and times.
- **Demonstrated consideration of comments:** Demonstrate explicit consideration and response to public input received during the development of the long-range transportation plan and the TIP.
- **Underserved communities:** Seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services.
- **Follow-up comment opportunities:** Provide an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and “raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts.”
- **Work with the states:** Coordinate with the statewide transportation planning public involvement and consultation processes.
- **Evaluation:** Periodically review the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.
- **Documentation of comments:** Develop a summary, analysis, and report on the comments received and how they were considered as part of the development of the long-range transportation plan and the TIP.

Federal regulations also require the planning process to provide reasonable opportunity for interested parties to be involved in the metropolitan planning process. The regulations specify these interested parties as follows:

- Individuals
- affected public agencies
- representatives of public transportation employees
- public ports
- freight shippers
- providers of freight transportation services

- private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program)
- representatives of users of public transportation
- representatives of users of pedestrian walkways and bicycle transportation facilities
- representatives of the disabled
- other interested parties

More specifically, the regulations say that in developing long-range transportation plans and TIPs, MPOs should consult with and, whenever possible, coordinate with agencies and officials responsible for other planning activities within the metropolitan planning area that are affected by transportation, including:

- state and local planned growth
- economic development
- tourism
- natural disaster risk reduction
- environmental protection
- airport operations
- freight movements

For direct text from relevant federal laws and regulations, see Appendix B.

## Other Laws and Regulations

Other key federal laws and regulations provide guidance for the TPB's public participation process. They are summarized below. Direct excerpts from these laws and regulations are provided in Appendix B.

### **TITLE VI: NONDISCRIMINATION IN FEDERALLY FUNDED PROGRAMS**

Title VI of the Civil Rights Act of 1964 and its amendments (Title VI) prohibit excluding people from participating in or being discriminated in any federally funded program or activity on the basis of race, color, or national origin. Other federal laws further expand legal protection from discrimination,

including the Federal aid Highway Act of 1973, the Age Discrimination Act of 1975, the Rehabilitation Act of 1973, and the Americans with Disability Act of 1990.

## **ENVIRONMENTAL JUSTICE**

Executive Order 12898 in 1994 reinforced the provisions of Title VI and expanded its provisions to environmental justice for the environmental and health conditions in minority and low-income communities. Executive Order 12898 provides: “Each federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations.”

## **PERSONS WITH LIMITED ENGLISH PROFICIENCY**

Executive Order 13166 requires improved access to federal programs for people who are limited in their English proficiency. The order requires federal agencies to provide assistance to federal fund recipients to provide reasonable access to those users of federal programs with limited English proficiency.

## **NONDISCRIMINATION**

This Participation Plan identifies and describes the TPB’s policies and approach for inclusive public participation and ensures access to the transportation planning process for low-income and minority populations.

COG and the TPB are committed to assuring that no person shall, on the grounds of race, color, national origin, or sex, as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 (PL 100.259), be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination under any program or activity.

COG further assures that every effort will be made to ensure nondiscrimination in all of its programs and activities whether those programs and activities are federally funded or not. COG and TPB’s nondiscrimination policies and practices apply to not only the population groups included under the Title VI of the Civil Rights Act of 1964 (people of all races, colors, national origin, and genders) but also to people with disabilities, those with low-incomes, persons with limited English proficiency, and people of all ages and ethnicities.

The COG Board of Directors’ “Title VI Plan to Ensure Nondiscrimination in all Programs and Activities” was developed to document the efforts COG undertakes on a continual basis to ensure compliance with Title VI and related statutes regarding nondiscrimination and environmental justice. The Plan includes a Title VI Policy Statement, Title VI Assurances, organization and compliance responsibilities, nondiscrimination complaint procedures. It also describes how the TPB ensures that Title VI requirements, including Environmental Justice considerations, are met.

Because COG acts as the administrative agent for the TPB, the Title VI Plan applies to the TPB as well. As a matter of long-standing TPB policy and a requirement of federal law, the regional transportation planning process must make special efforts to consider the concerns of traditionally underserved communities, including low-income and minority communities and people with disabilities.

## Putting Federal Requirements in Context

Meeting federal requirements is essential. The metropolitan planning process that the TPB undertakes on a continuing basis has its origins in federal law and regulation. Continued funding for this process is contingent upon this process is contingent upon the faithful implementation of these federal laws and regulations.

However, federal participation requirements are just a starting point for plans and activities. They do not prohibit more extensive participation activities that are specifically tailored to our regional needs. As described throughout this document, the TPB is committed to a robust course of action in implementing participation practices that not only meet federal requirements, but seek to make our regional transportation system more responsive to the needs of our residents today and for decades to come.

# APPENDIX A: PUBLIC COMMENT PERIODS & COMMENT POLICIES

For items on which the TPB will formally act by way of vote, the TPB will share information about the proposed action items and will seek input.

## PUBLIC COMMENT PERIODS

Public comment periods will be governed by the following procedures:

- For federally **required plans and programs**, including Long-Range Transportation Plan, Transportation Improvement Program (TIP), the Public Participation Plan, associated air quality conformity analyses, and other documents, the following procedures are conducted, per federal requirements, at a minimum:
  - The length of public comment periods will be as follows:
    - A period of at least 45 days prior to the approval of the Public Participation Plan;
    - A period of at least 30 days prior to the approval of all other federally required plans and programs.
  - Development and consideration of written responses to comments received.
  - The TPB shall provide an additional opportunity for public comment if the final CLRP or TIP differs significantly from the version that was made available for public comment by the TPB and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts.
  - When significant written and oral comments are received on the draft Long-Range Transportation Plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93), a summary, analysis, and report on the disposition of comments shall be made as part of the final Long-Range Transportation Plan and TIP.
- For **major regional plans and policy** documents that are not specifically governed by federal requirements, the following procedures are followed:
  - Public comment period of at least 30 days prior to the approval of documents.
  - Development and consideration of written responses to comments received.
  - The TPB shall provide an additional opportunity for public comment, if the final plan or policy document differs significantly from the version that was made available for public comment by the TPB and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts.

- For other Action Items before the TPB, the following participation procedures will be conducted at a minimum:
  - Materials will be posted electronically (on the TPB website and announced by email notification) six days before the TPB meeting.
  - Materials will be reviewed at the TPB Technical Committee by representatives from regional jurisdictions.

## **ONGOING OPPORTUNITIES TO COMMENT**

For other items and activities, the TPB provides an opportunity for public comment via mail, email, and on the TPB website. The TPB also provides access to documents in advance of all meetings to provide an opportunity to comment.

To ensure that reasonable public access is provided to technical and policy information used in the TPB process, members of the public will be invited to review reports and other technical information (other than proprietary software or legally confidential data).

The TPB will encourage dissemination of information through the following means:

- Post all publicly available TPB documents on the TPB website, and otherwise seek opportunities to make suitable reports and technical information available through the TPB website.
- Distribute relevant reports and technical information free of charge at meetings of the TPB and its committees and subcommittees.

## **OPEN PUBLIC MEETINGS**

The TPB will invite members of the public to participate in the review of technical work programs and analysis through attendance at meetings of the TPB Technical Committee and other TPB subcommittees, and at regular monthly meetings of the TPB.

To ensure that meetings are open, the TPB will:

- Dedicate a period of time at the beginning of each TPB meeting for public comment by interested citizens and groups on transportation issues under consideration by the TPB and provide follow-up acknowledgment and response as appropriate.
- Provide at least one formal public meeting during the development process for the TIP.
- Provided through participation in these meetings, concerns and issues on such technical work can be raised formally with the TPB either through the Citizens Advisory Committee (CAC) or during the public comment period provided at each TPB meeting.

- When possible, all meetings will occur at the MWCOG offices located at 777 N. Capitol St NE. These facilities are ADA-compliant, provide assisted hearing technology, and are accessible by fixed-route transit.

# APPENDIX B: FEDERAL LAW & REGULATIONS

## METROPOLITAN PLANNING ORGANIZATIONS

Federal law requires each metropolitan region with a population of more than 50,000 residents to designate a metropolitan planning organization (MPO) to develop transportation plans for the region. MPOs must develop long-range transportation plans and transportation improvement programs through a performance-driven, outcome-based approach to planning. The law also requires each MPO to create a public participation plan for providing the public a reasonable opportunity to be involved in the transportation planning process.

United States Code, 23 U.S.C. 134, 23 U.S.C. 150, 49 U.S.C. 5303; Code of Federal Regulations, 23 CFR §§450.310, 450.316

## TRANSPORTATION LEGISLATION AND REGULATIONS

Section 134 of title 23, United States Code, amended by the federal transportation reauthorization act, Fixing America's Surface Transportation (FAST) Act, includes provision for public participation in the development of a transportation plan. The FAST Act requires participation by interested parties, specifically:

Each metropolitan planning organization shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan.

23 U.S.C. 134(i)(6)(A).

Federal regulations elaborate on the FAST Act's public participation requirements and define the requirements for a public participation plan:

- (a) The MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.
  - (1) The MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:
    - (i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;



- (ii) Providing timely notice and reasonable access to information about transportation issues and processes;
  - (iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;
  - (iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;
  - (v) Holding any public meetings at convenient and accessible locations and times;
  - (vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;
  - (vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;
  - (viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;
  - (ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and
  - (x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.
- (2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93, subpart A), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.
- (3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.
- (b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, the MPO shall develop the metropolitan transportation plans and TIPs with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:
- (1) Recipients of assistance under title 49 U.S.C. Chapter 53;
  - (2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and
  - (3) Recipients of assistance under 23 U.S.C. 201-204.
- (c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.

- (d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.
- (e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under §450.314.

Code of Federal Regulations, 23 CFR §450.316.

## **TITLE VI: NONDISCRIMINATION IN FEDERALLY FUNDED PROGRAMS**

Title VI of the Civil Rights Act of 1964 and its amendments (Title VI) prohibit excluding people from participating in or being discriminated in any federally funded program or activity on the basis of race, color, or national origin. Other federal laws further expand legal protection from discrimination, including the Federal aid Highway Act of 1973, the Age Discrimination Act of 1975, the Rehabilitation Act of 1973, and the Americans with Disability Act of 1990.

Civil Rights Act of 1964, 42 U.S.C. 200

## **ENVIRONMENTAL JUSTICE**

Executive Order 12898 in 1994 reinforced the provisions of Title VI and expanded its provisions to environmental justice for the environmental and health conditions in minority and low-income communities. Executive Order 12898 provides:

Each federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations.

Executive Order 12898, Federal Actions To Address Environmental Justice in Minority Populations and Low-Income Populations (1994).

## **PERSONS WITH LIMITED ENGLISH PROFICIENCY**

Executive Order 13166 requires improved access to federal programs for people who are limited in their English proficiency. The order requires federal agencies to provide assistance to federal fund recipients to provide reasonable access to those users of federal programs with limited English proficiency.

Executive Order 13166, Improving Access to Services for Person with Limited English Proficiency (2000).

# APPENDIX C: TPB EQUITY RESOLUTION

TPB R1-2021  
July 22, 2020

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
777 NORTH CAPITOL STREET, NE  
WASHINGTON, DC 20002

## RESOLUTION TO ESTABLISH EQUITY AS A FUNDAMENTAL VALUE AND INTEGRAL PART OF ALL TRANSPORTATION PLANNING BOARD'S WORK ACTIVITIES

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB) has been designated as the Metropolitan Planning Organization for the Washington Metropolitan Area by the Governors of Maryland and Virginia and the Mayor of the District of Columbia; and

**WHEREAS**, the work of the TPB has been guided by its policy documents starting with the TPB Vision statement through the Visualize 2045 Aspirational Initiatives, which emphasize multi-modal, affordable, and safe mobility options to promote prosperity, accessibility, livability, and sustainability throughout the region, as espoused in COG's Region Forward Vision; and

**WHEREAS**, the TPB Vision, adopted in 1998, embraced equity as a key principle by, among other things, calling for a transportation system that would "provide reasonable access at reasonable cost to everyone in the region"; and

**WHEREAS**, the TPB in 2017 identified Equity Emphasis Areas, which are geographically defined places in the region with high concentrations of minority and low-income populations that should receive focused attention for transportation analysis and planning, at both the regional and local levels; and

**WHEREAS**, the TPB as part of its long-range plan development, uses the Equity Emphasis Areas as part of an Environmental Justice analysis to examine the impacts of the region's transportation investments on minority and low-income population groups; and

**WHEREAS**, the TPB promotes transportation projects and programs in disadvantaged communities by giving focused attention to programs including TPB's Equity Emphasis Areas, Transportation/Land Use Connections and Transportation Alternatives; and

**WHEREAS**, the TPB seeks the input of traditionally underserved population groups through its Access for All Advisory Committee and its Citizens Advisory Committee; and

**WHEREAS**, the TPB believes equity is a fundamental value defined as the commitment to promote fairness and justice in the development and implementation of projects, programs and policies, achieved when all people are fully able to participate in the region's economic vitality, contribute to its readiness for the future, and connect to the region's assets and resources, and;

**WHEREAS**, the TPB member governments and agencies are increasingly committing to intentionally consider equity when making policies or delivering programs and services; and

**WHEREAS**, the TPB condemns inequitable treatment of any group of people, on any basis, and reaffirms its commitment to equity in all aspects of transportation planning and programming; and

**WHEREAS**, the TPB recognizes the history of racism in our country and how it has led to current day disparities in education, job attainment, housing, healthcare, and transportation access, as well as disproportionate incarceration rates for Black and Brown members of our communities, among other negative impacts; and

**WHEREAS**, the TPB recognizes that racial inequities have become institutionalized in the policies and practices of many agencies, governmental and otherwise; and

**WHEREAS**, the TPB condemns racial discrimination and inequity and commits to being non-racist, and significantly, also commits the TPB to actively oppose racism;

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

The TPB and its staff commit that our work together will be anti-racist and will advance equity including every debate we have, and every decision we make as the region's MPO; and

The TPB affirms that equity, as a foundational principle, will be woven throughout TPB's analyses, operations, procurement, programs, and priorities to ensure a more prosperous, accessible, livable, sustainable, and equitable future for all residents; and

We recognize past actions that have been exclusionary or had disparate negative impacts on people of color and marginalized communities, including institutionalized policies and practices that continue to have inequitable impacts today, and we commit to act to correct such inequities in all our programs and policies.

**Adopted by the National Capital Region Transportation Planning Board on July 22, 2020**

## APPENDIX D: ACCOMMODATIONS POLICY

It is the policy of the Metropolitan Washington Council of Governments (COG) to provide equal access for individuals with disabilities and those with limited English skills to programs, meetings, publications, and activities. Reasonable accommodations will be provided by COG upon request with reasonable advance notice. Reasonable accommodations may include translation services, modifications or adjustments to a program, publication, or activity to enable an individual with a disability or someone who does not speak English to participate. Examples include:

- Providing sign language interpreters or other language translation services. COG will make reasonable efforts to accommodate requests. This assumes COG is given adequate time to secure those services and services in a particular language are available within the requested time period;
- Providing meeting materials in alternative formats (such as translated materials in languages other than English, large print or electronic copies);
- Providing tables that are suitable for people using electric wheelchairs;
- Alerting security staff that persons with disabilities will need assistance to the meeting room;
- Alerting garage attendants that a person with a disability will need accessible parking spaces;
- Offering individuals, the ability to participate in meetings through conference calls and other accommodations, as necessary.

### Meetings and Events

Translation services in sign language and languages other than English are available upon request with reasonable advance notice for meetings that are open to the public. Other accommodations, such as special seating requirements, can also be arranged. Please allow up to seven (7) business days to process your request. COG will make reasonable efforts to accommodate requests. This assumes COG is given adequate time to secure those services and services in a particular language are available with the requested time period.

### Publications

Most publications are available on the website. Alternative formats of publications, including translated documents, are also available upon request. Please allow up to seven (7) business days to process your request.

## Advance Notice Requested for Interpreting or CART Services

An individual needing a sign language interpreter, translator, or Communication Access Real-time Translation (CART) service to participate in a meeting or event should request the interpreter service at least seven (7) days in advance of the event. If the event is more than 12 interpreting hours, such as a two day conference, COG asks that the request be made 14 days in advance. Late requests will be handled based upon the availability of service(s).

### To make a request:

Phone: (202) 962-3300

TDD: (202) 962-3213

Email: accommodations@mwcog.org

To read the Accommodations Policy in different languages, visit ([mwcog.org/accommodations/](http://mwcog.org/accommodations/)). It is available in the following languages:

Spanish – Español

French – Français

Korean – 한국의

Vietnamese - tiếng Việt

Amharic - አማርኛ

Chinese -中国

We welcome comments on how to improve accessibility for users with disabilities. Please email us with suggestions.

## Finding Alternative Formats of COG Publications

Publications can be found on the COG website in a variety of ways:

### ON THE DOCUMENTS PAGE

Visit the Documents page to view publications in a variety of ways, including alphabetical and chronological order.

### ON COMMITTEE PAGES

If you are looking for an agenda, report, letter, presentation, or other document from one of COG's committees, visit the Committees page. This page links to individual committees where you can find publications and meeting materials associated with that committee.

### BY SEARCH

The search box found in the website header allows you to find publications using a variety of categories.

For additional assistance in finding specific publications, email the Office of Communications or call (202) 962-3300.

## **ITEM 9 – Information**

September 16, 2020

### Performance Based Planning and Programming – Transit Safety Draft Targets

**Background:**

The board will be briefed on the draft regional targets for transit safety performance measures, including fatalities, injuries, safety events, and system reliability, as required under the federal performance based planning and programming (PBPP) rulemaking for public transportation providers and MPOs. The board will be asked to approve the regional targets at its November meeting.







**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Eric Randall, TPB Transportation Engineer  
**SUBJECT:** Performance-Based Planning and Programming (PBPP) Regional Transit Safety Targets - DRAFT  
**DATE:** September 10, 2020

This memorandum provides an update on implementation of the federal performance-based planning and programming (PBPP) target-setting requirements under the federal surface transportation act (Fixing America’s Surface Transportation Act, or FAST Act) for the area of transit safety. Applicable providers of public transportation are required to adopt targets for four performance measures, following which metropolitan planning organizations (MPOs) are required to establish overall transit safety targets for their planning area.

**TRANSIT SAFETY RULEMAKING**

The Public Transportation Agency Safety Plan (PTASP) final rule was issued on July 19, 2018. The issuance of this final rule served as a capstone for a collection of rules making up the Public Transportation Safety Program, including the National Public Transportation Safety Plan Rule which defined the four transit safety performance measures for which providers of public transportation and MPOs have to set targets.

The PTASP final rule had an effective date of July 19, 2019, with another year for implementation. The rule applies to providers of public transportation that are recipients and sub-recipients of FTA Section 5307 funding and that fall under the safety jurisdiction of the Federal Transit Administration (FTA). Applicable providers of public transportation were required to develop Public Transportation Agency Safety Plans, which include the process and procedures for implementing Safety Management Systems (SMS), and certify their safety plan by July 20, 2020. In addition, they were required to set initial targets for the four transit safety measures by July 20, 2020 (thereafter annually), following which the MPO must set transits safety targets for the metropolitan planning area within 180 days.

<b>Transit Safety Performance Measures</b>	
<b>Fatalities</b>	Total number of reportable fatalities and the rate per total vehicle revenue miles by mode
<b>Injuries</b>	Total number of reportable injuries and the rate per total vehicle revenue miles by mode
<b>Safety Events</b> (Collisions, derailments, fires, or life safety evacuations)	Total number of reportable events and the rate per total vehicle revenue miles by mode
<b>System Reliability</b>	Mean distance between major mechanical failures by mode

In response to the COVID-19 pandemic, on April 23, 2020 the FTA announced that it would give providers of public transportation more time to meet the requirements of the PTASP regulation. The regulation set July 20, 2020 as the deadline for providers of public transportation to certify that they have established a compliant agency safety plan. FTA announced it would provide relief by refraining from taking any enforcement action until December 31, 2020 against providers that are unable to meet the July 20, 2020 deadline.

## **TRANSIT SAFETY FOR THE NATIONAL CAPITAL REGION**

The following providers of public transportation in the region are required to set transit safety targets in accordance with the PBPP requirements. These targets are required for each mode operated by the provider, including heavy rail, streetcar, commuter bus, bus, and paratransit (demand response).

Regional recipients of FTA Section 5307 funding and the modes they operate

- WMATA: Metrorail, Metrobus, MetroAccess
- DDOT: DC Circulator, DC Streetcar
- MDOT-MTA: MTA Commuter Bus
- PRTC OmniRide: commuter bus, local bus, and paratransit

Regional sub-recipients of FTA Section 5307 funding

- VanGo (Charles Co.)
- TransIT (Frederick Co.)
- Ride On (Montgomery Co.)
- The Bus (Prince George's Co.)

Note that while local bus systems in Suburban Maryland are sub-recipients of FTA funds through the State of Maryland's Locally Operated Transit systems (LOTS) funding programs, the local bus systems operated by jurisdictions in Northern Virginia do not receive federal funds and the PTASP rule is not applicable to them. In addition, commuter rail systems including MARC and VRE have their safety regulated by the Federal Railroad Administration (FRA) and the PTASP rule does not apply to them.

## **CALCULATION OF REGIONAL SAFETY TARGETS**

Targets for the region are based on those adopted – or still preliminary – by each provider of public transportation. Measures are calculated for each mode:

- Number of Fatalities/Serious Injuries/Incidents – total number for all providers of that mode.
- Rate of Fatalities/Serious Injuries/Incidents – total number for all providers of the mode divided by the total number of Vehicle Revenue Miles (VRM) for that mode (reported in rate per 100,000 VRM). VRM are the miles that vehicles are scheduled to or actually travel while in revenue service.
- Mean Distance Between Failure (MDBF) – the total number of VRM for that mode divided by the total number of failures for all providers of the mode.

## REGIONAL TRANSIT SAFETY TARGETS – DRAFT

Based on the targets adopted or in the process of being adopted by each provider of public transportation, the following set of transit safety targets is proposed as draft targets for the region.

### 2020 Regional Transit Safety Targets – DRAFT – as of September 10,2020

	Fatalities		Serious Injuries		Safety Events		Reliability
	Number	Rate	Number	Rate	Number	Rate	MDBF
Heavy Rail (HR)*	0	0	324	0.38	95	0.11	7,000
Streetcar Rail (SR) **	0	0	3	2.28	2	3.80	10,000
Urban Bus (MB)*	0	0	452	0.74	602	0.98	21,645
Commuter Bus (CB)	0	0	12	0.19	185	3.00	11,593
Demand Response (DR)	0	0	69	0.00	207	0.97	48,422

Rate - Per 100,000 Vehicle Revenue Miles

\* Includes preliminary measures not yet finalized by a provider

\*\* Placeholder for Streetcar Rail based on data from previous years





FEDERAL TRANSIT ADMINISTRATION

# Public Transportation Agency Safety Plan Informational Guidance | Roles & Responsibilities 5/30/19

## Background

FTA and FHWA published the final rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning on May 27, 2016. On July 19, 2018, FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). The rule applies to all operators of public transportation systems that are recipients and sub-recipients of federal financial assistance under the Urbanized Area Formula Program (49 U.S.C. § 5307) and all rail transit operator recipients. FTA is deferring applicability of this requirement for operators that only receive funds through FTA's Enhanced Mobility of Seniors and Individuals with Disabilities Formula Program (Section 5310) and/or Rural Area Formula Program (Section 5311).

## Metropolitan Planning Agreements

MPOs should initiate discussions with transit agencies, state DOTs and planning partners to update their Metropolitan Planning Agreements, per 23 C.F.R. § 450.314. This presents an opportunity for the MPO and its planning partners to clarify roles and responsibilities for developing and sharing performance data, setting performance targets, reporting of targets, and tracking progress towards meeting targets, through a formal agreement.

## Establish Transit Safety Targets for Metropolitan Planning Areas

The MPO is required to set performance targets for each performance measure, per 23 C.F.R. § 450.306. Those performance targets must be established 180 days after the transit agency established their performance targets. Transit agencies are required to set their safety performance targets by July 20, 2020. In accordance with 49 U.S.C. 5303(h)(2)(B) and 5304(d)(2)(B), each State and transit agency must make its safety performance targets available to States and Metropolitan Planning Organizations to aid in the planning process. 49 C.F.R. § 673.15(b) requires, to the maximum extent practicable, a State or transit agency to coordinate with States and Metropolitan Planning Organizations in the selection of State and MPO safety performance targets.

## Performance Measures in Transportation Improvement Programs (TIP) and Metropolitan Transportation Plans

MPOs are required to reference the safety performance targets and agency safety plans in their TIPs and Metropolitan Transportation Plans updated or amended after July 20, 2021. The planning products must include a description of the performance measures and performance targets used in assessing the performance of the transportation system, for transit asset management, safety, and the FHWA performance measures. This should also include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.



FEDERAL TRANSIT ADMINISTRATION

## Timeline for Public Transportation Agency Safety Plan

July 19, 2018:

- Public Transportation Agency Safety Plan (PTASP) Final Rule is published

July 20, 2019:

- PTASP Final Rule becomes effective

July 20, 2020:

- Transit providers subject to the PTASP final rule are required to have their certified agency safety plans in place, which includes safety performance targets, and share the targets with their MPO and State
- For small public transportation providers, a State must certify compliance unless the provider opts to draft and certify its own agency safety plan.

January 20, 2021 (or no more than 180 days after receipt of the agency safety plan from public transportation providers):

- MPOs are required to set their initial transit safety targets

July 20, 2021:

- Specific written provisions for the transit safety measure are jointly agreed upon and adopted by the MPO(s), State(s), and providers of public transportation
- The MPO reflects the transit safety measures and targets in all MTPs and TIPs updated or amended after this date



# 2020 TRANSIT AGENCY SAFETY TARGETS – DRAFT

## Performance-Based Planning and Programming

Eric Randall  
TPB Transportation Engineer

Transportation Planning Board  
September 16, 2020



# Presentation Items

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- Performance Based Planning Programming
- Transit Agency Safety Plans Rule
- Transit Safety Performance Measures
- Applicability
- 2020 Regional Transit Safety Targets - **DRAFT**
- Next Steps



# Performance Based Planning and Programming

- Under MAP-21 and reinforced in the FAST Act, federal surface transportation regulations require the implementation of performance based planning and programming (PBPP) by State DOTs, MPOs, and providers of public transportation  
*“transition to a performance-driven, outcome-based program that provides for a greater level of transparency and accountability, improved project decision-making, and more efficient investment of federal transportation funds.”*
- State DOTs, MPOs, and providers of public transportation must link investment priorities to the achievement of performance targets (and included in the TIP and long-range plan)



# Federal PBPP Performance Areas

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- Federal PBPP process requires State DOTs, MPOs and providers of public transportation to set targets (annually or every two/four years) for 26 performance measures
  - Highway Safety
  - Highway Assets (Pavement and Bridge Condition)
  - Highway System Performance (Reliability, Freight, CMAQ Program)
  - Transit Assets
  - Transit Safety



# Final Rule – Transit Agency Safety Plans

- Federal PBPP rulemaking (July 2018) requires applicable providers of public transportation to develop and certify an agency safety plan
- Applicable transit operators are required to annually set targets for four (4) Transit Safety performance measures, initially in July 2020
  - Due to the pandemic, the Federal Transit Administration (FTA) has “suspended enforcement” of the rule through December 31, 2020
- MPOs have 180 days following to adopt Transit Safety targets for their metropolitan planning area (i.e., regional targets)



# Transit Safety Performance Measures

	Performance Measures
<b>Fatalities</b>	Total number of reportable fatalities and the rate per total vehicle revenue miles by mode
<b>Injuries</b>	Total number of reportable injuries and the rate per total vehicle revenue miles by mode
<b>Safety Events*</b>	Total number of reportable events and the rate per total vehicle revenue miles by mode
<b>System Reliability</b>	Mean distance between major mechanical failures by mode

\* Collisions, derailments, fires, or life safety evacuations



# Applicable Transit Agencies

- Requirement applies to providers of public transportation that are recipients and sub-recipients of federal Section 5307 funding that are under FTA safety regulation
  - WMATA: Metrorail, Metrobus, MetroAccess
  - DDOT: DC Circulator, DC Streetcar
  - MDOT-MTA: MTA Commuter Bus
  - PRTC: OmniRide bus and paratransit
  - and local bus systems in Suburban Maryland:
    - VanGo (Charles Co.)
    - TransIT (Frederick Co.)
    - Ride On (Montgomery Co.)
    - The Bus (Prince George's Co.)

*Does not apply to Northern Virginia agencies*



# 2020 Regional Transit Safety Targets - **DRAFT**

**Draft** targets for the region are based on each agency's adopted or preliminary measures for each mode

Mode	Fatalities		Serious Injuries		Safety Events		Reliability
	Number	Rate	Number	Rate	Number	Rate	MDBF
Heavy Rail (HR)*	0	0	324	0.38	95	0.11	7,000
Streetcar Rail (SR) **	0	0	3	2.28	2	3.80	10,000
Urban Bus (MB)*	0	0	452	0.74	602	0.98	21,645
Commuter Bus (CB)	0	0	12	0.19	185	3.00	11,593
Demand Response (DR)	0	0	69	0.00	207	0.97	48,422

Rate - Per 100,000 Vehicle Revenue Miles      MDBF = Mean Distance Between Failures

\* Includes preliminary measures not yet finalized by a transit agency

\*\* Placeholder for Streetcar Rail based on data from previous years



# Next Steps

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- Take any comments on draft regional transit safety targets
- October – Anticipate the completion of formal adoption of agency targets by all transit agencies in the region
- November 18 – TPB adopt final regional transit safety targets



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National Capital Region  
**Transportation Planning Board**



## **ITEM 10 – Information**

September 16, 2020

### **TPB’s Long-Range Transportation Plan, Visualize 2045: Implementation and 2022 Plan Update**

**Background:**

Staff will brief the board on the TPB site visits to support implementation of Visualize 2045. Staff will also provide information about the 2022 plan update including the timeline, planning activities, and public outreach.





## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Stacy Cook, TPB Transportation Planner  
**SUBJECT:** TPB Quadrennial Long-Range Transportation Plan: schedule for 2022 update  
**DATE:** September 10, 2020

---

This memorandum provides the schedule for the Visualize 2045 Long-Range Transportation Plan 2022 update, including key dates regarding transportation agency inputs, comment period, and comment response.

## **BACKGROUND**

The update to TPB's long-range transportation plan (LRTP), Visualize 2045, is due for federal approval December 13, 2022. COG Department of Transportation (DTP) staff are planning to complete the plan approximately six months prior to the federal deadline to allow for at least three months for federal review and to provide time to accommodate unforeseen circumstances that might impact TPB approval of the plan update. The plan name, Visualize 2045, will remain the same, as the year 2045 will be the planning horizon for the 2022 plan.

The plan development schedule is extended by several months compared to the previous plan, as measured from the call for projects to anticipated TPB approval. This additional time in the schedule will allow for:

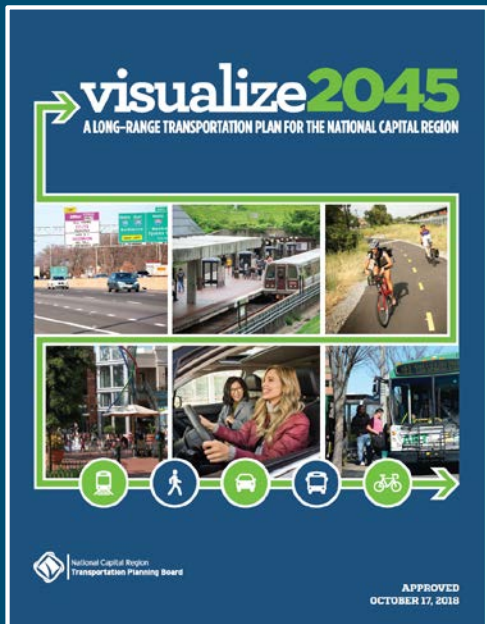
- advanced notification of the call for projects to TPB members, with an extended window for input submission;
- additional opportunity for the TPB and DOTs to provide guidance on responses to public comments on the technical inputs and draft final plan; and
- an additional month for the air quality conformity analysis as the TPB staff anticipate there might be changes to the analysis requirements.

## VISUALIZE 2045 LONG-RANGE TRANSPORTATION PLAN: 2022 UPDATE

The proposed schedule for the 2022 update to Visualize 2045 is as follows:

DATE	ACTIVITY
JULY – SEPT 2020	Financial Analysis: revenue determination
SEPT – NOV 2020	Financial Analysis: preliminary expenditure determination
NOVEMBER 18, 2020	Informational item for TPB: draft final Technical Inputs Solicitation
DECEMBER 16, 2020	Request TPB approval for Technical Inputs Solicitation, then issue call for Projects
FEBRUARY 12, 2021	<b>Deadline: project inputs due to DTP staff for Plan and Air Quality Conformity Analysis</b>
MARCH – JUNE 2021	Financial Analysis: update revenue and expenditure projections, project inputs, local jurisdictions and agencies
APRIL 02, 2021 –MAY 03, 2021	Public comment period on inputs to the Plan and Air Quality Conformity Analysis
APRIL 21, 2021	Staff provide summary of technical inputs to the Board
MAY 19, 2021	TPB staff provide a comment summary to Board and provide the opportunity for 1) DOTs to suggest their response approach 2) TPB to provide guidance to DOTs, and 3) any additional responses to comments from the Board
JUNE 16, 2021	TPB asked to approve inputs (June TPB meeting)
JULY – NOV 2021	Financial Analysis: reconciliation
APRIL 08, 2022 – MAY 9, 2022	Public comment period for the draft Plan/ TIP, and air quality conformity analysis determination
APRIL 20, 2022 – MAY 9, 2022	TPB review of the draft Plan/ TIP, and Air Quality Conformity Analysis Determination
MAY 18, 2022	TPB staff provide a comment summary and provide the opportunity for 1) DOTs to suggest their response approach 2) TPB to provide guidance to DOTs, and 3) any additional responses to comments from the Board.
JUNE 15, 2022	TPB reviews Final Plan and is asked for approval of Plan/TIP/ Conformity Analysis Determination

# TPB's Long-Range Transportation Plan, Visualize 2045: Implementation and 2022 Plan Update



Transportation Planning Board  
September 16, 2020  
Agenda Item 10

# visualize2045

A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION



National Capital Region  
Transportation Planning Board

# Presentation Overview

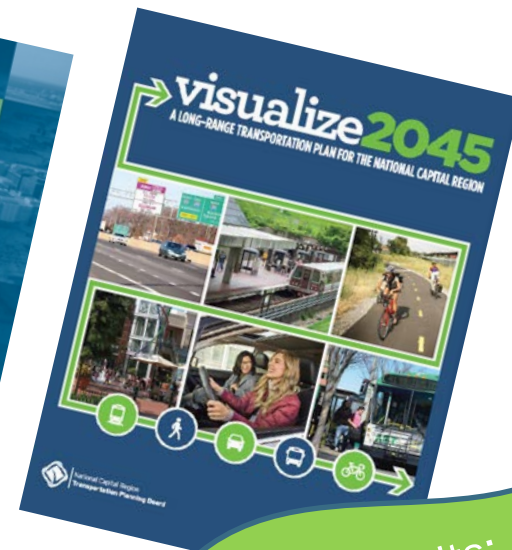
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- Site Visits: what we heard and TPB activities
- Planning activities
- Upcoming public opinion research
- Timeline to update the quadrennial plan



# TPB's Policy Framework

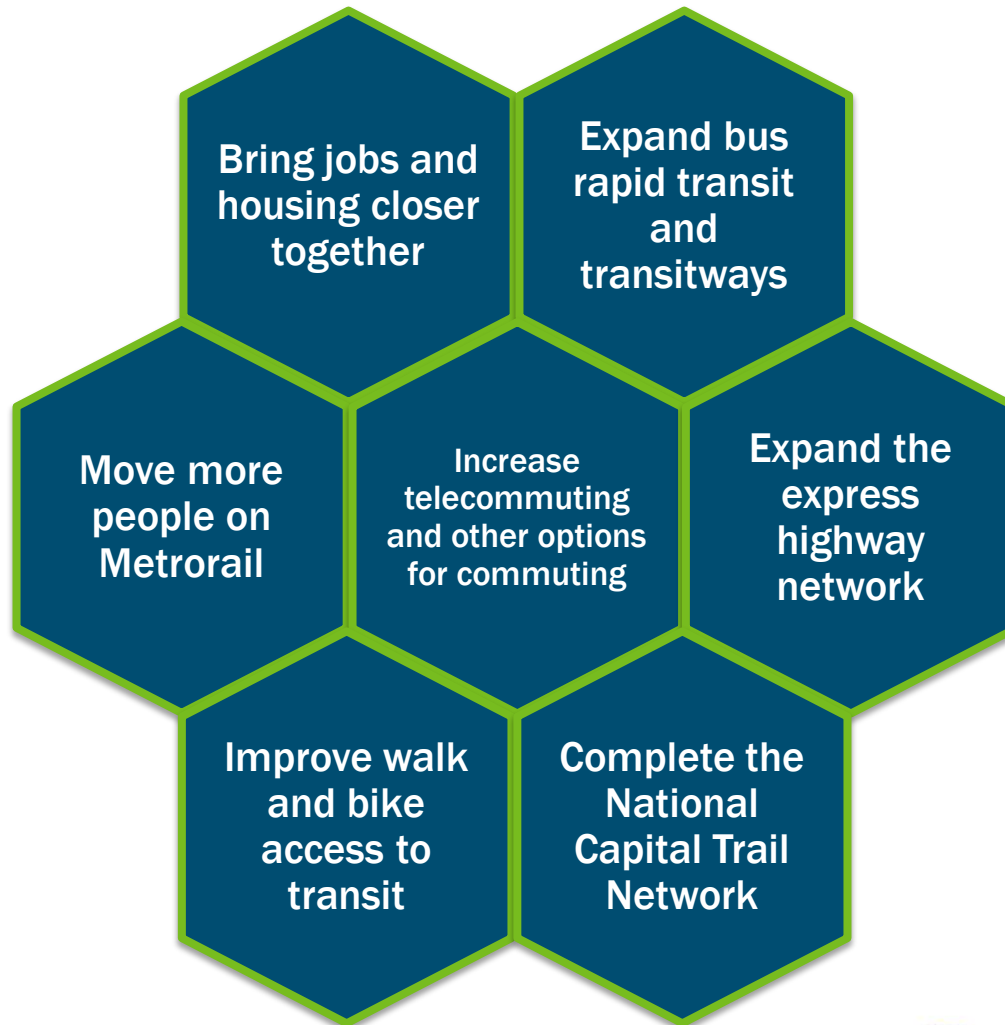
**Think Regionally, Act Locally:** *Local decision-making process to consider regional needs.*



and its:  
Aspirational Initiatives



# TPB's Site Visits – Common Discussion Themes



- Safety and Quality of Life
- Connected and Automated Vehicles (CAV)
- Climate Resiliency
- Communications





# We Asked - How Can TPB help?

- We discussed:
  - opportunities for advancing TPB member projects, programs and policies that align with TPB priorities
  - TPB activities and resources that support implementation
- TPB staff are responding to site visit feedback through its staff work program



# Bring Jobs and Housing Closer Together

## Move More People on Metrorail

### Important member activities:

- Improving internal circulation and transit-oriented developments near commuter rail or near Metro stations
- Rethinking parking
- Developing sub area plans
- Coordinating timing for transportation and land use changes

### TPB Activities:

- Transit Oriented Communities web-map
- Transportation/Land-Use Connections (TLC) Program
- COG Housing Initiative and targets



(Aimee Custis/Flickr)



# Improve Bike/Walk Access to Transit and National Capital Trail Network

## Important member activities:

- Prioritizing safety and placemaking
- Improving connectivity for bicycles and pedestrians
- Developing projects for the National Capital Trail Network

## TPB Activities:

- Transportation Alternatives Program
- Encourage Technical Assistance requests for studies to implement Transit Access Focus Areas and the National Capital Trail Network
- Conduct workshops/webinars about best practices for topics



# Expand Bus Rapid Transit and Transitways Regionwide

## Important member activities:

- Researching and implementing quick and cost-effective ways to move bus services faster and more reliably
- Studying and implementing BRT-type services:
  - express buses on highways
  - bus on shoulder
  - bus transit signal prioritization

## TPB Activities:

- Encourage technical assistance requests for studies that promote the implementation of BRT and transitways, and improvements to corridors that cross jurisdictions
- Conduct workshops/webinars about best practices for topics



# Expand the Express Highway Network

## Important member activities:

- Planning and implementing express highways



(BeyondDC/Flickr)

## TPB Activities:

- Promoting this Aspirational Initiative: with commuter/express buses on the express lanes, and carpool/vanpool riding free
- Considering Covid-19 impacts on driving in public opinion research



# Increase Telework and Other Options for Commuting

## Important member activities:

- Implementing and studying various TDM approaches

Note: discussions were pre-Covid-19



## TPB Activities:

- Commuter Connections Telework Templates
- Considering Covid-19 impacts on telework in public opinion research



# Planning to Inform the Visualize 2045 update

- Safety
- CAV
- Resiliency
- Communications
- Public Opinion Research



(USDOT)



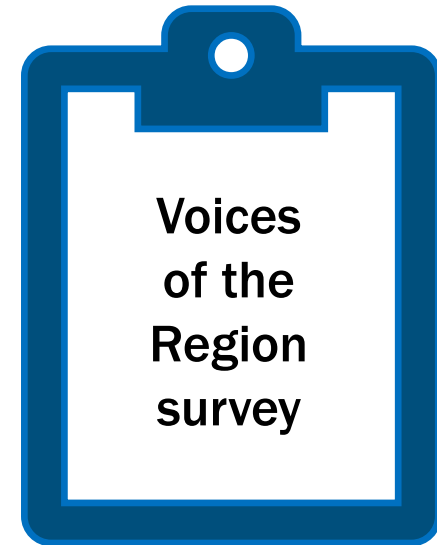
(Custis, Flickr)



(VDOT)

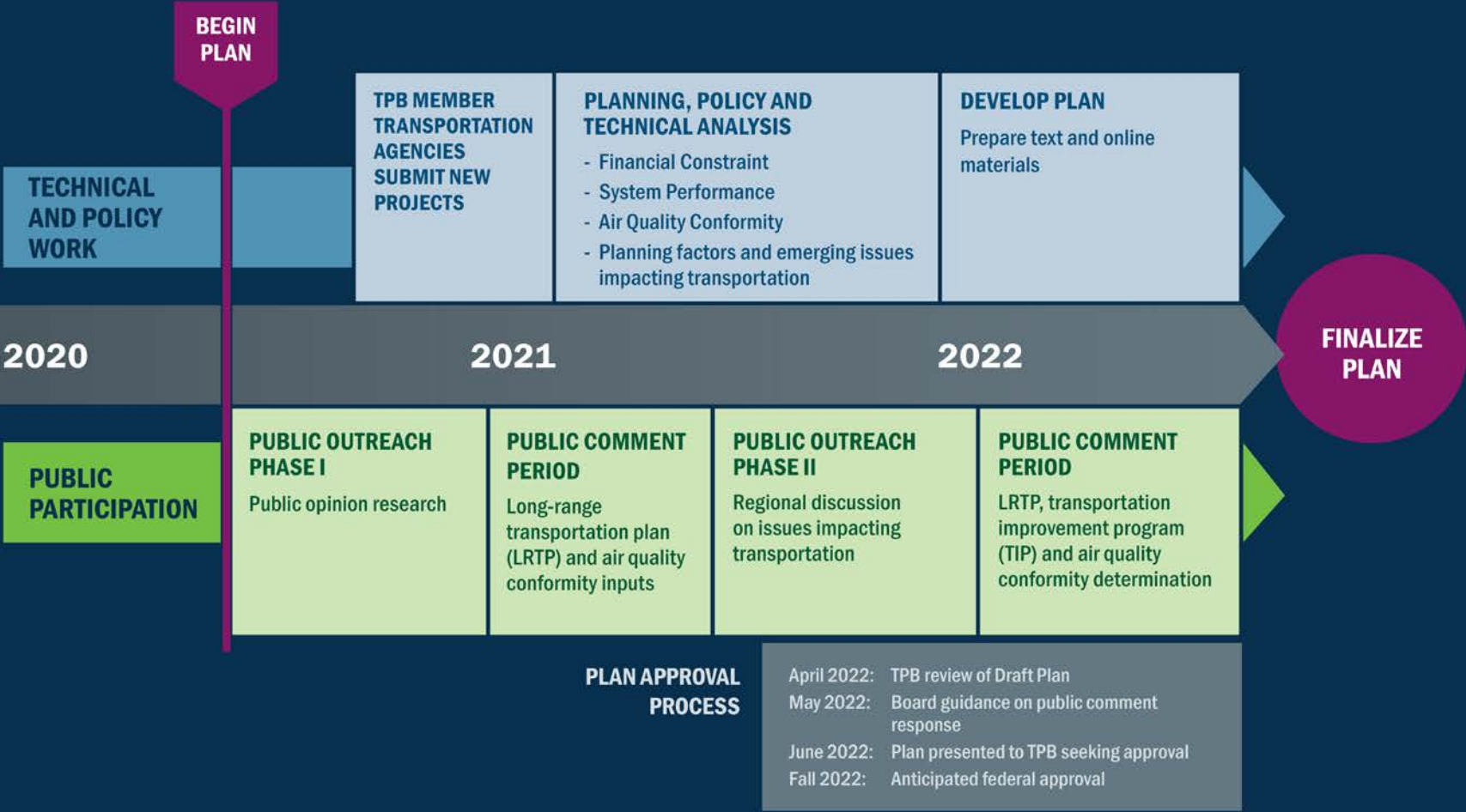
# Public Opinion Research

- Closed survey
  - Statistically significant for member counties, D.C. and the City of Alexandria
  - Topics covered:
    - Covid-19 impacts on transportation preferences
    - Projects that support the TPB policy framework & Aspirational Initiatives
    - Planning Factors and Emerging Issues
- Focus groups and small group outreach





TPB's Visualize 2045 Long-Range  
Transportation Plan Update (2022)



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## Stacy Cook

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Metropolitan Washington Council of Governments

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## **ITEM 11 – Information**

September 16, 2020

### Regional Employer Telework Survey Results

**Background:**

The board will be briefed on a recent Commuter Connections employer telework survey conducted to examine teleworking experiences and changes implemented by the employers during the Coronavirus Pandemic.



# COMMUTER CONNECTIONS 2020 EMPLOYER TELEWORK SURVEY

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## Coronavirus Pandemic Survey Results

Nicholas Ramfos  
Director, Transportation Operations Programs

National Capital Region Transportation Planning Board  
September 16, 2020

# Survey Objectives and Methodology

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- Employer telework survey is conducted every three years by Commuter Connections to define the portion of teleworking influenced by assistance provided.
- For FY2020, the survey was expanded to include questions on the Coronavirus Pandemic's influence on Telework.

# Survey Objectives and Methodology (con't)

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- Examined telework changes made by employers during coronavirus pandemic
- Interviewed employers that were in either the Employer Outreach database or federal Employee Transportation Coordinators/Telework coordinator database
- Sent email/postal mail invitations for an Internet-based survey and followed up by telephone.

# Survey Objectives and Methodology (con't)

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## **The questionnaire addressed the following broad topics:**

- Change in worksite operation due to coronavirus pandemic
- Number of employees teleworking at the time of the survey and before the pandemic
- Changes in telework programs or policies in response to the pandemic
- Likelihood to continue telework after the pandemic ends
- Assistance received with telework planning or implementation
- Significant telework issues encountered during the pandemic
- Employee and manager benefits received by teleworking
- Employer characteristics (size, location, major industry)



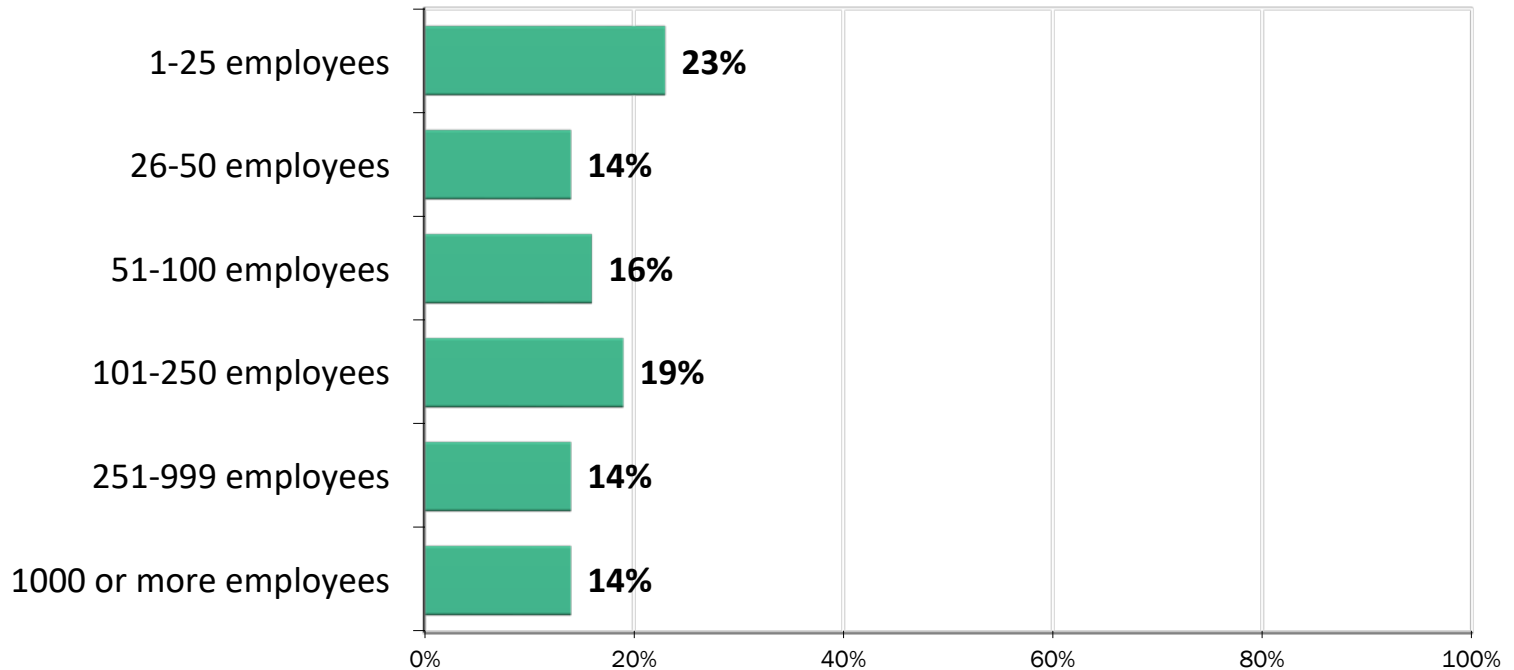
# Survey Objectives and Methodology

---

- 4,539 Employers were contacted in May and June 2020 and 180 responded for a 4% response rate.
- Due to office closures, employee furloughs and other impediments to reaching employer representatives to respond to the survey, a survey confidence level was not calculated.
  - Essentially, the survey results can be categorized as a “very large focus group”
- Companion briefing report is also available with in-depth survey response details.

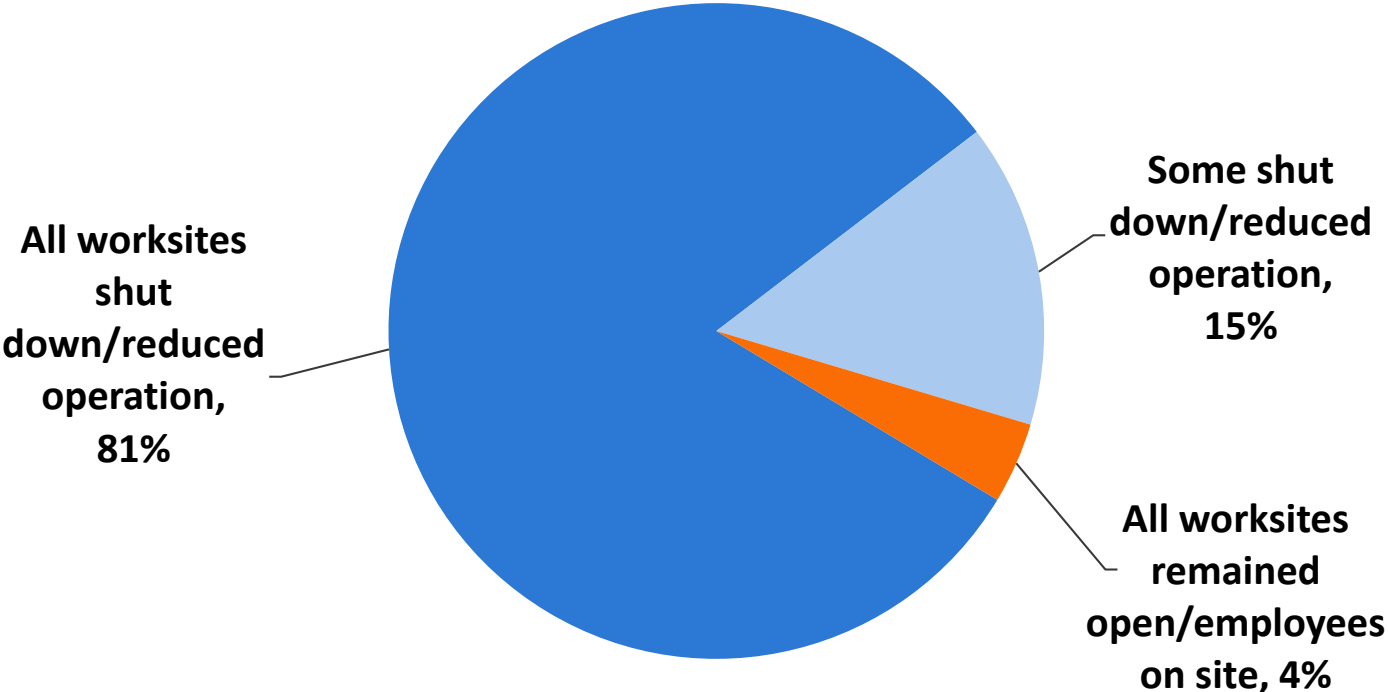
# Employer Profile – Diverse Sample

- Worksite state: **12% DC, 43% MD, 45% VA**
- Employer type: **49% private, 33% NFP, 13% Federal, 5% State/Local government**
  - Industry: Government, medical, trade association, business support, education, real estate/property management, technology, hospitality, legal/professional, banking/finance
  - Size – number of employees in Washington metro region

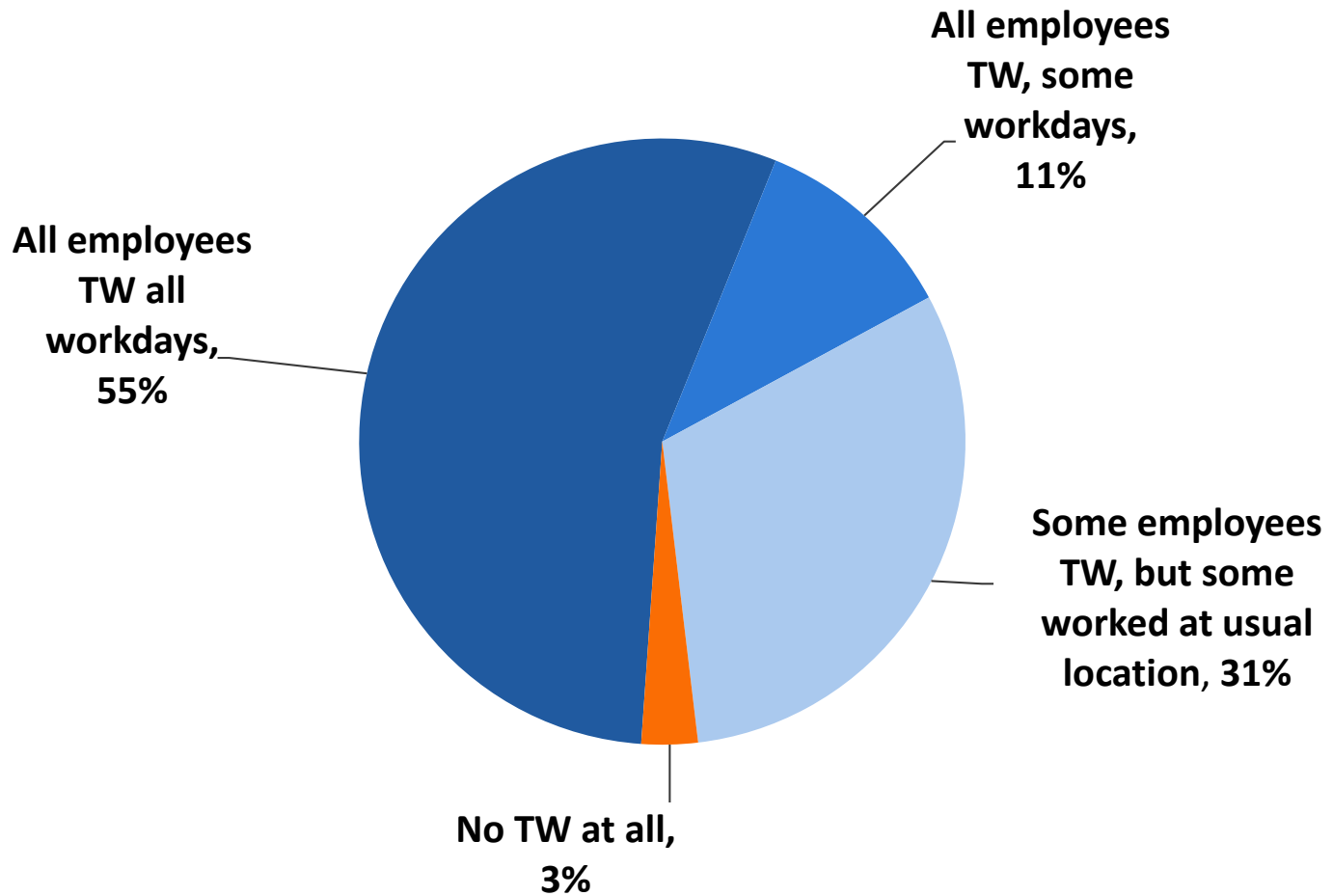


# 96% of Worksites Shut Down or Reduced On-site Operation Either Completely (81%) or Partially (15%) Since Coronavirus Pandemic Began

*At the time of the survey, 95% of sites with reduced operation were still closed/limited on-site operation*

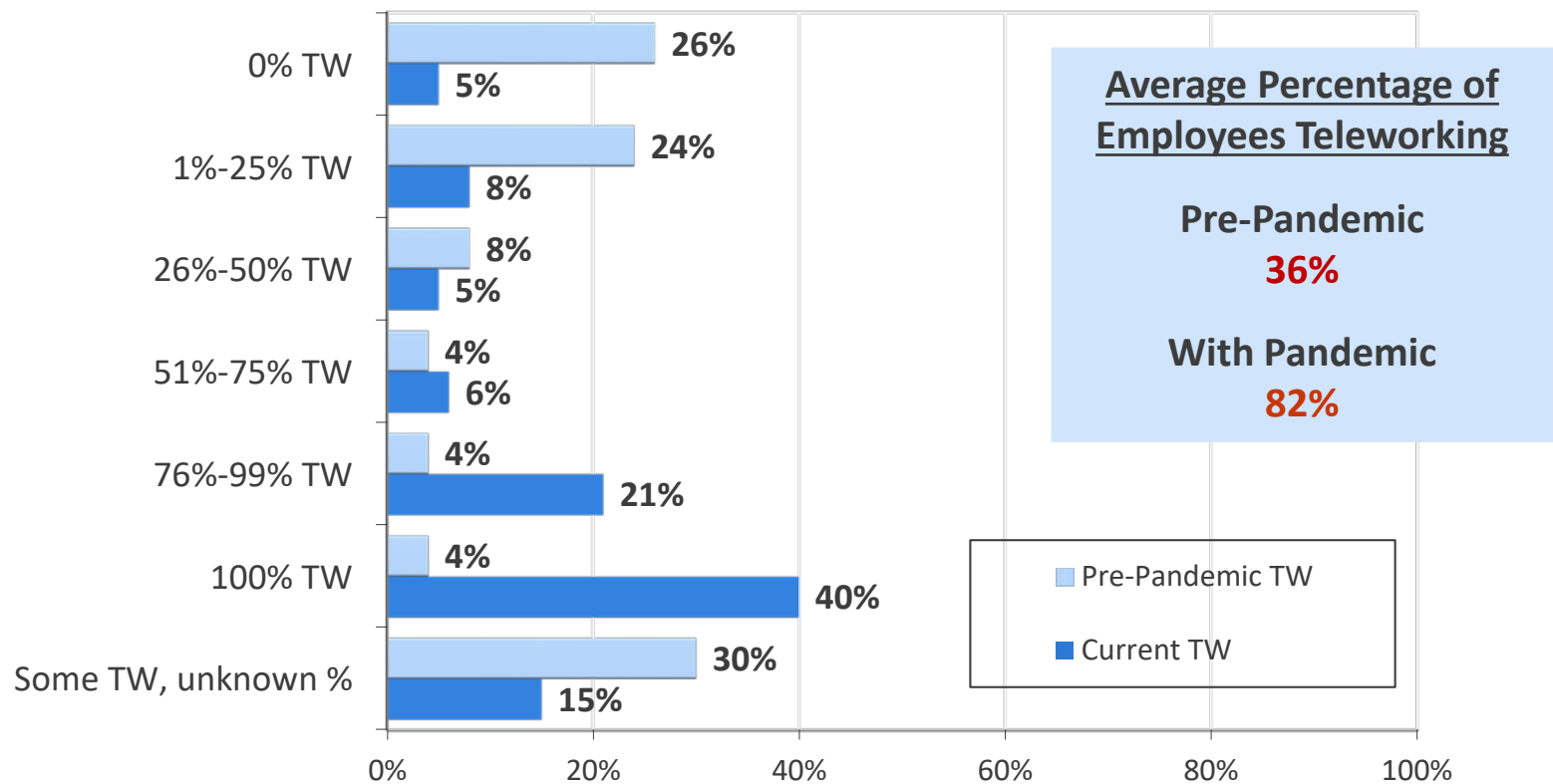


# 97% of Worksites Had At Least Some Telework Since Pandemic Began – For 55%, It was Full-time for All Employees

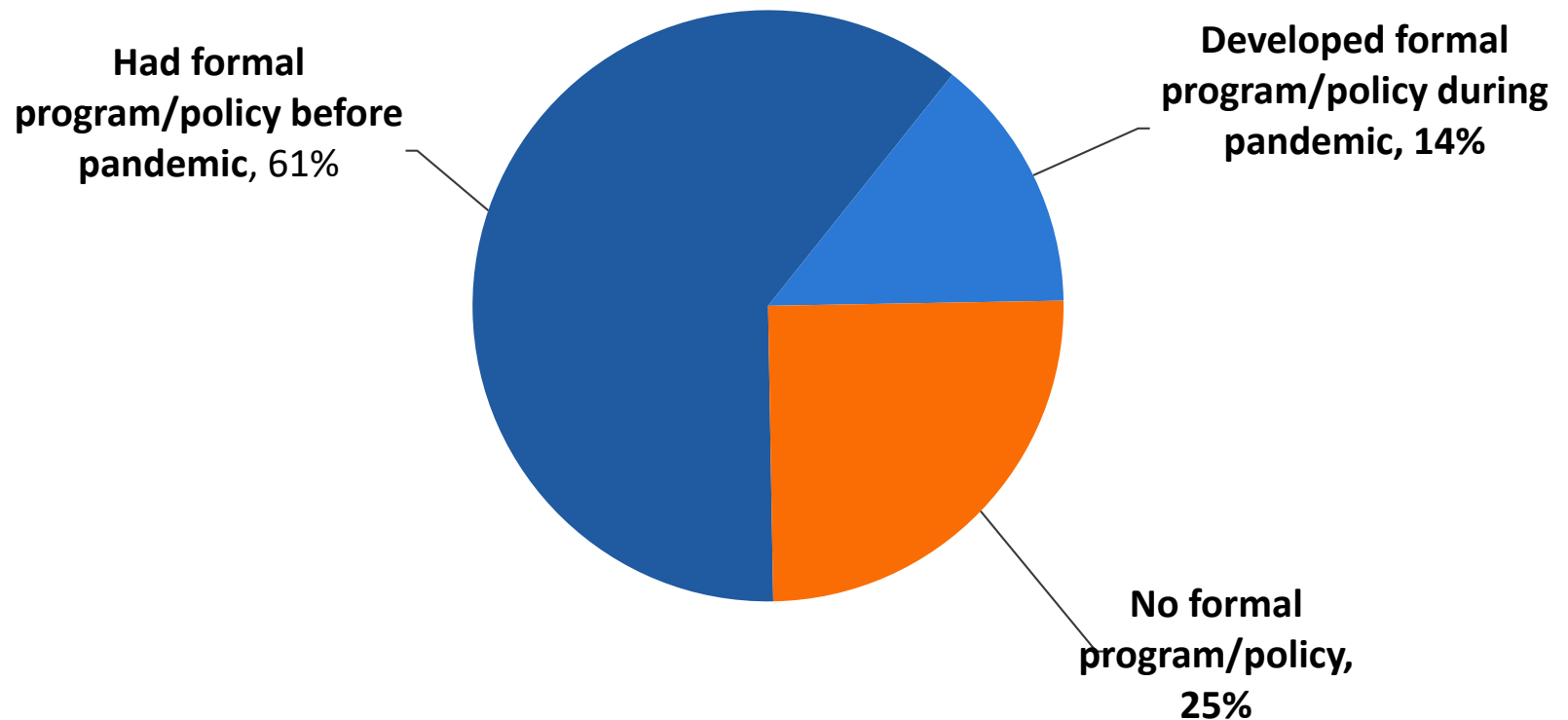


# At the Time of the Survey, 95% of Worksites Had Telework; Telework Was Common Pre-Pandemic Also - 76% Had At Least Some Telework Before

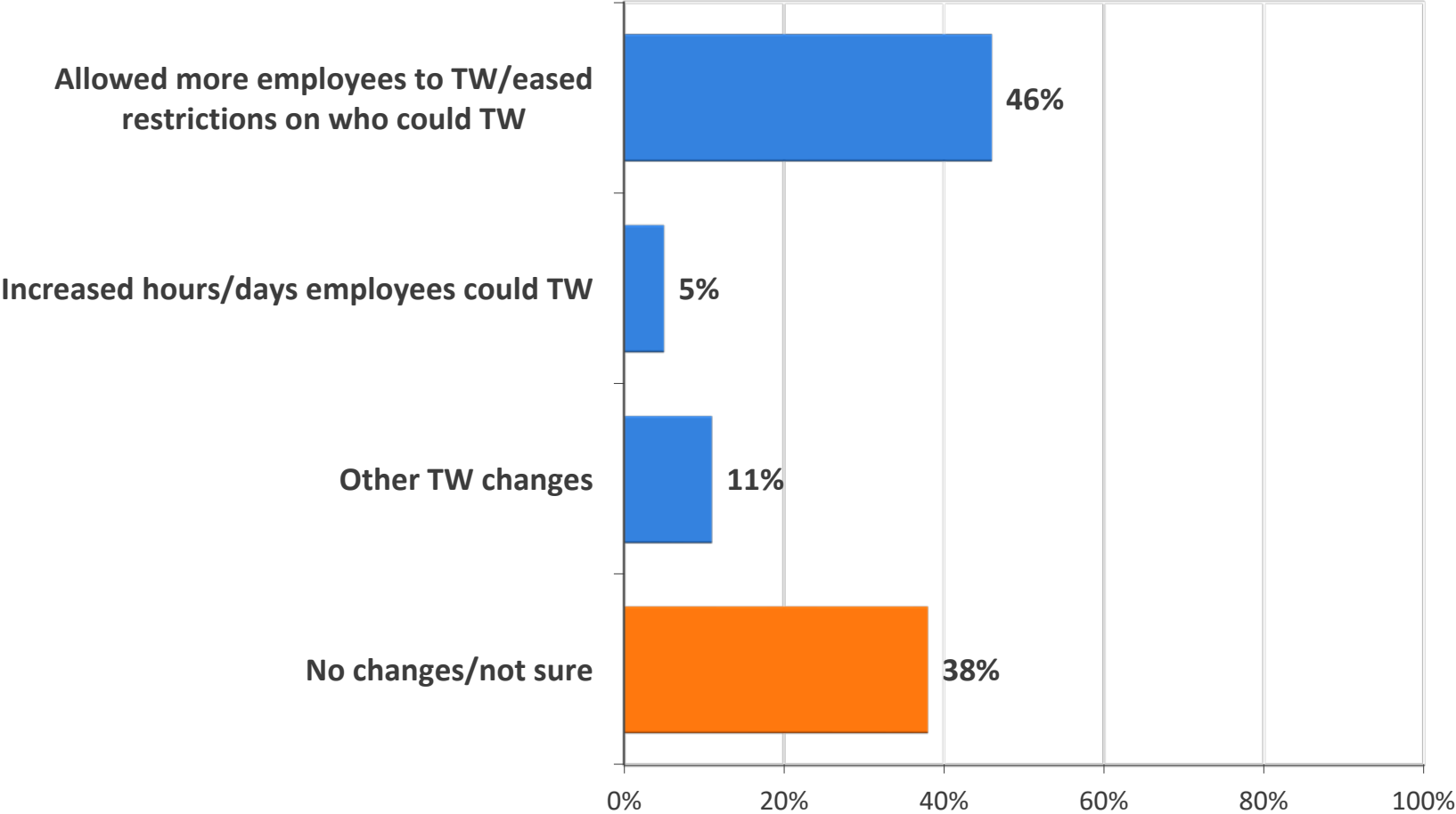
*But during the pandemic, the average share of employees who teleworked grew from 36% to 82% at sites with telework*



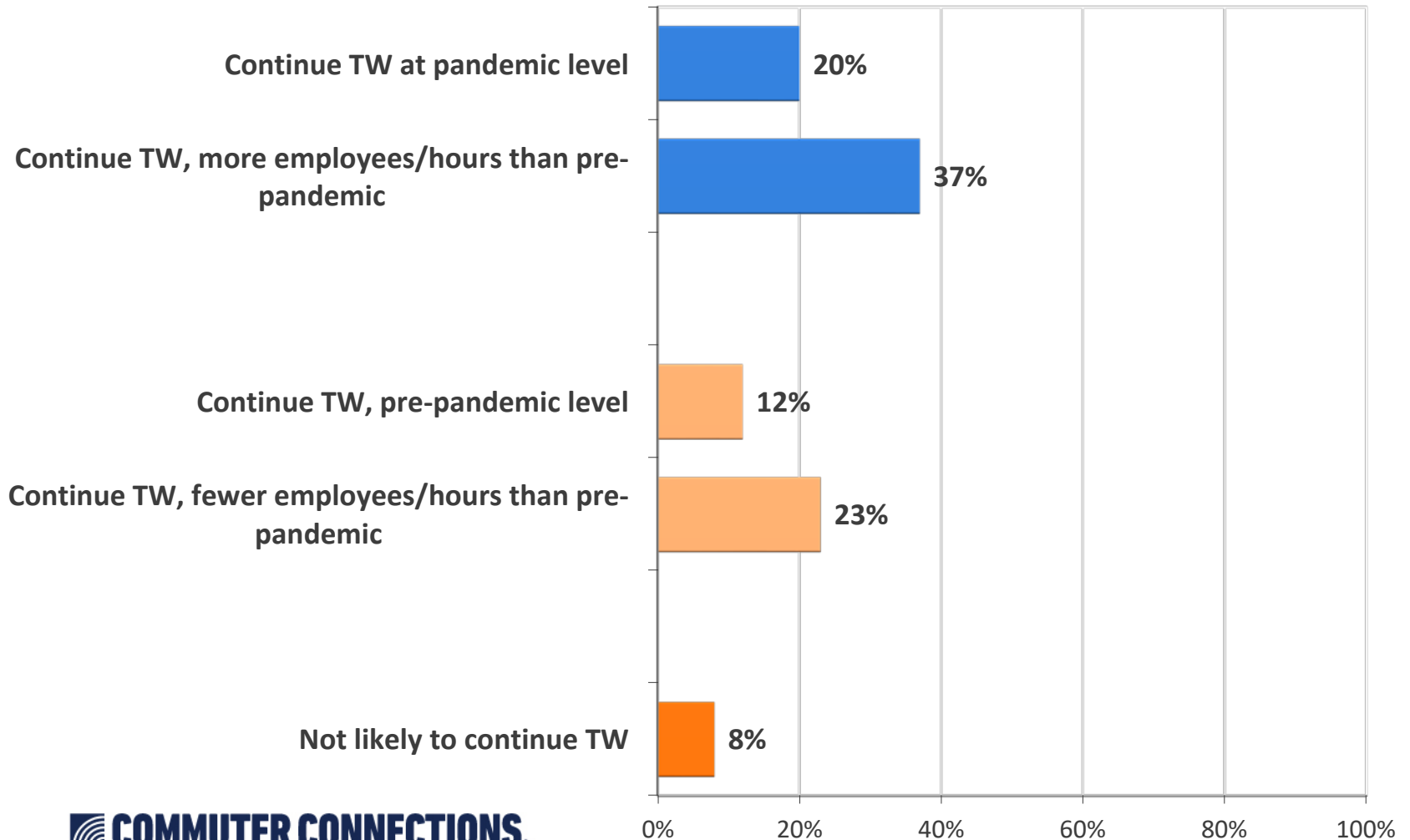
# During the Pandemic, 14% of Worksites Developed a Formal Telework Program/Policy; 61% of Worksites Already Had a Formal Program/Policy before the Pandemic



# 62% of Worksites With a Telework Program/Policy Made Changes to Accommodate the Pandemic – Most Made a Change to Expand Telework Eligibility

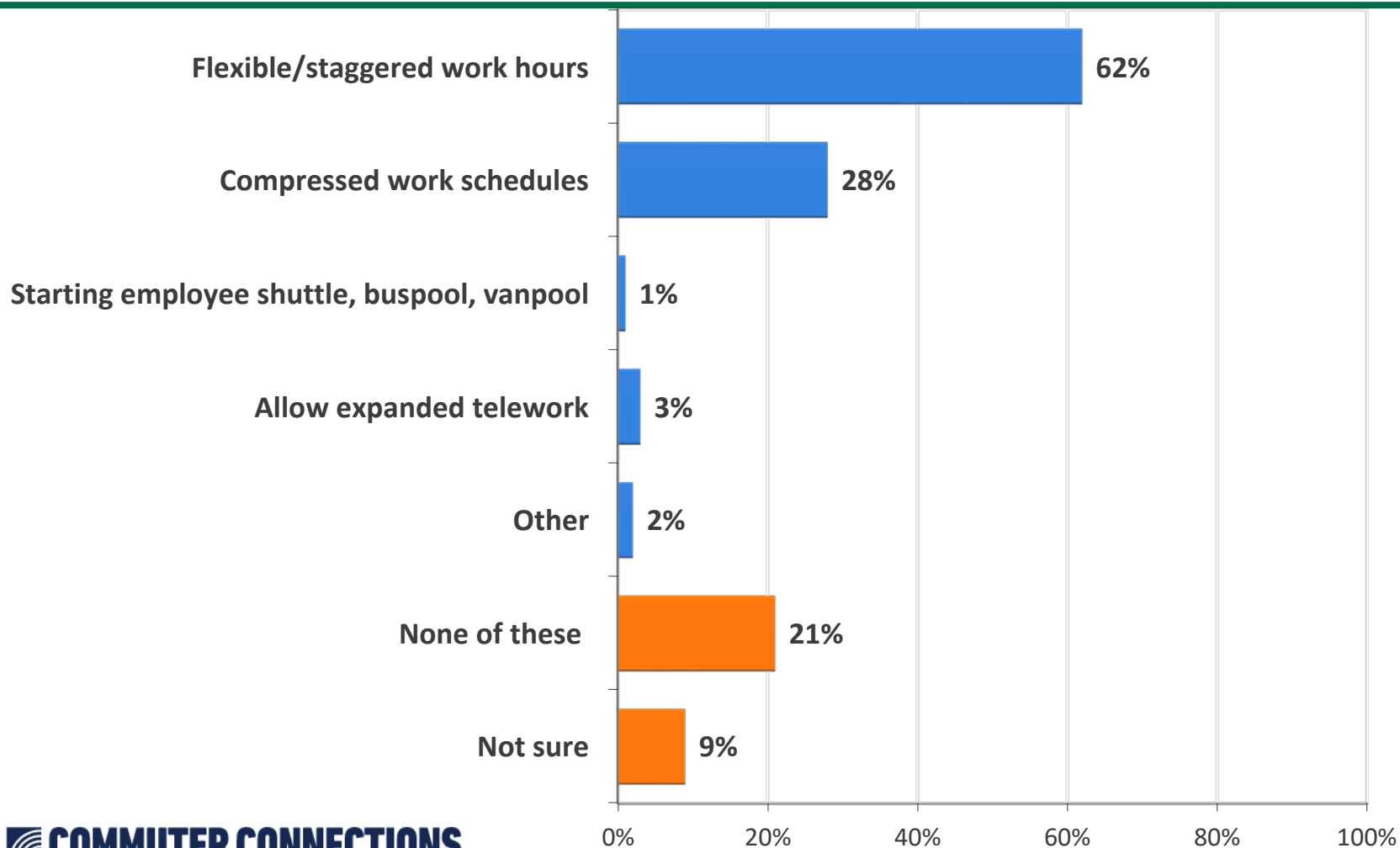


# More than Half of Worksites Anticipate A Post-Pandemic Telework Level that is Higher Than the Pre-Pandemic Level

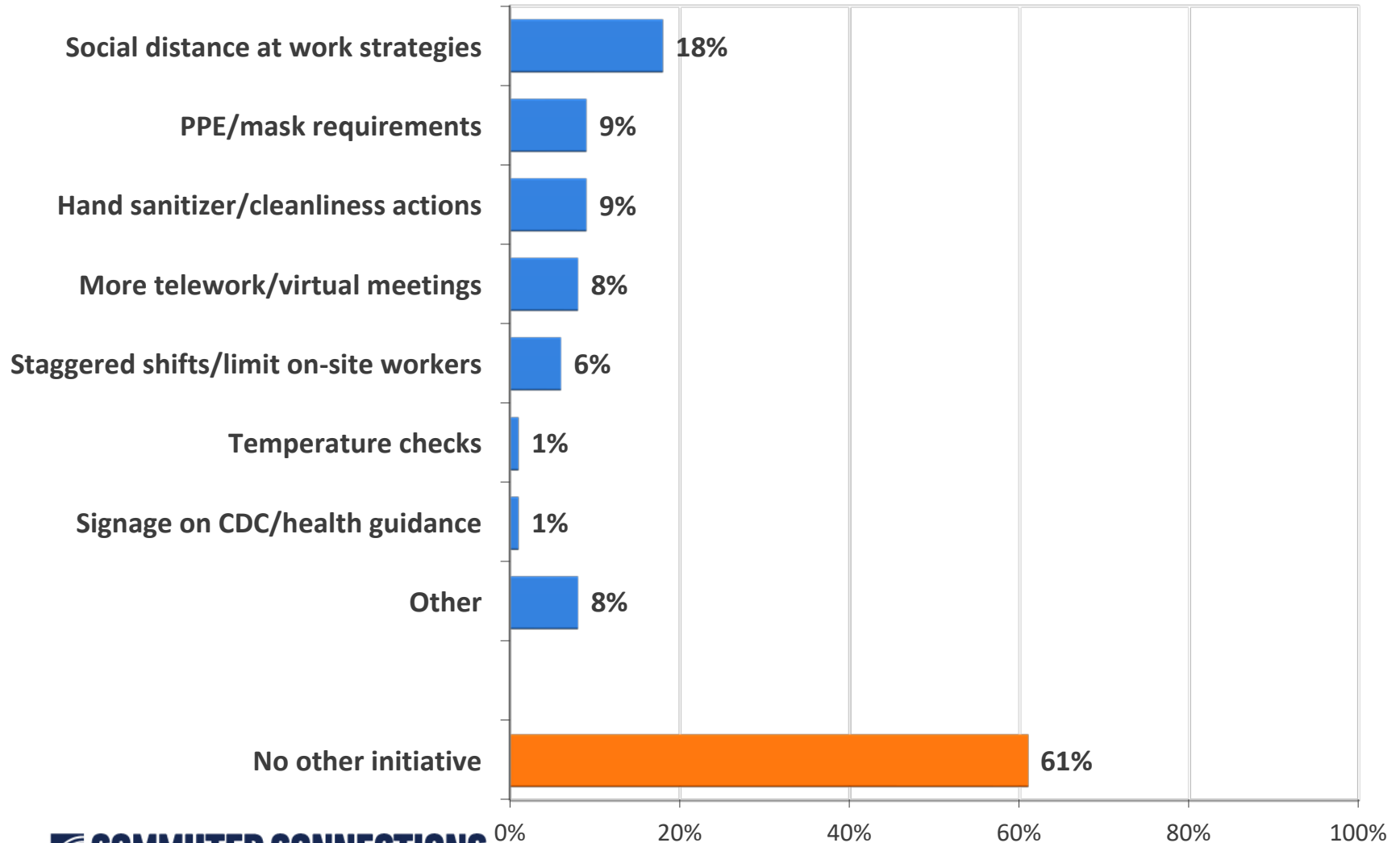




# Seven in Ten Worksites Have Considered Implementing Work Hours or Commute Strategies After the Stay at Home Restrictions are Lifted to Reduce Future Virus Outbreaks

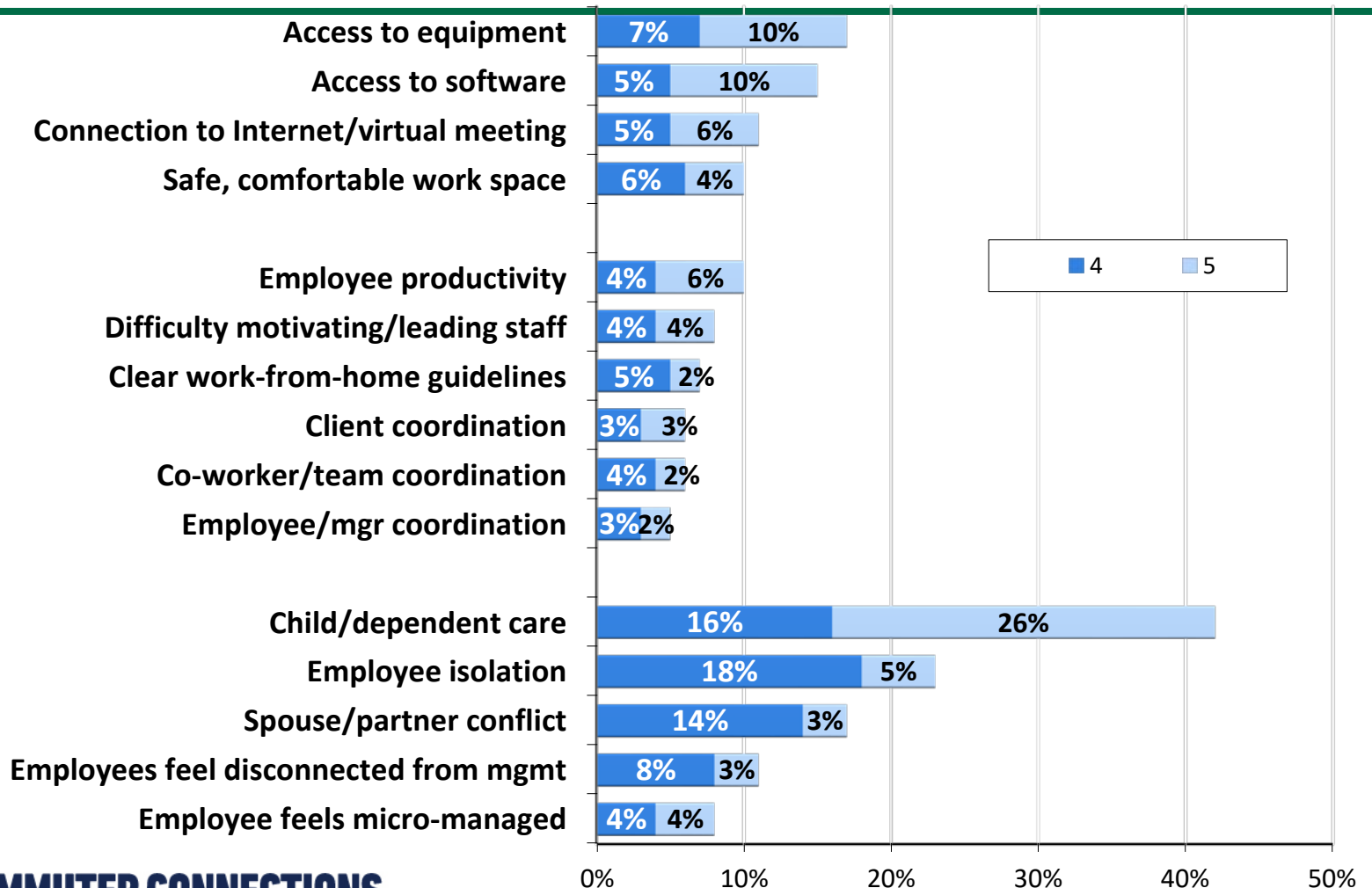


# Employers Also Have Considered Implementing Other Virus-Prevention Strategies at the Worksite



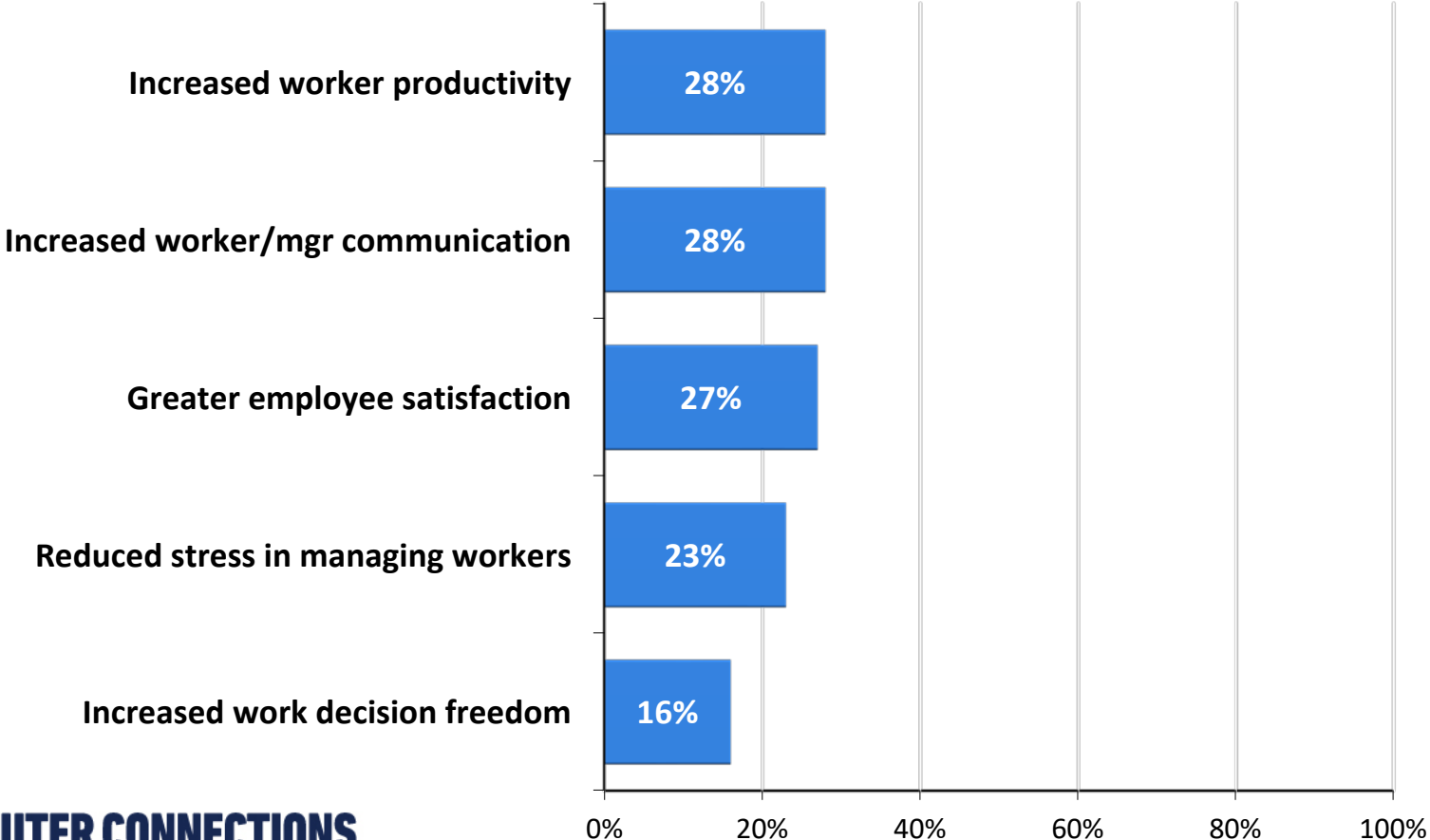
# 50% of Employers Noted A “Significant” TW Issue

*Few Reported Technical and Coordination Issues; They Reported Greater Issues with Employees’ Experience with Telework*



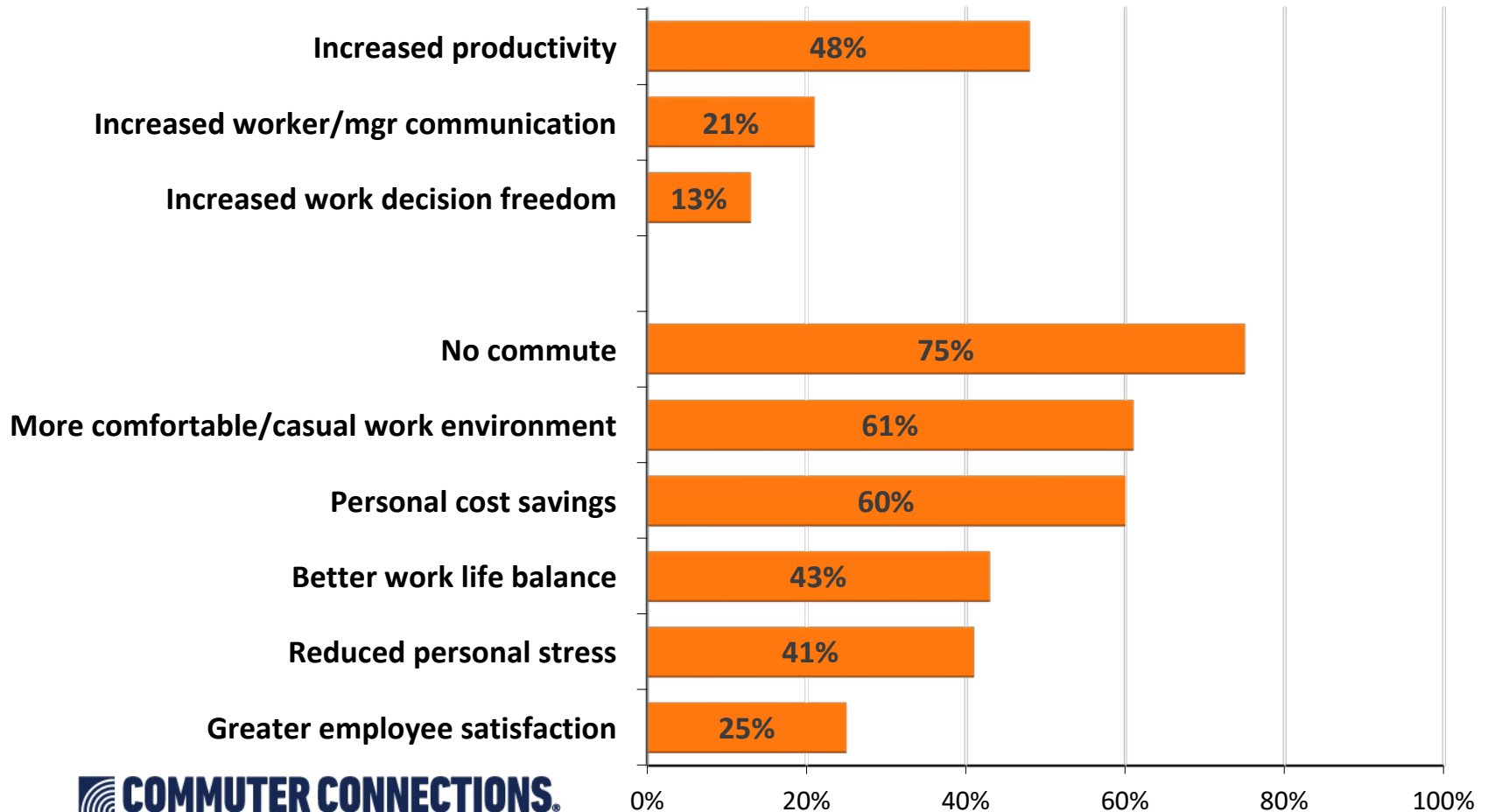
# 80% of Employers Said Managers Reported Benefits of Managing Remotely

*Nearly three in ten said managers noted greater worker productivity and increased communication with workers*



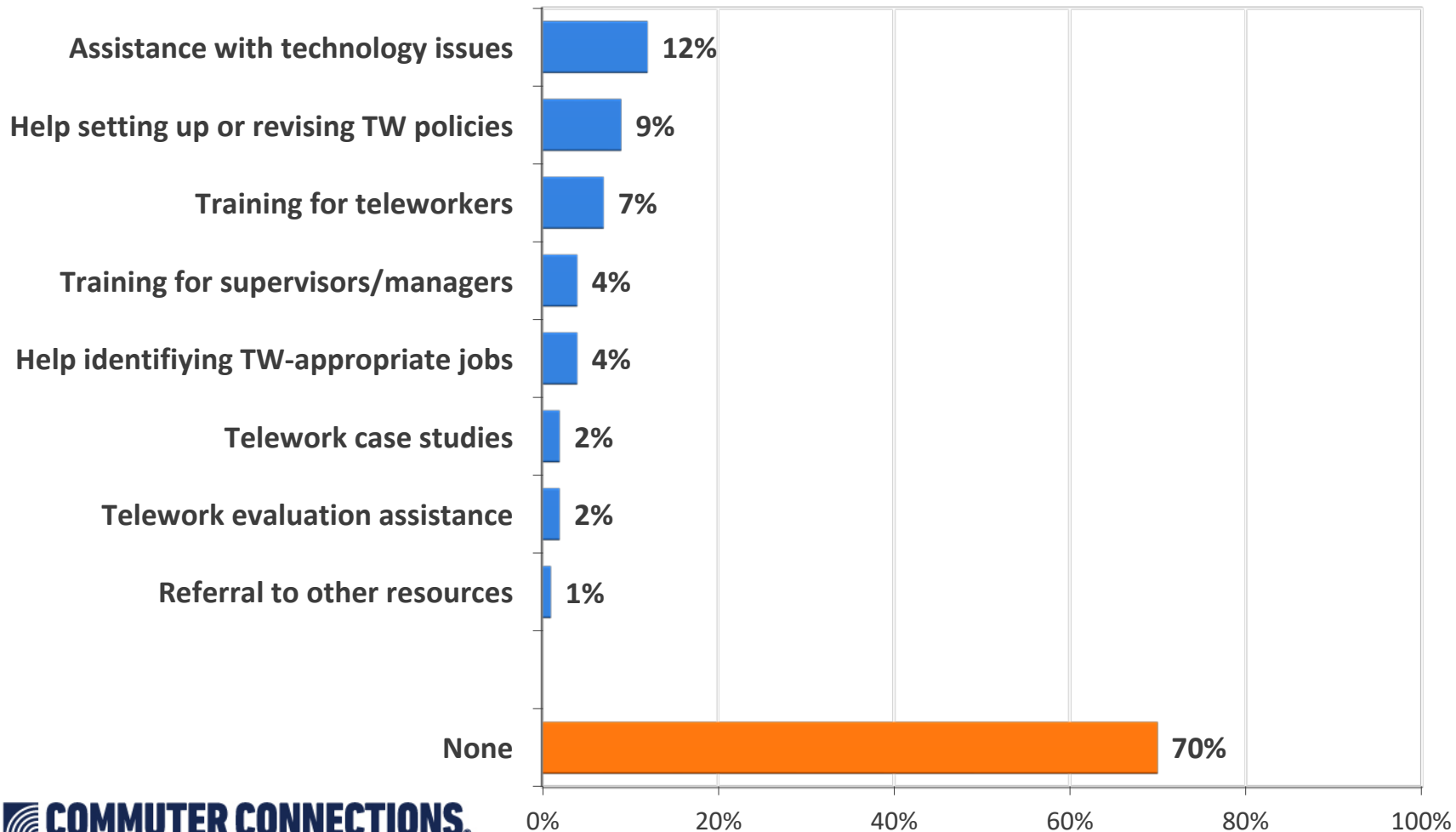
# 92% of Employers Said Employees Reported Benefits of Working From Home

*The greatest employee benefits were on not commuting, comfortable work environment, and personal cost savings*



# Three in Ten Organizations Had Received Some Telework Information or Assistance

*Half Who Received Assistance Named an Internal or Corporate Source*



# FY2020 Commuter Connections Regional Employer Telework Survey Key Highlights

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- Good cross-section of employers that responded with regards to location, size and type of industry.
- During the pandemic, the average share of employees who teleworked grew from 36% to 82% at sites with telework already in place.
- Telework was a widely applied strategy to maintain business operations during the pandemic. Nearly all (97%) respondents said at least some employees were teleworking since the start of the pandemic. More than half (55%) said all employees teleworked all of their workdays.

# FY2020 Commuter Connections Regional Employer Telework Survey Key Highlights (con't)

---

- More than six in ten (61%) respondents said their organizations had a formal telework policy or program in place before the pandemic began.
- 62% of Worksites With a Telework Program/Policy Made Changes to Accommodate the Pandemic – Most Made a Change to Expand Telework Eligibility.



# FY2020 Commuter Connections Regional Employer Telework Survey Key Highlights (con't)

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- Ninety-two percent of respondents said their organizations anticipated continuing telework after the Stay-at-Home restrictions were lifted and employees could return to their usual work locations. Two in ten (20%) said they would most likely continue telework at the level during the pandemic.
- Seven in ten respondents said their organizations had considered at least one work hours or commute travel action. 64% considered actions for flexible or staggered work hours to minimize employee contact when arriving and leaving work. Three in ten (29%) considered compressed work schedules.

# FY2020 Commuter Connections Regional Employer Telework Survey Key Highlights (con't)

- More than four in ten (42%) said employees had encountered issues with child or dependent care, 23% said employees had experienced isolation and missed going to the workplace, and 17% had experienced conflict with a spouse or partner while teleworking during the pandemic.
- Nearly nine in ten (89%) respondents cited benefits they had heard employees express about their telework experience during the pandemic.
- About half (52%) of respondents noted benefits they heard managers express about their experience managing remotely during the pandemic.

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**National Capital Region  
Transportation Planning Board  
COMMUTER CONNECTIONS PROGRAM**

**2020 EMPLOYER TELEWORK SURVEY  
Summary Report**

*Prepared for:*

Metropolitan Washington Council of Governments  
777 North Capitol St NE, Suite 300  
Washington, DC 20002  
[mwcog.org](http://mwcog.org)

Prepared by:

LDA Consulting

In association with:

CIC Research, Inc.

June 30, 2020



## Survey Overview and Methodology

This report summarizes results of a telework survey of 180 employers who participate in the Commuter Connections Employer Outreach program. The survey was conducted to examine telework experience and changes in teleworking implemented by the employers during the coronavirus pandemic in the spring of 2020.

Beginning in mid-March 2020, many employers in the Washington region began to shut down worksite operations and/or to transition employees to remote work to help in efforts to stop the spread of the coronavirus. The survey assessed the extent of worksite shut downs, compared the level of teleworking at worksites before and during the pandemic, and examined the challenges and worker/manager benefits experienced during the remote work period.

### Methodology

The survey was conducted as a web-based survey. Employers selected for the survey were sent an invitation that acquainted them with the purpose of the survey and explained how to access the survey website. Employers for whom an email address was available received an email invitation, with a clickable link to the survey website. Employers for whom the only contact was a postal mail address received a letter through postal mail, with instructions to type the website address into their browser. In both the email and mail cases, employers were given a unique ID that prohibited them from taking the survey more than once and precluded them from sharing the survey link with others.

The research team anticipated that it could be difficult to reach potential recipients, because the contact information available for potential respondents was a worksite email/address. Employees who were working at home might not have access to their work email and/or might not be able to receive the postal mail invitations. The research team waited until mid-June to begin the survey, in the hope that some employers would have returned to worksite operations and/or set up sufficient communication portals or protocols so that the invitations could be received. To increase response rate, Commuter Connections sent three reminder emails to respondents with email contact and two letter reminders to the postal mail employers. Additionally, Commuter Connections offered a drawing for five \$100 Amazon gift cards to respondents who completed the survey.

**Survey Sample** – COG/TPB staff selected employers from the ACT! Employer Outreach database and from two lists of Federal government agency contacts (Agency Employee Transportation Coordinators and Agency telework program coordinators) to be included in the survey. The survey researchers combined the lists and removed duplicate records. The final employer list totaled 5,356 initial potential respondents. Email bounce-backs and undeliverable postal addresses reduced the sample frame by 817, to a final total of 4,529.

**Questionnaire Design** – The research team prepared the survey questionnaire, with assistance of COG staff and representatives of the Commuter Connections TDM Evaluation Work Group organizations. The 2020 questionnaire was based on a questionnaire used in 2017 to survey employers that had received telework assistance from Commuters Connections. The questionnaire was modified to add questions related to telework actions implemented during the coronavirus pandemic and employers' experience with telework during the pandemic. A copy of the questionnaire is provided in Appendix A.

The questionnaire included questions on the following broad topics:

- Change in worksite operation due to coronavirus pandemic
- Number of employees teleworking at the time of the survey and before the pandemic
- Changes in telework programs or policies in response to the pandemic
- Likelihood to continue telework after the pandemic ends
- Assistance received with telework planning or implementation
- Significant telework issues encountered during the pandemic
- Employee and manager benefits received by teleworking
- Employer characteristics (size, location, major industry)

**Survey Administration** – The research team programmed the online questionnaire using Voxco’s Computer Aided Web Interviewing (CAWI) software. The online questionnaire was thoroughly tested by the research team and by COG/TPB staff to ensure correct programming.

Due to low initial response rate, the research team attempted to reach respondents for whom a telephone contact was available by telephone. From a starting sample of more than 500 numbers, only three interviews were completed by telephone. The research team left voice messages when they encountered answering machines, but as with the email and postal mail contacts, the telephone numbers were assumed to be primarily work-based, so respondents who were not working at their usual work location would not be available to answer. Given the low response to the first round of calls, the researcher team did not make a second round of calls.

The survey produced 180 completed Internet interviews. On the base of the 4,539 in the sample frame, this resulted in an overall response rate of 4.0%. As noted earlier, to boost survey response rates, survey respondents were offered the opportunity to participate in a random drawing for one of five \$100 Amazon gift cards. At the end of the survey period, five names were drawn from respondents who had completed the survey and agreed to participate in the gift card drawing. Each winner was emailed a gift card voucher.

## Organization of Results

The remaining sections of the report present key survey findings on the following topics:

- Employer characteristics
- Work shut down and operation
- Employee telework during the pandemic and prior to the pandemic
- Existence of and changes to telework policies and programs
- Anticipated post-pandemic telework level and worksite actions
- Telework issues encountered during the pandemic
- Telework benefits to employees and managers
- Telework assistance

Following the results is one appendices, Appendix A, which provided the survey questionnaire.



## Survey Results

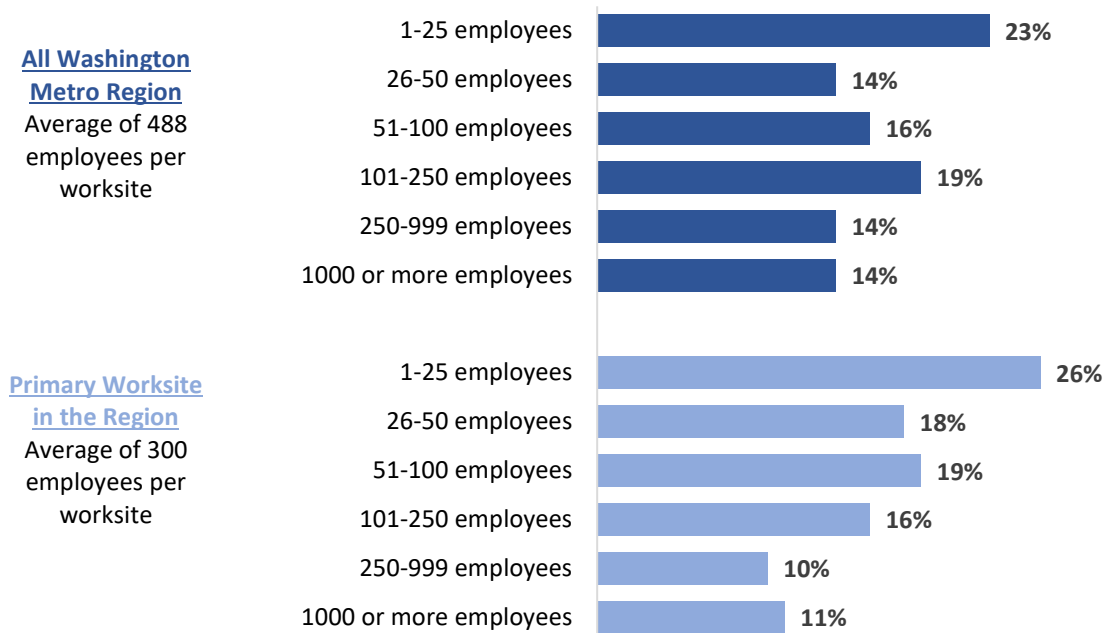
### Employer Characteristics

**Primary Work Location** – The 180 survey respondents were distributed throughout the region and represented a wide range of employer sizes and types. Forty-five percent reported Virginia as their primary worksite, 43% had their primary worksite in Maryland, and 12% indicated the District of Columbia as their primary work location in the Washington metropolitan region.

**Employer Size** – The survey asked respondents how many employees their organizations employed at all worksites in the Washington metropolitan region and how many were employed at the organization’s primary worksite in the region. The organizations surveyed ranged from a total size of one employee to more than 20,000, with an average of 488 employees region-wide. Slightly more than half (53%) had 100 or fewer employees in the region and nearly one-quarter (23%) had 25 or fewer employees (Figure 1). Two in ten (19%) employed between 101 and 250 employees, 14% employed between 250 and 999, and the remaining 14% employed 1,000 or more regional workers.

The bottom section of Figure 1 shows the distribution of employee counts for the organization’s primary worksite in the region. More than six in ten (63%) said their primary worksite had 100 or fewer employees and two in ten (21%) had 250 or more employees at the primary worksite. The average size for the primary worksite was 300 employees.

Figure 1 – Employer Size, All Washington Region (n = 177) and Primary Worksite in the Region (n = 176)



**Organization Type and Primary Industry** – Just under half (48%) of the respondents worked for a private sector company and 34% worked for a non-profit organization or association. Federal government agencies and state/local government agencies accounted for 13% and 5%, respectively, of the respondents.

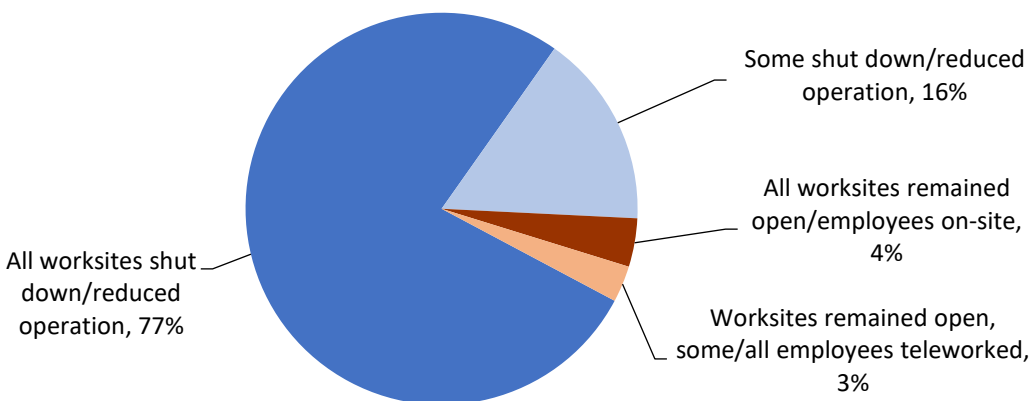
The survey sample included employers from 25 different industry types. The most common industries, each with 3% or more of the total respondents, included:

- Education/school (11%)
- Business/trade associations, union, civic organization (11%)
- Medical/healthcare services and practice, hospital/residential care facility (11%)
- Business/government support services (9%)
- Professional/scientific services or research, engineering, accounting, lab research (8%)
- Technology services, computer/technology design, consulting, management (7%)
- Real estate, property management/leasing/rental (5%)
- Local government services, police, fire, social/vocational services, waste management (5%)
- State or Federal government services (5%)
- Banking, finance, insurance (4%)
- Agriculture, forestry, fishing, landscaping (4%)
- Communications, radio/print/TV/digital services, recording (4%)
- Legal/law/judicial office or agency (4%)

### Work Shut Down and Operation

Nearly all (93%) of the worksites had shut-down or reduced on-site operation for employees in response to the pandemic. More than three-quarters (77%) had shut-down/reduced operation at all worksites and 16% had shut-down some worksites (Figure 2). Four percent had remained open with employees working on-site. Three percent had remained open with employees working on-site, but that most or all employees were teleworking some or all of their workdays.

Figure 2 – Worksites Shut Down or Reduced On-site Employee Operation (n = 175)



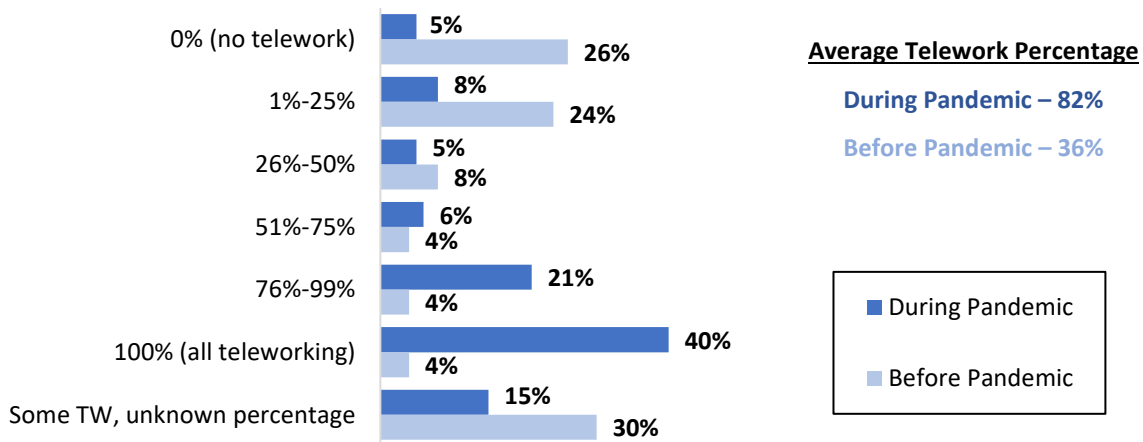
At the time of the survey, nearly all (95%) of the worksites that had shut-down had remained closed; only 5% had reopened for all employees to work on-site as usual.

## Employee Telework During the Pandemic and Prior to the Pandemic

Telework was a widely applied strategy to maintain business operations during the pandemic. Nearly all (97%) respondents said at least some employees were teleworking since the start of the pandemic. More than half (55%) said all employees teleworked all of their workdays and 11% said all employees teleworked some, but not all of their workdays. Three in ten (31%) noted that some employees teleworked, but that others worked at the usual work location.

Respondents were asked to estimate the actual number of employees who were teleworking at the time of the survey (mid- to late-June) and at the time before the pandemic began. These counts, along with the counts of total Washington region employees, were used to estimate the percentage of employees who were teleworking during and before the pandemic. Figure 3 presents these distributions.

*Figure 3 – Percentage of Washington Region Employees Teleworking – During Pandemic (n = 173) and Before Pandemic (n = 178)*



**Telework During Pandemic** – Four in ten (40%) respondents said that all (100%) of their employees were teleworking during the pandemic and another 21% said between 76% and 99% of employees were teleworking. One-quarter (26%) reported an employee telework percentage lower than 76%. Fifteen percent said they knew employees were teleworking but were not sure of the number. This suggests that the percentage was lower than 100%, but cannot be defined further.

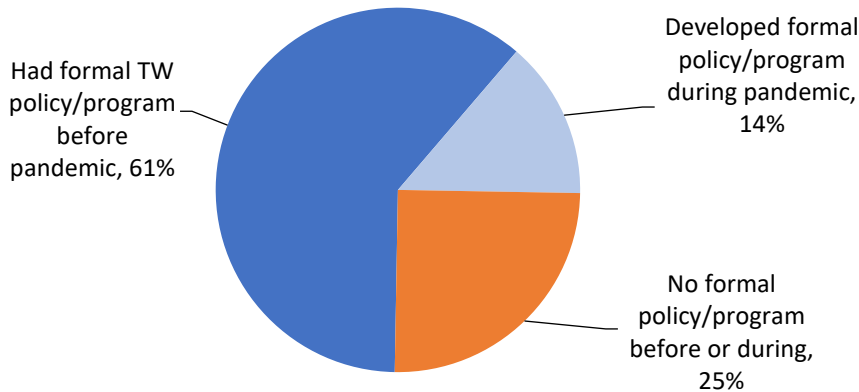
**Telework Before Pandemic** – Figure 3 also shows the distribution of telework percentage before the pandemic. A large share of the employers surveyed (76%) said telework was in place for at least some workers; only 24% reported no telework at their worksites in the Washington region. But the percentage of pre-pandemic telework was much lower than during the pandemic. One-third (32%) said some employees teleworked but that it was half or less of the total employees. Only 8% of respondents reported that more than three-quarters of employees teleworked. Three in ten (30%) knew some employees teleworked before the pandemic, but did not know how many.

**Change in Telework Percentage** – On average 82% of the Washington region workers of the surveyed employers were teleworking at the time of the survey. The average pre-pandemic percentage of telework was 36%. Thus, the telework increase during the pandemic was 46 percentage points (82% - 36%).

## Existence of and Changes to Telework Policies and Programs

More than six in ten (61%) respondents said their organizations had a formal telework policy or program in place before the pandemic began. Another 14% said they did not have a formal policy or program before the pandemic, but had one in place at the time of the survey; that is, they developed it during the pandemic period. The remaining one-quarter (25%) did not have a policy before the pandemic and did not develop one during the pandemic.

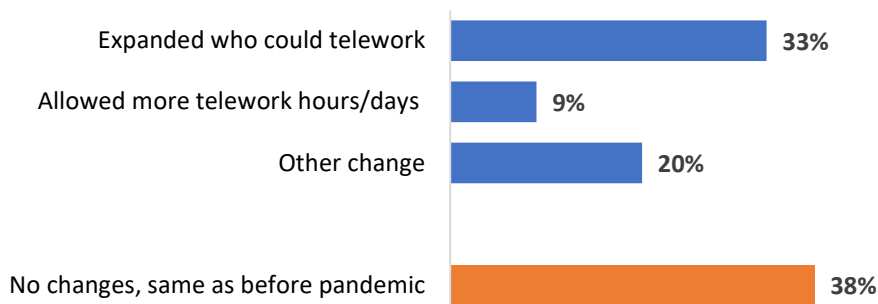
Figure 4 – Formal Telework Policy/Programs Before and During Pandemic (n = 178)



Large employers were more likely to have had a formal policy or program before the pandemic; 72% of respondents who worked for employers with 101 or more employees had a policy or program in place before the pandemic, compared with 52% of respondents whose organizations had 100 or fewer Washington region employees. But small organizations were more likely to have started a policy during the pandemic; 18% of respondents whose employers had fewer than 100 employees developed a policy during the pandemic, compared with 7% of respondents who worked for organizations with 101 or more employees.

**Changes to Formal Policies/Programs in Place Before the Pandemic** – As noted above, six in ten respondents said a formal telework policy or program was in effect prior to the coronavirus pandemic. These respondents were asked if their organizations made change to the policies/programs to accommodate the pandemic (Figure 5).

Figure 5 – Changes to Pre-Pandemic Telework Policies/Programs (n = 102)



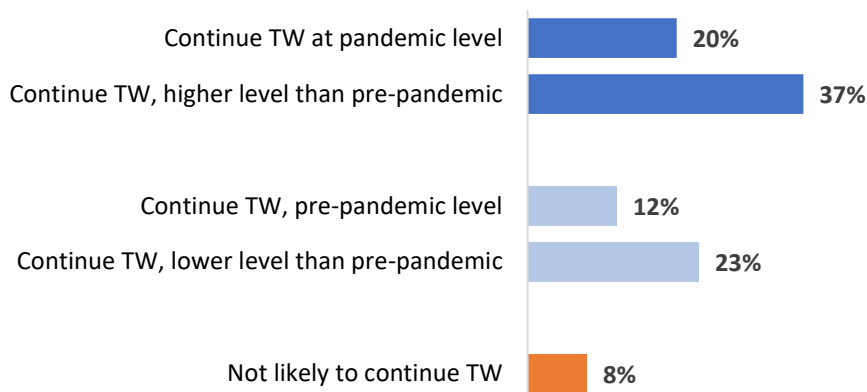
About four in ten (38%) made no changes. But 33% allowed more employees to telework; they expanded the eligibility for teleworking to job functions and/or employee groups, such as new employees, who were previously not eligible, and 9% expanded the number of days or hours that employees were permitted to telework.

Twenty percent indicated making some other type of policy or program change, such as permitting teleworking without a formal teleworker agreement, ensuring full technology access to make working from home feasible, becoming more flexible in telework arrangements to accommodate individual situations, and developing more remote meeting options.

## Anticipated Post-Pandemic Telework Level and Worksite Actions

**Changes to Formal Policies/Programs in Place Before the Pandemic** – Ninety-two percent of respondents said their organizations anticipated continuing telework after the Stay-at-Home restrictions were lifted and employees could return to their usual work locations. Two in ten (20%) said they would most likely continue telework at the level during the pandemic. Thirty-seven percent said they would continue telework at a level higher than the pre-pandemic level, allowing more employees to telework than before the pandemic and/or allowing more days or hours of telework per week. Twelve percent anticipated falling back to the pre-pandemic telework level and 23% expected to reduce telework to a level lower than before the pandemic, with fewer teleworkers and/or reduced telework days or hours.

Figure 6 – Anticipated Post-Pandemic Telework Level (n = 152)



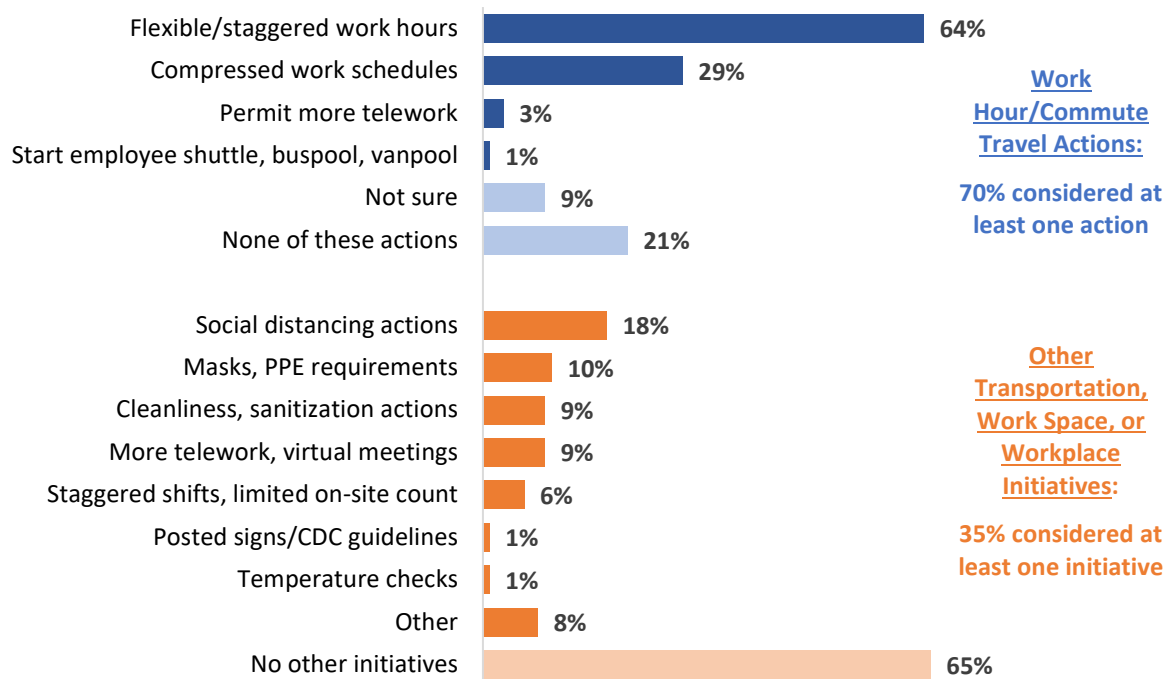
Given that nearly all respondents reported a pandemic telework level that was higher than the pre-pandemic level, this suggests that more than half of the organizations would have a higher telework level after the pandemic ends than they had before the pandemic. Employer size did not seem to be a factor in future telework; 57% of employers with more than 100 employees and 58% of employers with 100 or fewer employees anticipated a higher than pre-pandemic level of telework.

Respondents whose employers had higher percentages of telework during the pandemic were more likely to say their organizations would either continue at the pandemic level or have a higher than pre-pandemic level of telework when the Stay-at-Home restrictions were lifted. Seven in ten (69%) respondents with more than half of their employees teleworking during the pandemic anticipated teleworking above the pre-pandemic level, compared with just 18% of those whose pandemic telework percentage was 50% or less.

Respondents whose industries involved work that would be performed primarily in an office setting also reported a higher likelihood for higher than pre-pandemic levels of telework than were those whose industries were non-office oriented (e.g., medical, schools, real estate, construction, retail/wholesale, arts/entertainment). Nearly two-thirds (64%) of office-oriented employers anticipated a higher post-pandemic level of telework, compared with 50% of non-office-oriented employers. These results could suggest that employers that did not anticipate high levels of continued telework after the pandemic were in industries where telework was not as feasible a work option.

**Other Worksite Actions Considered by Employer** – The survey also asked respondents if their organizations had considered or discussed implementing other actions to reduce the spread of future virus outbreaks after employees are permitted to return to the usual workplace. They were asked first about work hours and commute travel scenarios. They were then asked an open-ended question about other actions or initiatives they have considered. Figure 7 presents the results to these two questions.

*Figure 7 – Worksite Actions Considered by Employer to Reduce Future Spread of Coronavirus  
Work Hours/Commute Travel (n = 174); Work Space/Workplace Initiatives (n = 173)*



Seven in ten respondents said their organizations had considered at least one work hours or commute travel actions. The overwhelming share (64%) considered actions for flexible or staggered work hours to minimize employee contact when arriving and leaving work. Three in ten (29%) considered compressed work schedules, with employees working fewer days per week with more hours per day. Three percent mentioned increasing telework and 1% considered starting an employee shuttle, buspool, or vanpool.

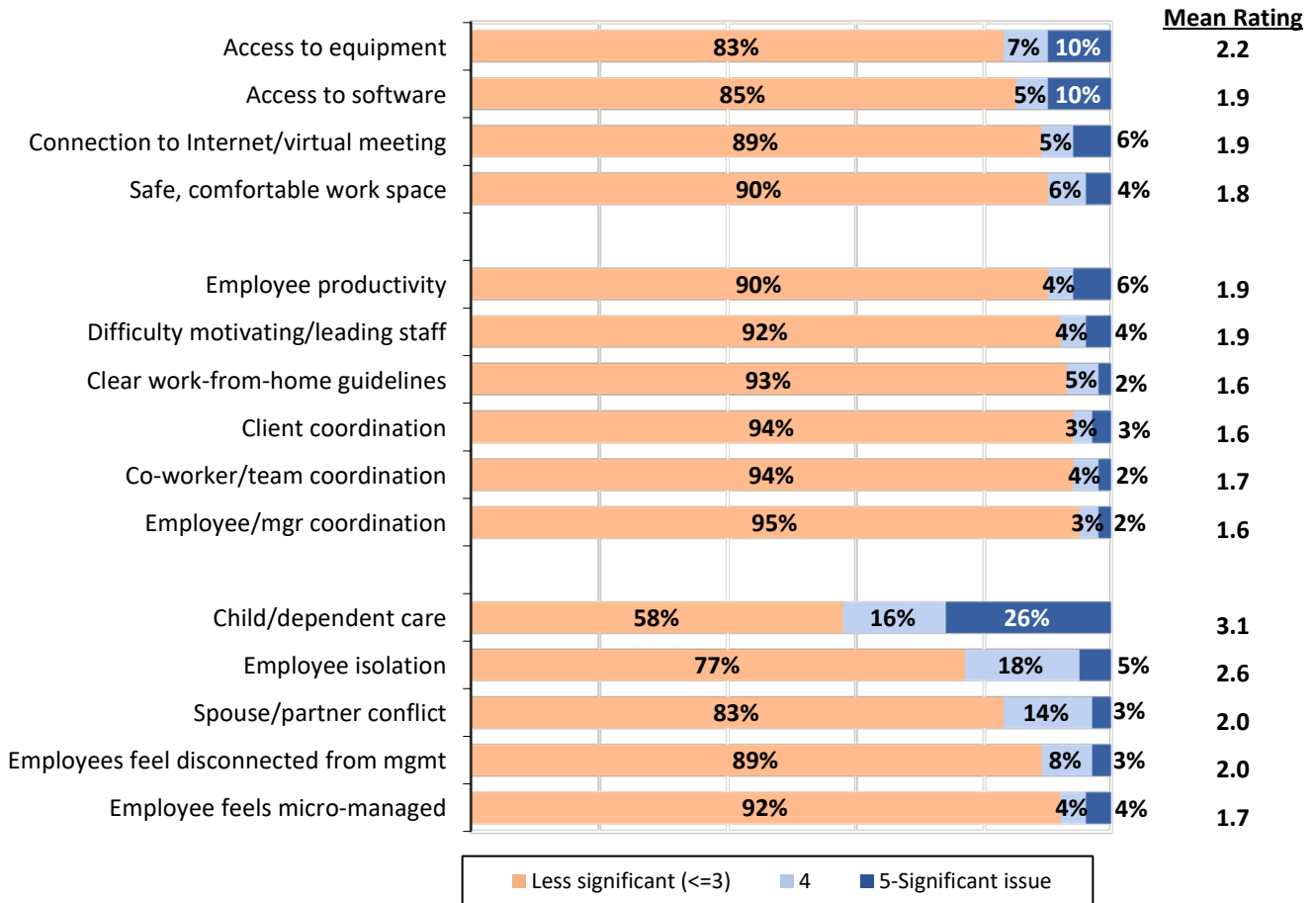
About one-third (35%) of respondents said their organizations had considered or discussed other initiatives to reduce future spread of the virus at the workplace. Most involved implementing strategies reflective of the practices recommended for all public spaces. Nearly two in ten (18%) considered

actions to create social distancing at the worksite and 10% considered requiring and/or providing masks and other personal protective equipment (PPE) (10%) for employees. One in ten considered actions to enhance the cleanliness of the workplace, such as offering hand sanitizer, hand washing stations, and more frequent sanitization of the workplace (9%), and the same share (9%) planned more telework and more virtual meetings to minimize employee contact. Six percent said they considered limiting the number of workers in the workplace through staggered work shifts.

### Telework Issues Encountered During the Pandemic

The survey presented a list of 15 possible work or employees issues or problems that employers might have encountered with increased telework and asked them to rate how significant these issues had been to their organizations during the coronavirus pandemic. They were asked to rate each issue, using a 1 to 5 scale, where 1 meant “not at issue” and 5 meant the issue had been a “significant issue” for the organization. Note that this question could ask only about the knowledge or perception of the respondent, so the results might have been different had another person been reporting for the organization. Figure 8 shows the percentages of respondents who reported either a rating of 4 or 5 (significant issue) and the percentages who reported that the issue was less significant, defined as a rating of 1, 2, or 3.

Figure 8 – Telework Issues – Percentage of Respondents Reporting “Significant” Issues (4 or 5 Rating on a Scale from 1 (not an issue) to 5 (significant issue): (Issue sample sizes range from n=109 to n=150)



The issues are divided into three groups. The top group represents issues related to technology and workspace at home. The middle group represents productivity, management, and coordination issues. The bottom group includes issues related to employees' personal experience with telework. To the right of the percentage results is shown the mean (average) rating for the issue; ratings with higher numbers were more significant issues than were those with low numbers.

**Technology and Productivity/Management/Communication Issues** – As is clear from the percentages shown in the top two sections of the figure, technology/space at home and productivity, management, and coordination did not seem to be significant issues for most employers. None of these issues were noted as significant by more than 17% of employers, and most were significant to fewer than one in ten of the employers. That conclusion also is borne out by the average ratings for the issues in these two groups; only one had an average rating of more than 2.0.

The top two issues in the technology group were problems accessing needed equipment (17%) and software (15%) that was available at the usual workplace but not at home. Employee productivity and motivation were noted as problems by only 10% and 8% of respondents. Communication issues, whether with clients (6%), co-workers/team (6%), and between managers and workers (5%) were similarly cited as significant by very few respondents.

**Employees' Experience with Telework** – By contrast, respondents indicated several significant issues with employees' experience with telework during the pandemic. More than four in ten (42%) said employees had encountered issues with child or dependent care, 23% said employees had experienced isolation and missed going to the workplace, and 17% had experienced conflict with a spouse or partner while teleworking during the pandemic. One in ten (11%) said employees expressed feeling disconnected from management, and 8% said employees reported feeling micro-managed.

It is important to note that child/dependent care and spouse/partner conflict are issues not typically associated with telework when children are in school and spouses/partners are working at their usual work locations. Similarly, the issue of employee isolation, while not uncommon for teleworkers who telework most or all of their days, likely has been compounded by the overall personal social isolation that many people have experienced during the pandemic, as reported by numerous media stories. Workers are isolated from co-workers, but also from their usual social networks. These "pandemic-telework" issues likely would be reduced or eliminated when the pandemic is over, schools re-open, more workplaces re-open, and workers can resume all their pre-pandemic movements for both work and social interactions.

**Reported Issues by Size or Type of Employer** – Employers' experience with telework issues appeared unrelated to their size. The percentages of large and small employers that reported telework issues were not statistically different, either in the overall experience of any issue or the experience with any single issue. Similarly, while employers that performed primarily non-office type of work reported slightly higher levels of challenges with technology and coordination/communication, the overall experience with telework challenges was essentially the same for the two employer type groups.

**Reported Issues Influence on Future Telework** – Employers' having encountered telework issues also did not seem to deter them from continued telework after the pandemic; 60% of employers that reported telework issues said they planned to continue telework at a level higher than the pre-pandemic level, compared with 55% of those who reported no telework issues.

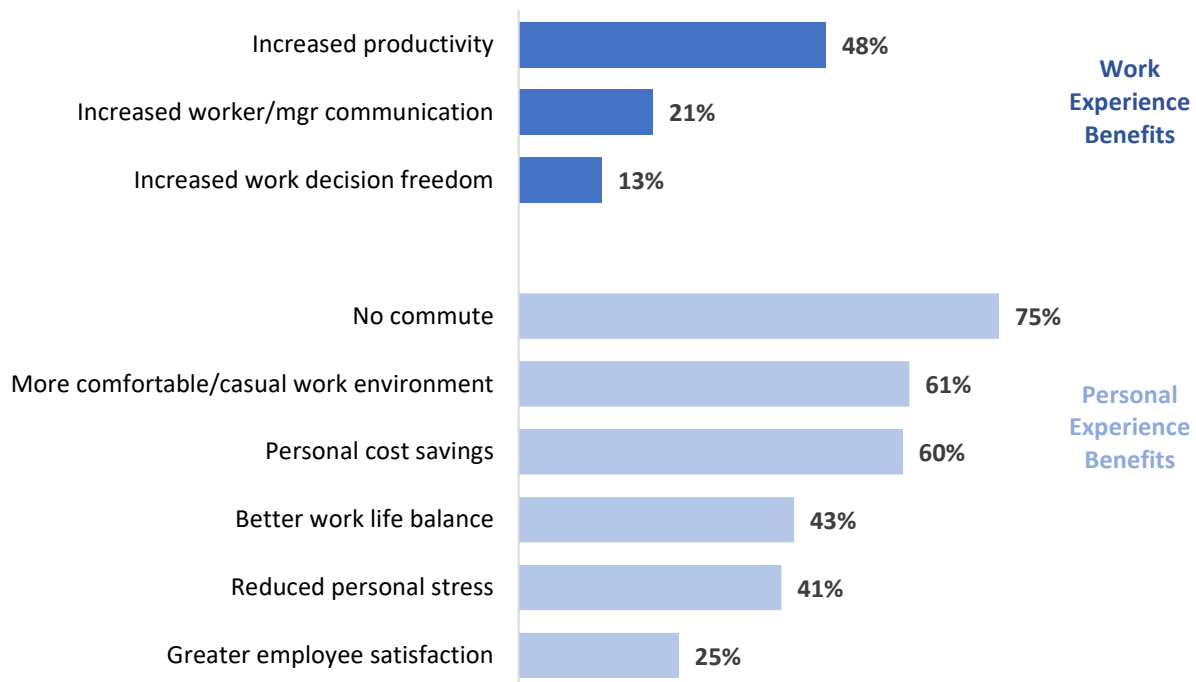


## Telework Benefits to Employees and Managers

Teleworking research has typically found that both employees who telework and those who manage teleworkers receive benefits from telework. To examine these possibilities, the survey asked respondents what benefits employees had shared about their teleworking experience and benefits managers had shared about their experience managing remotely. Again, note that these responses reflect only the awareness and perceptions of the respondents, thus might not reflect the total experience of either employees region-wide or even the employees in the sample.

**Employee Benefits** – Nearly nine in ten (89%) respondents cited benefits they had heard employees express about their telework experience during the pandemic. Figure 9 shows the benefits indicated, organized into two categories. The top group shows benefits related to employees’ work experience. The bottom group shows benefits related to employees’ personal experience.

Figure 9 – Teleworking Benefits Reported by Employees (n = 155)



Nearly half (48%) of all respondents said employees had told them they were more productive while they were teleworking, 21% had heard employees had increased or more effective communication with their managers, and 13% heard that employees felt increased freedom to make work or business decisions.

The bottom section of the figure shows that employees received even greater personal benefits from teleworking. The overwhelming benefit, cited by 75% of respondents, was that employees benefitted by not having to commute to an outside work location. Six in ten reported that employees benefitted from a more comfortable and casual work environment (61%) and/or through personal cost savings (60%), likely from avoiding the cost of commuting and workday-associated costs, such as lunchtime meal costs. Four in ten respondents had heard employees report better work-life balance (43%) and reduced personal stress (41%). One-quarter (25%) said employees indicated greater overall satisfaction.

**Manager Benefits** – About half (52%) of respondents noted benefits they heard managers express about their experience managing remotely during the pandemic. The top benefits included several benefits that also had been shared by employees (Figure 10). Nearly three in ten (28%) said managers reported increased productivity of the workers they supervised and 28% said communication with their employees was increased during the pandemic. Twenty-seven percent said managers noted their employees were more satisfied and 23% said managers reported lower stress in managing workers. Sixteen percent said managers felt they had increased freedom to make work decisions.

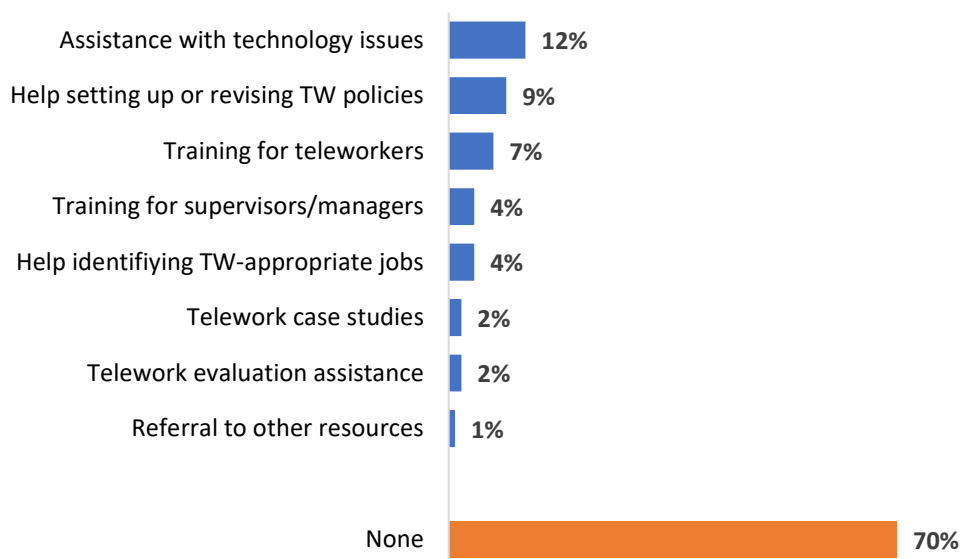
*Figure 10 – Benefits Reported by Managers From Remote Management (n = 155)*



## Telework Assistance

Finally, respondents were asked about assistance they or others in their organization had received to help set up teleworking for their employees. Three in ten (30%) respondents said they knew of some assistance their organization had received. The primary types of assistance included help resolving technology issues (12%), setting up or revising telework policies (9%), and training for teleworkers (7%). Four percent received assistance training supervisors or managers on how to manage remotely and help identifying telework-appropriate jobs.

*Figure 11 – Telework Assistance Received by Organization (n = 178)*



About half of the respondents who mentioned some form of assistance said it was provided by a source within the organization, such as an information technology (IT) department, human resources or administration office, or other internal or corporate office. The remaining respondents noted an outside source such as a commuter service or government office, a consultant they hired to assist, or a trade or industry association.

Note that, as with several other questions, the results only indicated the knowledge of the respondent. It is possible another person in the organization received telework program assistance but that the respondent who was surveyed was unaware of it. Further, given the high percentage of respondents whose organizations had implemented telework prior to the pandemic and the share that had formal policies or programs in place before the pandemic, it is likely that some assistance could have been provided to the organization before the respondent was involved with the telework or commute services program at the worksite.

**Assistance Desired** – Respondents were also offered an open-ended opportunity to provide suggestions for ways in which Commuter Connections could assist their organization with teleworking. Three percent of respondents (5 respondents) provided a suggestion related to telework. Three percent (5 respondents) entered a suggestion related to public transit options, commuting information, or parking.

## Appendix A – 2020 Coronavirus Pandemic Telework Survey

We understand that the current coronavirus pandemic has disrupted work operations for many employers. Commuter Connections is conducting this brief survey of businesses in the Washington metropolitan region to learn about your organization's experience with telework/work-at-home during the pandemic. Your participation is valuable and your responses will be confidential. The survey will take less than 10 minutes.

- 2a How many employees does your organization employ at all worksites in the Washington metropolitan region? If you are not sure, please give your best estimate.

\_\_\_\_\_ employees (Total at **all** worksites in Washington region)

99999 Left blank

- 2b And how many employees does your organization employ at the organization's primary worksite in the Washington metropolitan region? If you have more than one worksite in the region, this would be whichever worksite would be considered the main worksite in the region.

\_\_\_\_\_ employees (Total at **primary** worksite in Washington region)

99999 Left blank

- 2c In what zip code is your primary worksite in the Washington metropolitan region?

ZIP code \_\_\_\_\_

- 2d Since the coronavirus pandemic began, have any of your organization's worksites in the Washington metropolitan region shut down or reduced on-site employee operations, even if only temporarily?

- 1 All worksites shut down or reduced on-site operations (**ASK Q2e**)
- 2 Some worksites shut down or reduced on-site operations (**ASK Q2e**)
- 3 No, all worksites have remained open with all employees working on-site as usual (**SKIP TO Q2f**)
- 4 Other (**please specify**) \_\_\_\_\_ (**SKIP TO Q2f**)
- 99 Left blank (SKIP TO Q2f)

- 2e Have these Washington region worksites now reopened for all employees to work on-site as usual?

- 1 Yes, all have now reopened to all employees
- 2 No, some still are closed or still have reduced on-site work operations
- 3 Other (**please specify**) \_\_\_\_\_
- 9 Not sure
- 99 Left blank

- 2f Since the coronavirus pandemic began, have any of your organization's Washington metropolitan region employees teleworked (or worked at home), some or all of their workdays?

- 1 All employees teleworked ALL of their workdays
- 2 All employees teleworked, but not all of their workdays
- 3 Some employee teleworked, others worked at the usual location
- 4 No, employees have not teleworked at all (**SKIP TO Q2h**)
- 9 Not sure
- 99 Left blank

2g About how many of these employees are teleworking/working at home now, some or all of their workdays?

\_\_\_\_\_ employees

99998 Some employees telework now but I don't know how many

0 None

99999 Not sure if any employees telework now

2h BEFORE the coronavirus pandemic began, about how many of your Washington region employees teleworked/worked at home some or all of their workdays?

\_\_\_\_\_ employees

99998 Some employees teleworked but I don't know how many

0 None

99999 Left blank

2k Did your organization have a formal telework program or policy in place before the coronavirus pandemic?

1 Yes (**SKIP TO Q2n**)

2 No

9 Not sure

99 Left blank

2m Does your organization have a formal telework program or policy in place now?

1 Yes (**SKIP TO INSTRUCTIONS BEFORE Q3**)

2 No (**SKIP TO INSTRUCTIONS BEFORE Q3**)

9 Not sure (**SKIP TO INSTRUCTIONS BEFORE Q3**)

99 Left blank (**SKIP TO INSTRUCTIONS BEFORE Q3**)

2n Have you made changes to your telework program or policy to accommodate pandemic situations or is the program or policy the same as before coronavirus?

1 Yes (please describe) \_\_\_\_\_

2 No changes, it is the same as before coronavirus

9 Not sure

99 Left blank

INSTRUCTIONS BEFORE Q3

**IF Q2f = 1, 2, 3, 9, OR 99 (SOME EMPLOYEES TW DURING PANDEMIC OR NOT SURE), ASK Q3**

**IF Q2f = 4, SKIP TO Q3a**

3 Which of the following telework/work at home scenarios is most likely for your worksite after the Stay at Home restrictions are lifted and employees can return to their usual jobs and workplaces?

1 Continue telework at the level DURING the pandemic

2 Continue telework, but return to the level BEFORE the pandemic

2 Continue telework, but for fewer employees or fewer days per week than before the pandemic

3 Expand telework to more employees or more days per week than before the pandemic

4 Not likely to continue telework at all

9 Not sure

99 Left blank

3a Has your organization considered or discussed implementing any of the following work hours or commute travel scenarios after the Stay at Home restrictions are lifted to reduce the spread of future virus outbreaks? Select all that apply. **(ALLOW MULTIPLES FOR 1-7).**

- 1 Flexible or staggered work hours to minimize employee contact when arriving and leaving work
- 2 Compressed work schedules, in which employees work fewer days per week with more hours per day
- 3 Leasing additional work space to spread employees out and create buffer space around employees
- 4 Leasing work space closer to where employees live to reduce employees' commute distance
- 5 Leasing vehicles for employees to use for carpools or vanpools with other employees
- 6 Starting an employee shuttle, buspool, or vanpool
- 7 Other **(please specify)** \_\_\_\_\_
- 8 We have not considered or discussed any of these scenarios
- 9 Not sure
- 99 Left blank

3b Has your organization considered or discussed implementing any other transportation, work space, or work place initiatives to reduce the spread of future virus outbreaks? If so, please describe.

- 1 Yes (please describe) Open-ended \_\_\_\_\_
- 99 No other initiatives

**IF EMPLOYER IS a TW Assisted Employer (from sample LIST = MDTW), SKIP TO Q4**

**IF EMPLOYER IS NOT a TW Assisted Employer (from sample – LIST is other than MDTW), ASK Q3c**

3c Have you or others in your organization sought or received/obtained any information or assistance to help you set up teleworking for your employees?

- 1 Yes
- 2 No **(SKIP TO Q11a)**
- 3 Not sure **(SKIP TO Q11a)**
- 9 Left blank **(SKIP TO Q11a)**

3d What telework information or assistance did you receive? Select all that apply.

- 1 Help setting up or revising telework policies
- 2 Help identifying telework-appropriate jobs or functions
- 3 Training for supervisors or managers
- 4 Training for teleworkers
- 5 Assistance with telework technology issues
- 6 Telework case studies
- 7 Assistance to evaluate telework program results (e.g., survey, progress assessment)
- 8 Referral to other telework resources (Telework!VA, Shared Workspaces/Co-working/Telework Centers)
- 9 Other **(please specify)** \_\_\_\_\_
- 99 Not sure/Don't remember

3e From what sources did you receive that information or assistance?

Open-ended \_\_\_\_\_

**SKIP TO Q11a**

## Assisted employers – additional questions for TDM analysis

- 4 Have you or others in your organization received or used any of the following telework services from the Commuter Connections Program? **(ALLOW MULTIPLE RESPONSES FOR 1-5)**
- 1 Commuter Connections telework brochure
  - 2 Commuter Connections website, telework section
  - 4 Commuter Connections telework Facebook page
  - 5 Other assistance **(please specify)** \_\_\_\_\_
  - 88 Did not receive any Commuter Connections telework assistance **(SKIP TO Q5)**
- 4a In what year or years did you receive or use this (these) service(s)? **(ALLOW MULTIPLES FOR 1-6)**
- 1 2020
  - 2 2019
  - 3 2018
  - 4 2017
  - 5 2016
  - 6 Before 2016
  - 9 Not sure/Don't remember
- 5 Have you received telework information or assistance from any other sources?
- 1 No **(SKIP TO INSTRUCTIONS BEFORE Q5B)**
  - 2 Yes **(ASK Q5a)**
  - 9 Not sure/Don't remember **(SKIP TO INSTRUCTIONS BEFORE Q5b)**
- 5a From what sources did you receive that information or assistance?
- Open-ended \_\_\_\_\_

INSTRUCTIONS BEFORE Q5b

**IF (Q4 = 1, 2, 4, OR 5) OR Q5=2 ASK Q5b**

**OTHERWISE, SKIP TO Q10**

- 5b What information or assistance did you receive either from Commuter Connections or another sources? **(ALLOW MULTIPLES FOR 1-10)**
- 1 Help setting up or revising telework policies
  - 2 Help identifying telework-appropriate jobs or functions
  - 3 Help setting up telework agreement between employees and supervisors/managers
  - 4 Training for supervisors or managers
  - 5 Training for teleworkers
  - 6 Assistance with telework technology issues
  - 7 Telework case studies
  - 8 Assistance to evaluate telework program results (e.g., survey, progress assessment)
  - 9 Referral to other telework resources (Telework!VA, Shared Workspaces/Co-working/Telework Centers)
  - 10 Other **(please specify)** \_\_\_\_\_
  - 99 Not sure/Don't remember

5c How was the information or assistance provided to you? **(ALLOW MULTIPLES FOR 1-9)**

- 1 Face-to-face meeting
- 2 Phone call
- 3 Group training, webinar, or workshop session
- 4 Email or postal mail correspondence
- 5 Newsletter
- 6 Web page/site
- 7 A business association (e.g. Chamber of Commerce)
- 8 General media (e.g., television/radio/newspaper)
- 9 Another method **(please specify)** \_\_\_\_\_
- 99 Not sure/Don't remember

PAGE BREAK HERE

6 How has telework information or assistance helped your organization? **(ALLOW MULTIPLES FOR 2-9)**

- 1 It has not helped my organization
- 2 Helped us plan our telework program
- 3 Helped supervisors understand teleworking, useful to staff
- 4 Helped us develop telework policies
- 5 Helped us expand the number of teleworkers
- 9 Other **(please specify)** \_\_\_\_\_
- 99 Not sure/Don't remember

\* 7 About how many employees at your worksites in the Washington region teleworked BEFORE you received telework assistance?

\_\_\_\_\_ employees **(CONTINUE TO Q7a)**

99998 Some employees teleworked but I don't know how many **(CONTINUE TO Q7a)**

0 None **(SKIP TO INSTRUCTIONS BEFORE Q8)**

99999 Not sure if any employees teleworked **(SKIP TO INSTRUCTIONS BEFORE Q8)**

7a At that time did employees telework under a formal policy or under informal arrangements between supervisors and individual employees?

- 1 Formal program
- 2 Informal arrangements
- 3 Not sure

INSTRUCTIONS BEFORE Q8

**IF Q7 = 0 (No telework before) OR 99999 (Not sure if any employees teleworked), ASK Q8.**

**IF Q7 > 0 (Telework before) OR Q7 = 99998 (Some employees teleworked, don't know how many), SKIP TO Q8a.**

8 Since you received assistance, has your organization started a telework program?

- 1 No, has not started a telework program **(SKIP TO Q10)**
- 2 Yes, started a new program **(SKIP TO Q10)**
- 9 Not sure **(SKIP TO Q10)**



8a Since you received assistance, has your organization made any of the following changes to an existing telework program? **(ALLOW MULTIPLES FOR 1-5 AND OTHER)**

- 1 Opened the program to more employees
- 2 Limited the program to selected employees
- 3 Implemented formal telework policies
- 4 Started telework training for employees
- 5 Started telework training for supervisors
- 6 Increased the number of days employees are permitted to telework
- 9 Other **(please specify)** \_\_\_\_\_
- 88 Didn't make any of these changes
- 99 Not sure

10 Is your organization still interested in implementing or expanding teleworking at your worksites?

- 1 Yes
- 2 No
- 9 Not sure

11 Before the coronavirus pandemic, what general barriers or challenges did you face to implementing or expanding teleworking?

**SHOW OPEN-ENDED TEXT BOX**

\_\_\_\_\_

**CODE RESPONSES IN POST-PROCESSING INTO THE FOLLOWING CATEGORIES; ADD OTHERS AS NECESSARY**

- 1 None
- 2 Cost, cost of equipment / technology
- 3 Oversight, management, supervisors are resistant to remote management
- 5 Employees don't want to telework
- 6 Need most employees in the office / jobs are not telework-appropriate
- 7 Issues of data security, need to protect sensitive company information
- 8 Lack of upper management / owner support
- 9 Need to document productivity, results of telework
- 99 Not sure

11a During the coronavirus pandemic, how significant have the following problems or issues been for your employees or managers in teleworking or implementing/supporting telework? Please answer on a scale from 1 to 5, where 1 means it has NOT been an issue for your organization and 5 means it has been a significant issue.

Possible Issue	1 (not an issue)	2	3	4	5 (significant issue)	Not sure (999)
1 Access to needed software, databases, files	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2 Access to needed equipment (e.g., computer, network drive, printer, other specialized equipment, etc)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3 Employees' connection to Internet/virtual meeting systems	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4 Safe and comfortable work space	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
5 Coordination/communication with clients/customers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
6 Coordination/communication between managers and employees	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
7 Coordination/communication between co-workers or teams	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
8 Employee productivity	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
9 Child/dependent care responsibilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
10 Spouse/significant other conflict	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
11 Lack of clear work from home guidelines/leadership	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
12 Employee isolation/missing going to work	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
13 Employees feel micro-managed	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
14 Employees feel disconnected from management	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
15 Difficulty motivating/leading staff	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

12 What benefits, if any, have your employees shared about their experience teleworking or working from home? (Select all that apply). **(ALLOW MULTIPLES FOR 1-10; DO NOT ALLOW MULTIPLES WITH 1 (NONE))**

- 1 None
- 2 Increase in productivity
- 3 Reduced personal stress
- 4 Personal cost savings
- 5 More comfortable or casual work environment
- 6 Better work/life balance
- 7 Greater employee satisfaction
- 8 Increased freedom to make work or business decisions
- 9 Increased communication between managers and workers
- 10 Not having to commute to work
- 11 Other \_\_\_\_\_
- 99 Not sure

12a What benefits, if any, have managers shared about their experience managing remotely? (Select all that apply). **(ALLOW MULTIPLES FOR 1-7; DO NOT ALLOW MULTIPLES WITH 1 (NONE))**

- 1 None
- 2 Increase in workers' productivity
- 3 Reduced stress in managing workers
- 4 Greater employee satisfaction
- 5 Increased freedom to make work or business decisions
- 6 Increased communication between managers and workers
- 7 Other \_\_\_\_\_
- 99 Not sure

13 Do you have any suggestions for ways in which Commuter Connections could assist your organization with teleworking?

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14 Would you like additional information or assistance about teleworking or other regional commute services available to your employees? And would you be willing to share your experiences during the coronavirus pandemic, in a testimonial that Commuter Connections could use in a press release, video, or other public materials? (ALLOW MULTIPLES FOR 1 AND 2)

- 1 Yes, would be interested in receiving additional information or assistance
- 2 Yes, would be willing to share experiences in a testimonial
- 3 No **(SKIP TO Q14a)**

**IF Q14 = 1 OR 2 (YES), SHOW:** Please provide your name, email, and phone number:

Name: \_\_\_\_\_

Phone Number: \_\_\_\_\_

Email: \_\_\_\_\_

The last few questions are for classification only. They will not be used to identify you or your organization.

14a Which of the following best describes your type of organization?

- 1 Private company
- 2 Non-profit organization
- 3 Federal government agency
- 4 State or local government agency
- 5 Other **(please specify)** \_\_\_\_\_
- 9 Prefer not to answer

14b Which of the following best describes the industry or work of your employees in the Washington region?

- 1 Arts/entertainment/recreation
- 2 Agriculture, forestry, fishing, landscaping
- 3 Banking/finance/insurance
- 4 Business or government support services
- 5 Business or trade association, union, civic organization
- 6 Communications (e.g., radio, print, television, cable, digital services, recording/video)
- 7 Construction, construction/maintenance trades
- 8 Data processing/management/information management
- 9 Education/school
- 10 Hotel/hospitality management
- 11 Legal/law/judicial office or agency
- 12 Local government services (e.g., police, fire, social/vocational services, waste management, etc)
- 13 Manufacturing
- 14 Medical/healthcare services and practice/hospital/residential care facility
- 15 Military
- 16 Personal care/support services
- 17 Professional/scientific services or research (e.g., engineering, accounting, advertising, lab research)
- 18 Protective services
- 19 Real estate, property management/leasing/rental
- 20 Religious institution
- 21 Restaurant/food service
- 22 Retail sales/service
- 23 State or U.S. government services
- 24 Technology services (e.g., computer/technology design, consulting, management)
- 25 Transportation (e.g., air, rail, truck, water, taxi, rental car, bus/transit)
- 26 Utilities (electric, gas, communications)
- 27 Wholesale sales/distribution
- 28 Other **(please specify)** \_\_\_\_\_
- 99 Prefer not to answer

15 Thank you for completing this survey. Commuter Connections is offering a drawing for five \$100 Amazon gift cards. If you would like to participate in the drawing for one of these gift cards, please provide your name and email address. Please be assured that we will not sell or use your information for anything other than the drawing. Would you like to participate in the drawing?

- 1 Yes **(ASK Q16)**
- 2 No **(SKIP TO END)**
- 99 Left blank **(SKIP TO END)**

16 Please provide your name and email address so we can contact you if you are one of the five winners.

First Name:

Last Name:

Email Address:

END: Thank you again for participating in our survey. We appreciate your time.