



Aimee Custis Photography/Flickr

TRANSPORTATION PLANNING BOARD MEETING PACKET

January 18, 2023

12:00 P.M. – 2:00 P.M.

In-person Meeting



National Capital Region
Transportation Planning Board



TRANSPORTATION PLANNING BOARD

Wednesday, January 18, 2023
12:00 P.M. - 2:00 P.M.
Walter A. Scheiber Board Room

Meeting in-person/hybrid for members

AGENDA

- 12:00 P.M. 1. PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND PUBLIC COMMENT OPPORTUNITY**
Reuben Collins, TPB Chair
- Interested members of the public will be given the opportunity to make brief comments on transportation issues under consideration by the TPB. Any member of the public who wishes to address the board on the day of the meeting may do so by registering to attend and speak in person or by emailing a short statement to be relayed to the board at the meeting by noon on Tuesday, January 17, 2023. In-person comments will be limited to no more than three minutes. Written comments should be no more than 375 words. Please email TPBcomment@mwkog.org with the subject line "Item 1 Virtual Comment Opportunity" or call 202-962-3315 to register attendance or to provide the emailed statement.
- 12:15 P.M. 2. APPROVAL OF THE DECEMBER 21, 2022 MEETING MINUTES**
Reuben Collins, TPB Chair
- 12:20 P.M. 3. TECHNICAL COMMITTEE REPORT**
Mark Rawlings, TPB Technical Committee Chair
- 12:25 P.M. 4. COMMUNITY ADVISORY COMMITTEE REPORT**
Ashley Hutson, CAC Chair
- 12:35 P.M. 5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**
Kanti Srikanth, TPB Staff Director
- This agenda item includes Steering Committee actions, letters sent/received, and announcements and updates.
- 12:45 P.M. 6. CHAIRMAN'S REMARKS**
Reuben Collins, TPB Chair

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

ACTION ITEMS

12:50 P.M. 7. APPROVAL OF 2023-2024 APPOINTMENTS TO THE TPB'S CAC

Reuben Collins, TPB Chair

Marcela Moreno, TPB Transportation Planner

Every two years, the TPB appoints residents of the Washington region to serve as members on the TPB's Community Advisory Committee (CAC) for the upcoming two years.

Action: Appoint members to the 2023-2024 CAC.

INFORMATIONAL ITEMS

1:00 P.M. 8. REVIEW OF OUTLINE AND PRELIMINARY BUDGET FOR THE FY 2024 UPWP

Lyn Erickson, TPB Plan Coordination and Program Director

The committee will be briefed on an outline and preliminary budget for the Unified Planning Work Program (UPWP) for FY 2024 (July 1, 2023 through June 30, 2024). The UPWP is an annual statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area and serves as the TPB staff's work scope for the upcoming fiscal year. A complete draft of the FY 2024 UPWP will be presented to the board for review at its February meeting.

1:15 P.M. 9. ENVIRONMENTAL JUSTICE ANALYSIS

Sergio Ritacco, TPB Transportation Planner

The committee will be briefed on the results of the federally required environmental justice analysis of the 2022 update of Visualize 2045. Using the TPB-approved Equity Emphasis Areas, the plan does not have a disproportionately high or significantly adverse impact on low-income and racial and ethnic minority population groups.

NOTICE ITEM

1:45 P.M. 10. VISUALIZE 2050: DRAFT TECHNICAL INPUTS SOLICITATION

Lyn Erickson, TPB Plan Coordination and Program Director

TPB is updating its long-range transportation plan, which will be called Visualize 2050. The first step of the update is to define the process and schedule for including projects, programs, and policies in the air quality conformity analysis. The Technical Inputs Solicitation (TIS) document defines the process and schedule and TPB will be asked to approve the TIS at its February meeting to kick off the plan and TIP development.

2:00 P.M. 11. ADJOURN

The next meeting is scheduled for February 15, 2023.

MEETING VIDEO

Watch and listen to live video of TPB meetings and listen to the recorded video from past meetings at:

www.mwcog.org/TPBmtg



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: Public Comment for the January 2023 TPB Meeting
DATE: January 18, 2022

The Transportation Planning Board accepts public comment on a rolling basis. Comments can be submitted via email (tpbcomment@mwkog.org), online (mwkog.org/tpbcomment), and phone. Comments are collected until noon on the Tuesday before the TPB meeting. These comments are compiled and shared with the board at the meeting the following day.

Between the December 2022 TPB meeting and noon on Tuesday, January 17, 2023, the TPB received two comments submitted via email with attached letters and one request to provide public comment in-person.

The comments are summarized below. All full comments are attached to this memo.

PUBLIC COMMENT

Arlene Montemarano – Email – January 11, 2023

Montemarano, submitted an e-mail forwarding a 2023 article about highway widening and congestion. A copy of the remarks is attached.

Tad Aburn – Letters via Email – January 17, 2023

Aburn, a former Maryland Department of the Environment representative on MWACQ, provided written comment, letters, and supporting attachments asking TPB to consider updating regional policies and projects that may contribute to environmental justice issues. The written comment, letters, and concept paper are attached.

Bill Pugh, Coalition for Smarter Growth – In-person – January 18, 2023

Pugh, on behalf of the Coalition for Smarter Growth, will provide in-person public comment at the TPB meeting on January 18, 2023.

Marcela Moreno

From: Arlene Montemarano <mikarl@starpower.net>
Sent: Wednesday, January 11, 2023 12:15 AM
Subject: Why do we just keep widening highways?

Why indeed! Widening urban roads, history shows us again and again, causes more problems than it solves. Much destruction, little benefit, and that little benefit is short-term. So why not rethink this outmoded response to traffic woes?

Even more self-destructive than urban road widening itself, would be turning the entire thing over to a private international corporation to implement and draw private profits from, with its inherent loss of public control, for decades to come. That's a noose we do want to avoid.

(Bolding is mine.)

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https://www.nytimes.com/2023/01/06/us/widen-highways-traffic.html?unlocked_article_code=lyyll-PBE5sQIdJs9A5ILp7utntdGWlzzpjH6bkM798177kO59u5WoiOUNaRL5-splohAc7_FKh1brTCyVHukZvFNOz9ChfKChCnZEsauCxSVzQoq9mV8rsRMzPzWusJgdjEOjNKGz8QLvwbTsrYTEk0w8_QxyKV5wPt-LGHED3wqrB3bY-6_7Mx5HO_LDZca3yA3zRvLcSHXDvDzxbHTbWfYs7sbCZ73APNDuqHzVklAJJyoqcCHui48kylwGl_fhyTHDZLY_6f-C8wWr4vccvKh6OOwkgwFQYH7XX3KEG6AXDTYNjxS-PI5b4PwrAbaUvni6BdeKrn_Qc&smid=share-url

Link shows many graphics to accompany article.

www.nytimes.com/nytimes.com

Widening Highways Doesn't Fix Traffic. So Why Do We Keep Doing It?
By Eden Weingart and Alyssa Schukar | Jan. 6th, 2023

Interstate 710 in Los Angeles is, like the city itself, famous for its traffic. Freight trucks traveling between the city and the port of Long Beach, along with commuters, clog the highway. The trucks idle in the congestion, contributing to poor air quality in surrounding neighborhoods that are home to over one million people.

The proposed solution was the same one transportation officials across the country have used since the 1960s: Widen the highway. But while adding lanes can ease congestion initially, it can also encourage people to drive more. **A few years after a highway is widened, research shows, traffic — and the greenhouse gas emissions that come along with it — often returns.**

California's Department of Transportation was, like many state transportation departments, established to build highways. Every year, states spend billions of dollars expanding highways while other solutions to congestion, like public transit and pedestrian projects, are usually handled by city transit authorities and receive less funding.

Over the next five years, states will receive \$350 billion in federal dollars for highways through the

infrastructure law enacted last year. While some have signaled a change in their approach to transportation spending — including following federal guidelines that encourage a “fix it first” approach before adding new highway miles — many still are pursuing multibillion dollar widening projects, including in Democratic-led states with ambitious climate goals.

The Biden administration has suggested that states should be more thoughtful in their solutions to congestion. Sometimes widening is necessary, Transportation Secretary Pete Buttigieg said, but other options for addressing traffic, like fixing existing roads or providing transit options, should be considered. **“Connecting people more efficiently and affordably to where they need to go,” he said, “is a lot more complicated than just always having more concrete and asphalt out there.”**

Some communities and government officials are pushing back on widening plans. In Los Angeles, this opposition had an impact. After \$60 million was spent on design and planning over two decades, the Route 710 expansion was canceled last May.

“We don’t see widening as a strategy for L.A.,” said James de la Loza, chief planning officer for Los Angeles County’s transportation agency.

It remains to be seen if the cancellation is the start of a trend or an outlier. Widening projects are still in the works for highways in Texas, Oregon and Maryland, to name a few. New York City is even considering re-widening the traffic-choked Brooklyn Queens Expressway.

The cancellation of the Route 710 expansion came after California learned the hard way about the principle of “induced demand.”

In 2015, a \$1 billion project to widen a 10-mile stretch of Interstate 405 through Los Angeles was completed. For a period, “congestion was relieved,” said Tony Tavares, the director of Caltrans, California’s Department of Transportation.

But that relief did not last. **Rush hour traffic soon rebounded**, he said.

When a congested road is widened, travel times go down — at first. But then people change their behaviors. After hearing a highway is less busy, commuters might switch from transit to driving or change the route they take to work. Some may even choose to move farther away.

“It’s a pretty basic economic principle that if you reduce the price of a good then people will consume more of it,” Susan Handy, a professor of environmental science and policy at the University of California, Davis, said. “That’s essentially what we’re doing when we expand freeways.”

The concept of induced traffic has been around since the 1960s, but in a 2009 study, researchers confirmed what transportation experts had observed for years: In a metropolitan area, when road capacity increases by 1 percent, the number of cars on the road after a few years also increases by 1 percent.

For years, critics of the Route 710 plan had voiced concerns that the widened highway would lead to more greenhouse gas emissions and the bulldozing of the communities around it.

The 2018 proposal for this segment of Route 710 would have widened the roadway to four lanes in either direction, added two truck bypass lanes in either direction and widened the road shoulders.

In late 2020, the E.P.A. ruled that the widening plan violated the federal Clean Air Act, and officials paused the project. Then last spring, Caltrans canceled the project altogether. Mr. Tavares said it was

“probably the most significant” cancellation in the agency’s history.

Caltrans is considering alternatives to address traffic on the Interstate, including moving freight to a rail line.

“Caltrans in the past was very focused on dealing with congestion primarily,” Mr. Tavares said. “We have since pivoted, completely done a 180.”

State transportation agencies said they have shifted their focus to **providing people with options other than driving** and were planning to divert money to projects that would benefit communities surrounding Route 710. Options include improving air filtration in schools, providing better access to green spaces and investing in a zero-emissions truck program.

Yet there are still plans to widen other highways in the state. “One size does not fit all for transportation, and California is definitely not one size,” Mr. Tavares said.

On an unseasonably warm day last November, dozens of northern New Jersey residents gathered in the shadow of a highway overpass in Jersey City, just across the Hudson River from New York. In a densely populated state with expansive transit infrastructure, many in attendance wondered why officials were planning to widen the highway.

“If we want to be a leading state, look at what Colorado is doing in ending their highway expansions. Look at Los Angeles,” Jimmy Lee, president of Safe Streets JC, said.

New Jersey transportation officials plan to reconstruct and add up to four lanes to sections of the New Jersey Turnpike leading to the Holland Tunnel. In addition to carrying traffic into Manhattan, the turnpike is, like Route 710 in Los Angeles, an artery heavily trafficked by freight trucks carrying goods between ports and warehouses in the area.

The project, which will cost an estimated \$10.7 billion, includes rebuilding elevated roadways and the bridge over Newark Bay on the 66-year-old highway.

“Congestion is not safe,” Ms. Gutierrez-Scaccetti said. “I don’t advocate widening roads just for the sake of widening.”

The project has the support of New Jersey’s governor, Philip D. Murphy, a Democrat who set ambitious climate goals for the state, and local labor leaders. Mark Longo, director of an organization representing heavy equipment operators, said the expansion is “the single most important road project for the economic future of New Jersey.”

The proposed expansion would add two lanes in either direction on the bridge over Newark Bay, one lane in either direction on segments in Bayonne and Jersey City and widen the road shoulders. The last segment leading up to the Holland Tunnel would remain at two lanes in each direction but be widened to add shoulders.

The New York Times

Critics of the plan say the congestion can be addressed in other ways, including investing in public transit. Officials in Hoboken and Jersey City, which surround the highway and have some of the worst air quality in the country, have denounced the plan.

“There are other types of mobility that people value instead of just cars,” Jersey City Mayor Steven Fulop said.

Image

An aerial view of a wide highway, with the skyline of Houston in the background.

The expansion of the Katy Freeway in Houston was initially hailed as a success. But within five years, peak hour travel times were longer than before the expansion. Credit...Alyssa Schukar for The New York Times

An aerial view of a wide highway, with the skyline of Houston in the background.

HOUSTON

For critics of widening projects, the prime example of induced demand is the Katy Freeway in Houston, one of the widest highways in the world with 26 lanes.

Immediately after Katy’s last expansion, in 2008, the project was hailed as a success. But within five years, peak hour travel times on the freeway were longer than before the expansion.

Matt Turner, an economics professor at Brown University and co-author of the 2009 study on congestion, said adding lanes is a fine solution if the goal is to get more cars on the road. But most highway expansion projects, including those in progress in Texas, cite reducing traffic as a primary goal.

“If you keep adding lanes because you want to reduce traffic congestion, you have to be really determined not to learn from history,” Dr. Turner said.

“Expanding roads does not create more congestion,” transportation officials said in a statement. Rather, they said, it “helps to manage new travel demand.”

The Texas Constitution mandates that the majority of transportation funds go to improving the highway system. Over the next year, the state plans to spend about 86 percent of its budget on highway projects.

One of those is a \$9 billion plan to reconstruct and widen a section of Interstate 45, which crosses paths with the Katy Freeway. Transportation officials said the project would improve safety, reduce congestion and address flooding along the roadway.

The project runs from suburban Greenspoint to downtown Houston. The proposed design for this segment would replace the H.O.V. lane with two managed lanes in each direction, add a lane to the frontage roads in each direction and widen the road shoulders.

The plan for Route 45, Dr. Handy said, is another project being sold as congestion reduction.

The Texas transportation department estimates more than 1,000 people and 300 businesses in the surrounding neighborhoods, where most residents are Black and Hispanic, would be displaced by the expansion.

At the same time, officials at Houston’s public transportation agency are pulling together funding from bonds and federal grants for an additional way to address congestion and growth: 500 miles of improvements to public transit.

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Arlene Montemarano, 240-360-8691, Lawndale Drive

The State's plan to add 4 private toll lanes to 495 and 270 will have significant, irreversible negative impacts on Maryland, its air, water, land, climate, residents and communities, historic resources, ecosystems, flora, and fauna.....Sierra Club. I would add its finances, which will be hobbled for 50 years, by contract.

--

Arlene Montemarano, 240-360-8691, Lawndale Drive

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Comments for the January 18, 2023 TPB Meeting

Tad Aburn

tadaburn@gmail.com

(443) 829-3652

Mr. Chairman, Board members, thank you for providing the opportunity to provide public comment today.

My comments are again on the emerging issue of transportation and environmental racism. At your November meeting, I submitted comments on this issue that focused on a specific project, the District of Columbia's Claybrick Road Project in Prince George's County Maryland - a poster child for government supported environmental racism. My comments today are on the underlying regional transportation, air quality and land use policies that are now driving this unintentional racial inequity across the entire region. You should ask the COG staff to provide a briefing on how widespread this problem has become.

The TPB is recognized as a national leader on difficult transportation issues. This is a very difficult, emerging issue involving racial equity, transportation planning and air quality policy. Significant additional information is provided in the letter dated 1/18/2023 provided to COG staff and available in your Board packet..

The bottom line is that current transportation, air quality and land use policies have unintentionally created high risk, air quality hotspots in communities of color. Every single Board member can identify a community of color in their jurisdiction where the air pollution from diesel trucks, traffic congestion and numerous other sources is much worse than the average air pollution in the region. This is not coincidental. It is a direct result of the regional transportation and air quality policies being implemented in the MWCOG region.

You can begin to fix this issue now. The 1/18/2023 letter includes a short concept paper on how to begin to right this wrong.

In closing, racial equity and transportation justice are two of the most important issues that TPB must address. I urge you to show real leadership. Begin to update older transportation, air quality, zoning and land use policies that are now well recognized to enable and promote environmental racism. Work with your members to rethink the Claybrick Road project and other similar projects going on across the region immediately ... they only add to the existing inequitable environmental burden being

forced upon communities of color by outdated policies. These projects, once they are built, last forever.

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January 18, 2023

Reuben Collins
Chair, MWCOG Transportation Planning Board (TPB)
Members, MWCOG TPB
777 North Capitol St. N.E.
Suite 300
Washington, DC 20002

RE: More Detailed Letter of Concern for 01/18/2023 TPB Meeting

Chairman Collins, Board members, thank you for providing the opportunity to provide public comment for the January 18, 2023 TPB meeting. This letter is the letter containing more detailed information mentioned in my short written public comments for the 01/18/2023 TPB meeting.

My comments are on a critical issue now surfacing in the Washington, DC metropolitan area ... racial inequity and transportation and environmental racism.

My name is Tad Aburn. Last year I was the Chair of the MWAQC Technical Advisory Committee. I was an MWAQC member for over 10 years. For almost 20 years I was the director of the air pollution program in Maryland. I am now retired and commenting today as a concerned citizen.

The recent attached letter to the MWCOG Board leadership and the Chair of MWAQC provides additional information on how transportation, air quality and zoning and land-use policies are unintentionally driving environmental racism throughout the region. It also provides a short framework for how MWCOG can begin to address this difficult issue.

In closing, racial equity and environmental racism will be one of the most important issues that MWCOG will need to address over the next 10 years. I urge you to show real leadership and begin to address this difficult issue.

Please do not hesitate to contact me. I look forward to the leadership I expect you to show on this very difficult issue.

George S. Aburn Jr.

Tad Aburn

tadaburn@gmail.com

(443) 829-3652

Cc: TPB Members

Dr. Sacoby Wilson, UMCP CEEJH

Ted Dernoga, Prince George's County Council

Hannah Ashenafi, DC DOEE

Attachment 2 - Three Basic Steps that Need to be Implemented by MWCOG to
Begin to Address Environmental Racism in the Washington, DC Region*
December 20, 2022

Step 1 - Rethink and relocate current projects that are in the works that add to the existing environmental burden and make air pollution hotspots and racial inequity worse in communities of color throughout the Washington DC region.

Many of these projects, like the Claybrick Road project and the Ivy City project can be built elsewhere ... in an area that does not impact a community of color or in an area with a larger buffer between the emissions from the project and the communities that breathe the air.

Step 2 - Begin to work with VA, MD and DC to implement programs to reduce the existing inequitable exposures (hot-spots) to air pollution in communities of color throughout the region.

The efforts in Maryland provide a template to begin this work. The Maryland efforts involve:

- *Building community partnerships.*
- *The establishment of community based, hyper-local air monitoring networks.*
- *Implementing focused community-based inspection and enforcement programs to use existing authorities to begin to reduce emissions in communities of color for sources like diesel trucks, fugitive dust and air toxics from stationary sources.*
- *Adopting new regulatory or legislative programs to address difficult issues that are not covered by existing authorities like multi-pollutant, cumulative exposure to many air pollutants at the same time.*

Maryland has begun to implement community partnerships, enhanced, community based enforcement programs and has proposed three new regulatory initiatives to begin to address the issue of environmental racism. The MWCOG staff has several reports summarizing this work in Maryland.

Step 3 - Begin regional discussions on how to change existing air quality, transportation and land-use policies that are unintentionally driving environmental racism in the region. This is a very difficult step and will take time.

The most critical policy change that is needed is to rethink current land-use policies that continue to encourage dirty businesses to be built in communities of color because of antiquated zoning concepts.

* This paper was drafted by Tad Aburn. Mr. Aburn worked for 40 years for the Maryland Department of the Environment (MDE), was the MDE Air Director and a member of MWAQC for over 10 years, chaired MWAQC TAC multiple times and played a key role at MDE in beginning to implement policies and programs to address environmental racism from air pollution. Mr Aburn has recently retired.

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(443) 829-3652

December 30, 2022

Christain Dorsey

Chair, MWCOG Board of Directors

Takis Karantonis

Chair, Metropolitan Washington Air Quality Committee (MWAQC)

777 North Capitol St. N.E.

Suite 300

Washington, DC 20002

Chairman Dorsey and Chairman Karantonis:

Thank you for providing the opportunity to submit comments for consideration at the November 9, 2022 MWCOG Board and December 7, 2022 MWAQC meetings.

I also appreciate the written and verbal responses to my comments and letters provided by the MWCOG leadership.

I am again writing today to comment on a critical issue now surfacing in the Washington, DC metropolitan area ... racial inequity. I am concerned that you are focusing on the District of Columbia's Claybrick Road Project ... where the real regional issue is how regional air quality, transportation and land use policies are creating air pollution hot-spots in communities of color and how these regional policies are unintentionally promoting environmental racism throughout the Washington region. The Claybrick Road project is just one of many examples of how MWCOGs regional policies are driving environmental racism in the real world.

I have attached my December 5th letter to MWAQC that provides more detail on this issue.

I am also attaching a very short summary of the three key steps that I believe the MWCOG leadership and Committees need to begin to address to begin to fix this very serious, but technically and politically difficult problem.

During the December 7, 2022 MWAQC meeting, Chairman Karantonis described the mission of MWAQC, which is primarily to coordinate the development of regional air quality plans, and how the Claybrick Road project and environmental justice were not clearly part of the MWQAQC mission. I respectfully disagree with that. EPA is now requiring that environmental justice and real world environmental racism issues like the Claybrick Road project be addressed as part of regional air quality plans also referred to as "SIPs" or State Implementation Plans. I am surprised the MWCOG staff was not aware of this. I have cc'd Cristina Fernandez, a friend of mine and the EPA Region 3 Air Director. I am certain Cristina would be happy to brief MWAQC or MWAQC TAC on this critical new emerging area of SIP development. This issue also fits into several other EPA initiatives that are designed to ensure that environmental justice issues are addressed as part of projects that involve federal funding.

I would be happy to discuss these issues or to provide briefings to MWAQC, MWQAC TAC, CEEPC or TPB.

At a minimum, I would encourage you to ask the MWCOG staff to brief the MWCOG leadership on how widespread the issue of environmental racism, similar to the Claybrick Road Project, is throughout the region.

In closing, racial equity and environmental racism will be one of the most important issues that MWCOG will need to address over the next 10 years. I urge you to show real leadership, stop the Claybrick Road project and begin to work regionally to change the way that zoning and land use decisions are made and how existing regional air quality and transportation policies are driving racial inequity. Unfortunately, it is now well recognized that these outdated policies not only enable, but actually promote environmental racism.

Please do not hesitate to contact me. I look forward to the leadership I expect you to show on this very difficult issue.

George S. Aburn Jr.

Tad Aburn
Concerned Citizen
tadaburn@gmail.com
(443) 829-3652

Cc: Ted Dernoga, Prince George's County Council and MWAQC member
Koran Saines, Chair MWCOG CEEPC

Tara Failey, Chair, MWCOG AQPAC
Roger Thunell, Chair MWAQC TAC
Kelly Crawford, Air Director, DC DOEE
Cristina Fernandez, USEPA
Dr. Sacoby Wilson, UMCP CEEJH
Dylan Galloway
Sheila Salo
Karen Moe
Laila Riazi

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January 10, 2023

The Honorable Muriel Bowser
Mayor, District of Columbia
John A. Wilson Building
1350 Pennsylvania Avenue, NW
Washington, DC 20004

Mayor Bowser:

I am writing as I am concerned that you have not been adequately briefed on a proposed high polluting project that the District of Columbia (DC) Department of Transportation (DDOT) is proposing be built in an overburdened community of color in Prince George's County, MD.

My name is Tad Aburn and I am currently retired, but was, through November 2022, the Air Director for the Maryland Department of the Environment (MDE). I have worked with Tommy Wells and I am good friends with both Kelly Crawford and Hannah Ashenafi in your DC DOEE offices. I am currently doing volunteer work for overburdened communities in Maryland. I work closely with Dr. Sacoby Wilson and his University of Maryland Environmental Justice Center.

What is being proposed is a classic case of government driven environmental racism. I know of your stellar record and commitment to environmental justice issues and believe that you would not allow the DC DDOT project to be built in Ivy City or one of the Districts other environmental justice communities. I can only presume that you have not been well briefed on the DC DDOT proposed project in a Maryland environmental justice area on Claybrick Road, just outside of DC in Prince George's County. The project, which links to the metropolitan area's efforts to electrify buses, is well intended and will provide significant environmental benefits to the residents, the primarily white residents, of the region ... It is unfortunately being done at the expense of a small, overburdened community of color.

I have attached a recent letter to Dr. Amber Hewitt requesting her assistance with this issue. It includes additional details on the project. I have also attached a March 2022 letter from MDE to DC DDOT on this issue which has never been answered. In working with the community, it is very clear to me that transparency and not working openly with the community are also major issues.

In closing, I thank you for your leadership in the area of environmental justice and respectfully ask that the District consider an alternative, more appropriate site for the proposed Claybrick Road Project. In a meeting with the three Maryland Mayors who have expressed concern over this project, your senior DC leadership acknowledged that other sites were available. I urge you to relocate the project.

Respectfully

George S. (Tad) Aburn Jr.

Tad Aburn
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Cc: Dr. Sacoby Wilson, UM CEEJH
Dr. Amber Hewitt, DC ORE
Tommy Wells, DDOE
Carla Longshore, DDOT
Kelly Crawford, DDOE
Hannah Ashenafi, DDOE
Phil Mendolson
Sheila Sailo
Kaern Moe
Laila Riazzi
Dylan Galloway

TRANSPORTATION PLANNING BOARD
MEETING ATTENDEES
December 21, 2022

VIRTUAL MEETING

MEMBERS AND ALTERNATES PRESENT

Pamela Sebesky, Chair – City of Manassas
Charles Allen – DC Council
Christina Henderson – DC Council
Heather Edelman – DC Council
Ella Hanson – DC Council
Dan Emerine – DC Office of Planning
Rebecca Schwartzman – DC Office of Planning
Steven Varga – DDOT
Anna Chamberlin - DDOT
Mark Rawlings – DDOT
Mati Bazurto – Bowie
Rueben Collins – Charles County
Patrick Wojahn – College Park
Denise Mitchell – College Park
Mark Mishler – Frederick County
Kelly Russell – City of Frederick
David Edmondson – City of Frederick
Dennis Enslinger - Gaithersburg
Emmett V. Jordan - Greenbelt
Evan Glass – Montgomery County
Marilyn Balcombe – Montgomery County
Glen Orlin – Montgomery County
Christopher Conklin – Montgomery County Executive
Victor Weissberg – Prince George’s County Executive
Bridget Newton - Rockville
R. Earl Lewis, Jr. - MDOT
Marc Korman – Maryland House
Canek Aguirre - Alexandria
Takis Karantonis – Arlington County
David Meyer – City of Fairfax
Walter Alcorn – Fairfax County
James Walkinshaw – Fairfax County
David Snyder – Falls Church
Corinna Sigsbury – Loudoun County
Ann B. Wheeler – Prince William County
Victor Angry – Prince William County
John Lynch – Virginia DOT
Maria Sinner – Virginia DOT
William Cuttler – Virginia DOT
Allison Davis – WMATA
Mark Phillips - WMATA
Julia Koster - NCPC

MWCOG STAFF AND OTHERS PRESENT

Chuck Bean
Lyn Erickson
Mark Moran
Tim Canan
Andrew Meese
Nick Ramfos
Paul DesJardin
Stacy Cook
Sergio Ritacco
John Swanson
Eric Randall
Erin Morrow
Deborah Etheridge
Kim Sutton
Leo Pineda
Marcela Morena
Pierre Gaunard
Dusan Vuksan
Katherine Rainone
Rachel Beyerle
Janie Nham
Kari Snyder – MDOT
Jeff Jamawat – NCPC
Dan Janousek - MDOT
Matt Arcieri – Chair, TPB Technical Committee, City of Manassas
Virginia Burke - MDOT
Ashley Hutson – Chair, TPB Community Advisory Committee
Elizabeth Miller - NCPC
Karin Schierhold - NCPC
David Lorenzo-Botello – Montgomery County Council staff

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

Chair Pamela Sebesky called the virtual meeting to order. She described the procedures for conducting virtual meetings.

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

Lyn Erickson said that one comment had been received between the November 2022 TPB meeting and noon on Tuesday, December 20. She said that Arlene Montemarano submitted an email which forwards a 2014 article on urban traffic congestion. The comment was posted.

2. APPROVAL OF THE NOVEMBER 16, 2022 MEETING MINUTES

Kelly Russell made a motion to approve the minutes. The motion was seconded by Victor Angry and was approved with one abstention from Emmett Jordan.

3. TECHNICAL COMMITTEE REPORT

Referring to the posted material, Matt Arcieri said the Technical Committee met on December 2. He said the committee reviewed items on the TPB's December agenda and also received briefings on a consultant-led evaluation of the TPB's public participation activities and an update on climate goals. He thanked the TPB for the opportunity to serve as Technical Committee chair in 2022 and acknowledged the work of TPB staff.

Chair Sebesky thanked Matt Arcieri for his service and presented him with a certificate of appreciation.

4. COMMUNITY ADVISORY COMMITTEE REPORT

Referring to the posted material, Ashley Hutson said the CAC met on December 15. She said the committee received briefings on climate goals and the consultant-led evaluation of TPB public participation activities. Committee comments regarding these two items were included in the CAC's posted report.

Chair Sebesky expressed her thanks to Ashley Hutson for serving as CAC chair. She noted that the current CAC would have one more meeting, in January, before the new committee convenes in February.

Canek Aguirre presented the report from the Access for All Advisory Committee. He said the committee met on December 16 and received a presentation on the consultant-led study of TPB public participation activities, as well as a presentation from WMATA staff on the Better Bus project. He said that committee comments regarding these presentations were included in the committee's report. He thanked the TPB for the opportunity to serve as AFA chair and he acknowledged the work of TPB staff.

Chair Sebesky thanked Canek Aguirre for his service as AFA chair. She presented him with a certificate. She also announced that Christina Henderson has agreed to chair the AFA next year.

5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

In the absence of Kanti Srikanth, Lyn Erickson provided the Steering Committee report and the Director's Report. Referring to the posted material, she said the Steering Committee met on December 2 and approved two amendments to the FY 2023-2026 TIP. The first was an amendment from MDOT to add approximately \$45 million for two projects already in the plan and TIP, as well as adding approximately \$11 million for a new project along Maryland Route 6 in La Plata. The second amendment, requested by VDOT, would add funding for a new planning and engineering study to explore the continuation of the express lanes on Virginia's Beltway east of I-395.

Lyn Erickson said the posted materials under this item included a letter of support for Prince William County's application for federal RAISE grant money to improve the Prince William Parkway and Minnieville Road intersection. The packet also included the TPB meeting schedule for 2023, an announcement of the upcoming applications periods for the TPB's TLC and RRSP programs, and the press release for the recent launch of the TPB's Street Smart campaign.

7. PENNSYLVANIA AVENUE INITIATIVE – VISION AND CONCEPTS [item presented intentionally out of order]

Because the presenters for Item 7 needed to leave early, Chair Sebesky said that Item 7 would precede Item 6 at the meeting.

Referring to the posted material, Beth Miller and Karin Schierhold from the National Capital Planning Commission (NCPC) briefed the board on the Pennsylvania Avenue Initiative. They explained that their agency has developed a new vision and draft concepts for Pennsylvania Avenue NW between the White House and the U.S. Capitol. They said the vision and concepts were currently out for public comment. They

said the Avenue as a venue is an inclusive, welcoming, and dignified corridor designed to put people first, and serve as an inspirational destination for civic expression. Three concepts imagine the Avenue as a street for people: uniquely prioritizing pedestrians, bikes, transit and cars. Each concept explores ways to realign circulation, re-configure public space, achieve sustainability goals, and balance daily use of the street with event programming. Their presentation provided background on the location, conceptual approaches for potential changes, and next steps.

Bridget Newton said she was very impressed by the planning activities.

David Snyder asked if the presenters had data available regarding the traffic volumes currently using Pennsylvania Avenue and how that traffic would be managed if cars were removed. He also asked what the next steps would be.

Beth Miller said the project was in the early stages. She said they hope to procure a consultant before next summer and then start planning and design work. She said they planned to communicate with the TPB and its committees as the initiative moves toward implementation.

Responding to David Snyder's first question, Karin Schierhold said they did a transportation study in 2018. With the impacts of covid, she said, all these studies will need to be refreshed. However, she said that the results of the 2018 study essentially led to the conclusion that two lanes, 20 feet of space, could be reallocated without impacting that level of service.

Beth Miller said that the next stage in the initiative would start to explicitly address the question of diverting traffic.

Mr. Karantonis said he was interested in how the three concepts described by the presenters might be merged. He said he thought the Linear Green concept was ambitious and he was interested to see how it might be developed. He said other international capitals had done similar things.

Beth Miller said the Linear Green proposal has been the most popular concept during public outreach to date, although it has also received some pushback because of traffic implications. She said the Civic Stage concept, which she said is perceived to be a more European approach, has also positive feedback. She said they hope to take the best ideas from each of the concepts and integrate them into a final synthesis.

Mr. Karantonis said the possibilities were very exciting. He said the Civic Stage approach was not just European; it, in fact, is international with Montreal providing a good example.

6. CHAIR'S REMARKS [item presented intentionally out of order]

Returning to Item 6 on the agenda, Chair Sebesky announced the names of TPB members who would be leaving the board at the end of the year. She said David Meyer would be leaving the TPB and she thanked him for his contributions. She presented him with a certificate.

David Meyer thanked the TPB for the opportunity to serve and acknowledged the work of staff. He said there are many exciting things underway in our region, and he wished the TPB luck in the future.

Chair Sebesky said that Evan Glass would be leaving the TPB, and she thanked him for his contributions. She presented him with a certificate.

Evan Glass thanked the TPB for the opportunity to serve and acknowledged the work of staff. He said that although there has been some disagreement within the board and within the region, he believes it is far more important that regional leaders focus on areas where there is agreement.

Chair Sebesky said that Deni Taveras from Prince George’s County would not be returning to office next year, and hence she would be leaving the TPB. She said a certificate had been presented to Councilmember Taveras.

Chair Sebesky said that at the last board meeting, members suggested that the TPB should more broadly share information about regional roadway safety. Based on that suggestion, Chair Sebesky said she worked with staff to write an op-ed that was recently published in *Virginia Mercury Newspaper*. She said the op-ed was posted on the web.

In her concluding remarks, Chair Sebesky said it had been a privilege and honor to serve as chair. She said that, coming from a small jurisdiction in the outer areas of this vast region, she has greatly benefited being a part of the TPB process. She noted the year’s achievements, including the approval of the long-range plan update and the elevation of climate change as a planning priority. She highlighted the importance of holistic planning at the TPB, which incorporates issues like land-use and growth, ensuring equity and access to transportation services, providing safe and affordable options for travel, and doing so in a fiscally and environmentally sustainable manner.

Finally, Chair Sebesky thanked the 2022 TPB vice chairs for their collaboration and support.

Vice Chair Collins thanked Chair Sebesky for her leadership. He said she did an outstanding work in building consensus and steering the TPB. He expressed appreciation for Chair Sebesky’s representation of the interests of outer jurisdictions.

Vice Chair Henderson thanked Chair Sebesky for her leadership. She expressed appreciation for keeping the meetings on time while also making sure that everyone has an opportunity to feel like they have been heard.

ACTION ITEMS

8. NOMINATING COMMITTEE REPORT FOR THE 2023 TPB OFFICERS

Chair Sebesky asked Kelly Russell to present the 2023 slate of candidates.

Kelly Russell recognized the members of the TPB nominating committee which included Charles Allen from the District of Columbia and Jeanette Rishell from the City of Manassas Park.

Kelly Russell announced the slate of candidates to serve as TPB officers in 2023: Reuben Collins, President of the Charles County Board of Commissioners, as TPB Chair; Christina Henderson, District of Columbia Councilmember, as Vice Chair; and James Walkinshaw, Fairfax County Board Supervisor, as Second Vice Chair.

Kelly Russell made a motion to appoint the nominated members to the posts of chair and vice chairs for 2023, The motion was seconded by Bridget Newton.

The motion to approve the calendar year 2023 slate of TPB officers was unanimously approved.

Chair Sebesky congratulated the incoming chair and vice chairs.

9. PBPP: TARGETS FOR TRANSIT SAFETY AND HIGHWAY SAFETY

Chair Sebesky stated that the TPB received a briefing at the November 2022 TPB meeting on the proposed update to the roadway safety and transit safety targets adopted a year ago as required by federal regulations, and the board will be asked to adopt two separate resolutions to approve the updated safety targets.

Mr. Randall referred to the two staff memos for Item 9 and stated that he would speak to the first resolution, R4-2023.

Mr. Randall stated that transit safety targets are set for four performance measures: fatalities, serious injuries, safety events, and reliability performance which is miles or distance between failures. He said that the targets are then set for mode of operation: heavy rail (Metrorail), streetcar, and urban bus with the targets combined for each applicable local bus provider, resulting in one set of regional targets.

Mr. Randall said that no agencies are setting targets other than zero for fatalities or rates of fatalities; however, several hundred serious injuries are expected.

Mr. Randall stated that no comments have been received on the draft targets.

Mati Bzurto moved approval of Resolution R4-2023. The motion was seconded.

The motion to adopt Resolution R4-2023 passed unanimously.

Janie Nham said that the TPB was briefed in November 2022 on the 2019-2023 highway safety targets for the region. She stated that compared to the 2017-2021 regional safety targets set by the TPB, the region met two of its five performance measures (for serious injuries and serious injury rate) over the past year.

Janie Nham said that targets for the number of fatalities and fatality rate are being kept at the same level as 2021, whereas the targets for serious injuries, the serious injury rate, and non-motorist fatalities are being set at more aggressive levels. She stated that no comments have been received on the targets to date.

Takis Karantonis moved approval of Resolution R5-2023. The motion was seconded by Kelly Russell.

David Snyder said that the target setting is one of the most distressing votes that the TPB has to take in any given year and that the TPB and local jurisdictions continue to work hard on safety. He said that he knows that TPB members share a deep concern for safety, and hopefully TPB members can all recommit to addressing the issues of safety in transit and on our highways.

David Snyder thanks Chair Sebesky for putting forward an op-ed piece that was published by the Virginia Mercury and stated that he hoped that these issues will continue to be part of the TPB agenda at a very high level in 2023.

Mr. Conklin said that he is disappointed to see no change in the fatality target but recognizes as a nation and a region we are not making the progress that we would like to regarding fatalities. He said he is pleased to see that some progress is being made and hopefully that will lead to progress in fatalities.

Mr. Conklin emphasized that as the TPB considers the long-range plan that there be emphasis on expectations for speed of travel on the region's corridors and the impact of that on safety performance for corridors.

Chair Sebesky said that at the November TPB meeting that several members supported sending a communication to the region's legislators about safety outcomes on the region's roadways and calling for a concerted effort to take action to address the serious issue. She said that TPB staff will draft a letter to send in January 2023. She said that as all TPB members work with state legislators that it is important to keep safety in legislative priorities.

The motion to adopt Resolution R5-2023 passed unanimously.

10. FY 2023 AND FY 2024 TRANSPORTATION ALTERNATIVES SET ASIDE PROGRAM FOR THE DISTRICT OF COLUMBIA

John Swanson referred to the Item 10 presentation and memo introducing the project recommended for funding under the District of Columbia Transportation Alternatives Set-Aside Program. He shared the example of successful past funded projects for the C&O Canal, C&O Trail, and Water Street in Georgetown.

John Swanson said that the DC program funding was competitive, and the project selection panel met in November to recommend the projects presented to the TPB. He said that the projects will be funded over two years at the available funding amount of \$2.3 million.

John Swanson shared the list of recommended projects: the Anacostia River Trail, the Joyce Road Trail and Beach Drive Trail, and installation of green infrastructure facilities that are meant to replicate natural hydrological processes in places that have large impervious surface areas. Swanson stated that the green infrastructure is typically bioretention facilities, often called rain gardens that offer street trees and landscaping, and permeable pavement.

John Swanson shared that the last two projects are restoring, repainting, and conserving the East Hall at Union Station and bicycle and pedestrian safety improvements on 11th Street NW.

John Swanson requested TPB approval of Resolution R6-2023 to approve projects for funding under the Federal Transportation Alternatives Set-Aside Program for the District of Columbia for FY 2023 and FY 2024.

Anna Chamberlin moved approval of Resolution R6-2023. The motion was seconded by Earl Lewis.

The motion to adopt Resolution R6-2023 passed unanimously.

John Swanson thanked District DOT staff and Kelsey Bridges for their outstanding work and coordination. He said that there is a new round of funding for the Maryland TAP project, and the application period is going to open in April. He stated that the TPB is always interested in seeing projects that are moving forward on things that have been studied through the Transportation Land-Use Connections program and also the Regional Roadway Safety Program.

INFORMATION ITEM

11. MARYLAND ZERO EMISSION ELECTRIC VEHICLE (EV) INFRASTRUCTURE COUNCIL PRESENTATION

Chair Pamela Sebesky introduced the item with opening remarks about the TPB's adopted resolution to reduce greenhouse gases within the transportation sector 50 percent below 2005 levels by 2030 and 80 percent below 2005 levels by 2050. She highlighted that transitioning the region's vehicle fleet was one of the endorsed strategies with potential to reduce greenhouse gases.

Chair Sebesky introduced the presenter, Earl Lewis, Maryland's Deputy Transportation Secretary and Chair of the Maryland Zero Emissions Electric Vehicle Infrastructure Council (ZEEVIC), to bring attention to the opportunities and challenges around this strategy.

Earl Lewis provided an overview about the National Electric Vehicle Infrastructure Grant Program (NEVI), established by the Infrastructure Investment and Jobs Act (IIJA), to help meet national demand for EV charging infrastructure.

Earl Lewis referred to the slide presentation to demonstrate the growth of registered EVs in Maryland from Fiscal Year (FY) 2012-2023, with an approximate increase of 10,000 percent. He noted that while registered EVs are concentrated in the central part of the state, most zip codes included a registered EV. He said this demonstrated need for equitable distribution of EV charging infrastructure across the state – including suburban, rural, and urban areas.

Earl Lewis said that NEVI provides federal formula funding for states to support its mission of a national network of 500,000 EV chargers. He added that \$2.5 billion will be available in discretionary funding over five years, from FY2022 – FY2026. He stated that the draft language for the two discretionary grants, the Corridor Charging grant and the Community Charging grant, is expected to be released in early 2023.

Earl Lewis shared that Maryland and MDOT submitted their NEVI plan early on and that their plan was one of the first approved plans. He referred to the slide presentation to illustrate the 23 alternative fuel corridors in their plan. He shared how Maryland is adapting to the new rule that mandates charging stations to be within one mile of an exit or intersection. He said that previously, EV chargers needed to be within five miles of highways along these corridors, as a result, their earlier corridors are recognized but need to meet the new rule to be corridor ready. He stated that the first three years of the program funding will likely be focused on making corridors corridor-ready, with years four and five focused on EV charging needs.

Earl Lewis referred to the slide presentation to give an overview of EV charging infrastructure in Maryland. He said that there are currently 1,188 charging stations and 3,398 charging outlets across the state. He noted that the highest concentration of charging stations is along the I-95 corridor. He said that this distribution closely aligns with the concentrations of registered EVs, and that many vehicles utilize the interstate when traveling north or south in Maryland.

Earl Lewis stated that MDOT is currently setting up their NEVI program and released a request for information (RFI) in September 2023. He said the RFI was intended to get feedback from stakeholders on the development of EV charging networks in the state.

Earl Lewis referenced the slide presentation to outline other state-led initiatives to support the construction of EV charging infrastructure. He referenced several examples of EV charging initiatives through the Maryland Public Service Commission, Maryland Highway Administration, Maryland Department of Transportation, and private-public partnerships.

Earl Lewis referenced the slide presentation about addressing equity to ensure that Marylanders have access to EV charging. He said that consideration for building EV chargers to ensure EV owners that do not live in single-family homes have access to charging. He said that tools like the Maryland environmental justice (EJ) screening tools and the Centers for Disease Control and Prevention's (CDC) Social Vulnerability Index are resources to identify areas of need. He shared ZEEVIC's community outreach efforts, including bi-monthly meetings and booths at community events. He added that ZEEVIC has encouraged Maryland state government to convert their own fleets to EVs.

Earl Lewis referenced the slide presentation to highlight several funding sources related to fleet electrification in the state, including opportunities for governments to get funding for EV recharging infrastructure per the Inflation Reduction Act. He added that there are several EV-related multi-state agreements that Maryland, Virginia, and DC are active in.

Earl Lewis concluded the presentation with a summary of Maryland's EV goals and opened the discussion for questions.

Mati Bazarro asked about whether the NEVI program has addressed resiliency.

Earl Lewis said that resiliency is a key tenant of their work. He mentioned his work establishing an office of climate change, and the need to focus on resiliency statewide.

Patrick Wojahn asked about the Maryland's plan to engage with local governments to move forward on the EV charging initiative.

Earl Lewis said that they will assist local governments with understanding the rules as sub-grant recipients when additional federal guidance is available. He added that a challenge may be finding partners that are able and willing to move forward quickly with federal funding terms and conditions. He said that the state of Maryland wants government involved to ensure that goals related to distribution and Justice40 are maintained.

Dan Emerine asked about the potential to integrate charging within curbside parking in urban areas. He said that the District has piloted this type of charging and wanted to learn about any similar efforts and results in Maryland.

Earl Lewis said that similar deployments demonstrated the variable costs depending on localities. He stated that EV installation firms have experienced delays for permits, so local governments can play a role in reviewing codes for EV charging. He said that Maryland's grant program will be designed to motivate the creativity needed for the technological transformation.

Takis Karantonis asked about the hydrogen data points referenced in an earlier slide.

Earl Lewis said that an entity in the region submitted a letter of interest to a hydrogen initiative led by the Department of Energy (DOE). He said that the DOE will be granting funds to entities to build hydrogen hubs and refueling stations. He added that an advantage of ZEEVIC is their knowledge of various zero-emission efforts across the region.

12. ADJOURN

There being no other business, the meeting was adjourned at 2:03 P.M. The January 18, 2023 TPB meeting will be an in-person/hybrid meeting.

2022 END-OF-YEAR REPORT COMMUNITY ADVISORY COMMITTEE

Ashley Hutson, 2022 CAC Chair
Presented to the TPB, January 18, 2023

For the last 30 years, the TPB's Community Advisory Committee (CAC) has been providing "region-oriented citizen advice" to the TPB and has been promoting public involvement in the regional transportation planning process. As required by the TPB's Public Participation Plan, this report summarizes the committee's activities and interests in 2022.

Much of the committee's attention in 2022 was focused on the update of Visualize 2045, the region's long-range transportation plan, but we also provided input on a number of other key topics before the TPB. We were pleased to have opportunities throughout the year to interact with a variety of different players in the TPB process. These included a special meeting with the TPB officers in July and a similar session with representatives of the state DOTs in September.

COMMENTS ON VISUALIZE 2045

Throughout the year, the committee discussed the update of Visualize 2045, which was approved in the fall, and the preparations for the next plan update, due in 2024. Some key themes emerged in our discussions and comments:

- ***The Voices of the Region outreach effectively used a variety of tools.*** CAC Members complimented the TPB staff's use of different tools – a survey, focus groups, and QR code posters – for the Voices of the Region campaign that was the primary outreach effort for the plan update. They applauded the campaign's effectiveness in reaching different audiences and seeking different types of input, noting the special efforts to include communities of color and low-income communities. Members said that it would be particularly interesting and useful to repeat the public opinion survey in the near future, particularly once the pandemic is over.
- ***Discussions about visionary vs. realistic planning.*** At various stages of the year, CAC members spoke of a desire to see bolder and more visionary thinking in the TPB's long-range planning activities. Some members said that the region's goals – including climate goals and Vision Zero goals – can only be met with a more ambitious set of projects. In contrast, other participants spoke of the importance of making planning decisions based on realistic constraints, including the likelihood of funding and land-use requirements.
- ***Confusion about zero-based budgeting.*** Members asked for more information about the actual implications of the zero-based budgeting approach that will be used for the 2024 plan update. Specifically, they said it would be useful to better understand what would cause a project to be taken out of the plan and whether there would be opportunities to add new projects not currently in the plan.

SUGGESTIONS FOR FUTURE LONG-RANGE PLAN OUTREACH

As the TPB ramps up plans for the next plan update, members provided these comments:

- ***Conduct outreach earlier in the process and release the outreach findings earlier.*** Members suggested that sharing information earlier could mean it will have more opportunity to actually influence the content of the plan while it is under development.
- ***Don't forget the importance of education as part of public involvement.*** For example, members said it is important to understand how the plan ties together state- and local-level processes. As another example, members suggested the TPB could help the public better understand how decisions about zoning and development, which often appear completely local, can affect transportation demand across a broad geographic area.
- ***Make sure to reach out to users of all modes, and don't forget the outer jurisdictions.*** CAC members noted that the response rates for the *Voices of the Region* activities were high, but responses from people who are more “road-oriented” were much lower. Members also acknowledged that it can be challenging to get input from people in the outer jurisdictions, but, they said, these perspectives deserve to be heard.
- ***Incorporate equity concerns in a variety of ways.*** Members said that while Equity Emphasis Areas (EEAs) in the long-range plan are an effective analytical tool, equity considerations can be more complex than the EEA analysis might suggest and therefore, an equity lens needed to be applied in a variety of ways. For example, CAC members noted that many low-income people in the region have no option but to drive and for them, tolls are a question of personal economics— and equity.
- ***Address the desire for enhanced connectivity throughout the region.*** Throughout the year, CAC members have expressed their desire for improvements in connectivity between jurisdictions and states. Members stressed that improvements in all modes are needed. Some said our current system is too DC-centric and called for improved circumferential connections between activity centers in outer parts of the region that do not go through the regional core. Others said that inter-state coordination is imperative for longer distance transit services and suggested that congestion on either side of the American Legion Bridge must be resolved. Members suggested that these interests could be a subject for public outreach for the next long-range plan update.
- ***Public outreach should go out into communities and collaborate with local partners.*** As fears surrounding pandemic conditions shrink, members suggested that TPB staff should seek opportunities to conduct outreach in-person throughout the region. One specific idea was that the TPB staff could set an annual goal of attending at least one community event in every TPB local jurisdiction. Members explained that leveraging external events, instead of organizing sessions specifically for the TPB, could increase participation and more efficiently utilize staff time.
- ***Recognize that it's hard to get people engaged in long-range planning.*** A number of participants said they understand the continuing challenges of region-oriented public participation. They observed that residents are much more inclined to get involved in project-level planning than in jurisdiction-wide long-range planning, which can feel distant and abstract.

BUILDING RELATIONSHIPS WITH THE TPB AND AGENCY REPRESENTATIVES

CAC members had the chance in 2022 to strengthen their relationships with TPB board members, as well as key agency staff. The CAC invited the three TPB officers – Chair Pam Sebesky (Manassas, VA), Vice Chair Reuben Collins (Charles County, MD), and Vice Chair Christina Henderson (District of Columbia) – to meet with the committee at their July meeting. In September, the committee hosted representatives from the state DOTs for a similar exchange of ideas. Both these sessions featured full group discussions followed by state-based breakouts, which gave all participants – CAC and TPB members alike – the chance to discuss regional transportation issues that pertain to their own states.

The CAC hopes these kinds of exchanges will continue in 2023. At various times during the year, members have expressed the sense that input from the CAC is not heard or appreciated by the TPB, and we believe more frequent exchanges with decision-makers can help to address these concerns.

COMMENTS ABOUT THE TPB'S PUBLIC INVOLVEMENT ACTIVITIES

In October and December, the CAC met with staff from Foursquare Consulting who were conducting an external evaluation of the TPB's public participation activities. This evaluation will help inform future TPB outreach and will be used in the upcoming federal certification review of the TPB's planning process, which will be conducted in March of 2023.

CAC comments about public involvement included the following:

- ***Appreciation for recent outreach.*** CAC members complimented the wide range of virtual engagement opportunities that the TPB used for the update to Visualize 2045, including the special efforts that staff took to include communities of color and low-income individuals.
- ***Appreciation for TPB staff support.*** Members acknowledged the extensive staff support provided to the committee and encouraged the TPB to maintain this level of support in the future.
- ***Mixed feelings about whether the TPB is truly interested in public input.*** Members expressed mixed feelings about whether the TPB is truly interested in public input. Some noted that the TPB has put considerable effort into conducting surveys and other outreach. But others said it feels like the TPB is simply fulfilling federal requirements through its outreach efforts. Others noted that it is hard to see how public input is affecting the policies and planning of the TPB.
- ***Virtual engagement has generally worked, but it's challenging...*** Committee members were generally complimentary of the switch to virtual meetings during the pandemic and the staff's efforts to keep the committee as engaged as possible, but some said it is becoming increasingly hard to keep members feeling connected in a meaningful way. Many noted the decrease in CAC attendance.
- ***Concern that the CAC is not heard.*** Members also expressed concerns that CAC input is not heard and/or has little impact. Some noted that TPB members rarely ask questions or offer comments in response to the CAC monthly report. Others expressed frustration that the committee's input – and community feedback more generally – seems to have little impact on regional planning.

OTHER TOPICS DISCUSSED IN 2022

In addition to the items described above, the CAC discussed a range of topics throughout the year, including:

- Forum on the FY 2023-2026 Transportation Improvement Program
- TPB Resiliency Study
- Regional Bicycle and Pedestrian Plan
- Update in the Cooperative Land-Use Forecasts
- Regional Safety Planning Activities
- 2022 State of the Commute Survey

For all these topics, committee members provided observations and comments, and engaged the presenters in Q&A sessions. These discussions were reported to the TPB in the monthly CAC report.

MARKING 30 YEARS

The CAC held its first meeting 30 years ago in December of 1992. Since that time, the committee has played an important role in questioning and commenting on regional-level transportation issues. The 2022 CAC hopes this important role will continue in the years ahead.

MEMBERS 2021-2022 COMMUNITY ADVISORY COMMITTEE

Name	Jurisdiction	State
Ashley Huston, Chair	City of Manassas	VA
Nancy Abeles	Montgomery County	MD
Ra Amin	DC Ward 5	DC
Michael Artson	Prince William County	VA
Prince Coulibaly	City of Gaithersburg	MD
Tracy Duvall	City of Takoma Park	MD
Edith Goldman	Prince George's County	MD
Solomon Haile	Fairfax County	VA
Delia Houseal	DC Ward 7	DC
Justin Isbell	City of Alexandria	VA
Robert Jackson	Fairfax County	VA
Jeff Jamawat	DC Ward 1	DC
Jemila Kia James	DC Ward 7	DC
Katherine Kortum	DC Ward 6	DC
Eyal Li	City of Takoma Park	MD
Audrey Nwaze	City of Greenbelt	MD
Dan Papiernik	Fairfax County	VA
Jeff Parnes	Fairfax County	VA
Delishia Pittman	Prince George's County	MD
Lorena Rios	Loudoun County	VA
Rafael Sampayo	Arlington County	VA
Ron Skotz	City of Bowie	MD
Emmet Tydings	Montgomery County	MD
Elisa Walton	DC Ward 6	DC

COMMUNITY ADVISORY COMMITTEE MONTHLY REPORT

January 18, 2023
Ashley Hutson, CAC Chair

The TPB Community Advisory Committee (CAC) met on Thursday, January 12. The committee discussed WMATA's Better Bus Initiative, and the 2022 End-of-Year Report. The meeting was held virtually and in-person at the MWCOG office.

BRIEFING AND DISCUSSION ON WMATA'S BETTER BUS INITIATIVE

Allison Davis and Peter Cafiero of the Washington Metropolitan Area Transit Authority 's introduced Metro's Better Bus Initiative and Network Redesign. They provided an overview of the Better Bus Initiative's process and current status. They also provided an update of public outreach efforts so far, and their initial findings.

The presentation concluded with discussion with the following questions for the committee:

- What does Better Bus mean to you and your communities?
- What would make a network redesign successful?
- What would make a network redesign unsuccessful?

Member comments and questions included the following:

- ***Better Bus Service Means Reliable Bus Service:*** Several CAC members expressed their desire for reliability. One member asked about the implementation of HOT lanes to improve on-time performance for trips across jurisdictions (ex. poor on-time performance for a route connecting Montgomery County to Fairfax County). Another member noted that routes traveling through the urban core are susceptible to delays. They added an example about a provider that instructed drivers to avoid going through the District of Columbia because it was unreliable. One member suggested that rideshare data could be valuable in understanding travel patterns, especially since some riders may opt for rideshare when the bus is unreliable or unavailable.
- ***Better Bus Service Means More Options Across Jurisdictions:*** One member asked how the initiative was working toward better interjurisdictional options such as a route connecting Montgomery Mall to Tysons and other similar travel patterns.
- ***Better Bus Service Means Coordination:*** Some CAC members highlighted their desire to see improved coordination between public transportation providers. One member said that the service provider was less important than being able to transfer seamlessly between providers. Another member noted that knowing your provider is important for wayfinding/signage in locations with multiple transportation providers. Another member asked about WMATA's coordination effort with jurisdictions with bus lanes and other infrastructure improvements like bike lanes. An attendee added that understanding who is providing your service is essential if you want to make your voice heard about service improvements.
- ***Clarifications about Bus Service Improvement Terminology:*** Members asked for clarification on what Metro means when they discuss bus service improvements like "faster trips" or "bus trips that are safer".

DISCUSSION ABOUT 2023 END-OF-YEAR REPORT

John Swanson of the TPB staff reviewed the 2023 End-of-Year Report with CAC members. He posed several follow-up questions for discussion to assist TPB staff plan for future CAC meetings.

OTHER BUSINESS

- Lyn Erickson of the TPB staff provided an overview of the upcoming TPB agenda.
- Marcela Moreno of the TPB staff said that 77 applications had been received for the 2023-2024 CAC, including applications from 6 current members of the CAC. She said that TPB officer nominations were posted on the event page for the January 18 TPB meeting. TPB officers will be approving the nominees at the next meeting. The first meeting of the new CAC will be on February 9.
- Some CAC members expressed interest in having the first meeting with the 2023 -2024 committee as a hybrid meeting.
- TPB staff thanked the outgoing chair and CAC members for their service on the committee.

ATTENDEES

Members

Ashley Hutson, *Chair*
Elisa Walton
Nancy Abeles
Ra Amin
Michael Artson
Jeff Jamawat
Katherine Kortum
Eyal Li
Daniel Papiernik
Jeff Parnes

Staff

John Swanson
Rachel Beyerle
Marcela Moreno
Lyn Erickson
Justine Velez

Others

Allison Davis, WMATA
Peter Cafiero, WMATA
Mark Philips, WMATA
Anson Stewart, MIT
Michael Leong, MIT
John Moody, MIT
Daniela Shuman, MIT
Bill Orleans

Meeting Highlights TPB Technical Committee – January 6, 2023

The Technical Committee met on Friday, January 6, 2023. Meeting materials can be found here:
<https://www.mwcog.org/events/2023/1/6/tpb-technical-committee/>

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

TPB AGENDA ITEM 8 – REVIEW OF OUTLINE AND PRELIMINARY BUDGET FOR THE FY 2024 UNIFIED PLANNING WORK PROGRAM (UPWP)

The committee was briefed on an outline and preliminary budget for the Unified Planning Work Program (UPWP) for FY 2024 (July 1, 2023 through June 30, 2024). A complete draft of the FY 2024 UPWP will be presented to the board for review at its February meeting.

TPB AGENDA ITEM 9 – ENVIRONMENTAL JUSTICE ANALYSIS

The committee was briefed on the results of the federally required environmental justice analysis of the 2022 update of Visualize 2045. Using the TPB-approved Equity Emphasis Areas, the plan does not have a disproportionately high or significantly adverse impact on low-income and racial and ethnic minority population groups.

TPB AGENDA ITEM 10 – 2024 LONG-RANGE PLAN UPDATE: DRAFT TECHNICAL INPUTS SOLICITATION

Staff reviewed considerations related to the 2024 plan update. This included updates on the policy framework, schedule, key resources that will support the next Technical Inputs Solicitation, and Project InfoTrak training.

The following items were presented for information and discussion:

2024 LONG-RANGE PLAN UPDATE: FINANCIAL PLAN STATUS

The committee was briefed on next steps in the 2024 plan update financial analysis, which will include a request for long-range revenue and expenditure projections (2025 through 2050) by local jurisdictions, agencies, and other funding partners.

STREAMLINING ACCESS TO TPB ONLINE PLANNING TOOLS AND RESOURCES

Staff is developing a webpage that catalogs TPB's online planning tools and related resources. The committee was briefed on this initiative and received a demonstration of this draft webpage currently under development.

TPB AND THE NEW TRANSPORTATION RESILIENCY PLANNING PROGRAM

Ms. Rainone reviewed the TPB's recent resiliency planning activities and provided an overview of the new resilience planning activities expected to kick off in Spring of 2023.

2017-2018 REGIONAL TRAVEL SURVEY 7-DAY PANEL EVALUATION

This item was deferred to the February agenda.

OTHER BUSINESS

- Community Advisory Committee Approvals
- Federal Grant Opportunities
- New Heavy Duty Truck Emissions Rule
- Transportation and Land Use Connections and Regional Roadway Safety Program application kickoff January 6
- Transportation Research Board Annual Meeting, January 8-12
- Housing Affordability Planning Program grants
- Staff Update



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: January 12, 2023

The attached materials include:

- Steering Committee Actions
- Announcements and Updates



MEMORANDUM

TO: Transportation Planning Board
SUBJECT: Steering Committee Actions
FROM: Kanti Srikanth, TPB Staff Director
DATE: January 12, 2023

At its meeting on January 6, 2023, the TPB Steering Committee adopted two resolutions approving amendments to the FY 2023-2026 Transportation Improvement Program (TIP) as requested by the Maryland Department of Transportation (MDOT) and the Virginia Department of Transportation (VDOT), as described below:

- TPB SR13-2023, requested by MDOT to add a net total of approximately \$49.35 million under TIP Action 23-09.2. This set of amendments adds funding in the amounts shown below for the Purple Line, the Southern Maryland Rapid Transit study, two bridge replacement projects, an area-wide congestion management program, and study assistance in cooperation with VDOT's I-95/I-495 Southside Express Lanes Study:
 - **Purple Line (T2795)** – \$636,229
 - **Southern Maryland Rapid Transit Study (T11620)** – \$10,000,000
 - **MD 717 Western Branch Bridge Replacement (T6654)** – \$6,488,000
 - **I-95/I-495 MD 4 Bridges Replacement (T6651)** – \$2,329,000
 - **Areawide Congestion Management (T2085)** – \$28,729,000
 - **I-95/I-495 Southside Express Lanes Study (T11618)** – \$250,000

The I-95/I-495 Southside Express Lanes Study provides assistance to VDOT with a study of extending Virginia's Express/Toll Lanes across the Woodrow Wilson Bridge to MD 210. This study is not related to, nor does it change the limits of MDOT's OP Lanes project planned for construction. The Purple Line is included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP and the remaining projects, programs, and studies are exempt from the air quality conformity requirement.

- TPB SR14-2023, requested by VDOT, adds a net total of approximately \$115 million to the TIP by adding \$39.5 million to the **Soapstone Connector project (T6583)** and adding three new projects: **CSX Overpass at Newington Road (T11619)** with \$32.2 million, **Minnieville Road/Prince William Parkway Interchange (T11616)** with \$18 million, and **North Woodbridge Mobility Improvements (Marina Way Extended) (T11617)** with \$25.3 million.

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

Attachments:

- Adopted resolution SR13-2023, approving amendments to the FY 2023-2026 TIP under TIP Action 23-09.2, as requested by MDOT
- Adopted resolution SR14-2023, approving amendments to the FY 2023-2026 TIP under TIP Action 23-03.3, as requested by VDOT

TPB Steering Committee Attendance – January 6, 2023
(only voting members and alternates listed)

TPB 2nd Vice Chair/ VA rep.: James Walkinshaw

Previous TPB Chair: Pamela Sebesky

DC Rep.: Heather Edelman (Alternate)

DDOT: Mark Rawlings

MDOT: Kari Snyder

VDOT: Amir Shahpar

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 2023-2026 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-09.2 WHICH
ADDS FUNDING FOR TWO TRANSIT PROJECTS, TWO BRIDGE REPLACEMENT
PROJECTS, A CONGESTION MANAGEMENT PROGRAM, AND ASSISTANCE FOR A STUDY
OF EXPRESS/TOLL LANES ON THE WOODROW WILSON BRIDGE, AS REQUESTED BY
THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

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

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

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

WHEREAS, MDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-09.2 which adds a net total of approximately \$49.35 million to four existing project and program records and two new records), as described in the list at the end of this resolution and in the attached materials; and

WHEREAS, the attached materials include:

- ATTACHMENT A) Project Overview report showing how these programs and projects will appear in the TIP following approval,
- ATTACHMENT B) Amendment Summary report showing the changes in four-year program total, reason for the amendment, and a Change Summary providing line-item changes to every programmed amount by fund source, fiscal year, and project phase,
- ATTACHMENT C) Fund Change Detail report for the four existing records that show the Change Summary from the previous attachment in table format, and
- ATTACHMENT D) Letters from MDOT dated December 16, 2022, requesting the amendments; and

WHEREAS, these projects and programs have been updated in the TPB’s Project InfoTrak database under TIP Action 23-09.2, creating the 9th amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, the Purple Line is included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP, and the Southern Maryland Rapid Transit study, bridge replacement projects, congestion management program and I-95/I-495 Southside Express Lanes Study assistance are all exempt from the air quality conformity requirement, as defined in Environmental Protection Agency’s (EPA) Transportation Conformity Regulations as of April 2012; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-09.2 which adds a net total of approximately \$49.35 million to four existing and two new project records as described below and in the attached materials.

TIP ID	PROJECT/PROGRAM TITLE WITH ADDITIONAL NOTES	ADDITIONAL/NEW FUNDING
T2795	Purple Line	\$636,229
	Sources used: P3, Sect. 5307, Sect. 5309-FG, STBG, State	
T11620	Southern Maryland Rapid Transit	\$10,000,000
	New project to the TIP. Sources State, TIIF	
T6654	MD 717 Western Branch Bridge Replacement	\$6,488,000
	Sources: State, STBG	
T6651	I-95/I-495 MD 4 Bridges Replacement	\$2,329,000
	Sources: State, NHPP	
T2085	Areawide Congestion Management	\$28,729,000
	Sources: State, NHPP, CMAQ	
T11618	I95/I-495 Southside Express Lanes Study	\$250,000
	Sources: State, NHPP. MDOT is assisting VDOT with a study of extending Virginia’s Express/Toll Lanes across the Woodrow Wilson Bridge to MD 210. MDOT’s OP Lanes project planned for construction is not changed by this study.	

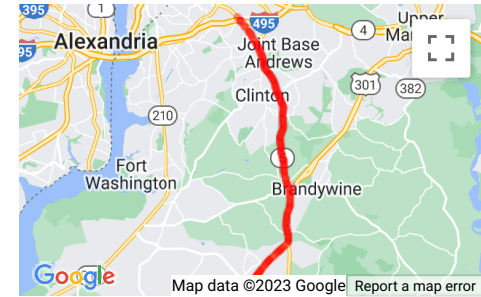
**Adopted by the TPB Steering Committee at its meeting on Friday, January 6, 2023.
Final approval following review by the full board on Wednesday, January 18, 2023.**



TIP ID	T11620	Lead Agency	Maryland Department of Transportation - Maryland Transit Administration	Project Type	Transit - Safety
Project Name	Southern Maryland Rapid Transit (SMRT)	County	Charles, Prince Georges	Total Cost	\$10,000,000
Project Limits	Branch Avenue Metrorail Station to Waldorf and White Plains	Municipality		Completion Date	2025
		Agency Project ID			

Description The Southern Maryland Rapid Transit (SMRT) Project is a high-capacity, fixed-route rapid transit service operating in a dedicated, grade-separated, 18.7-mile transitway in the Maryland Route 5/U.S. Route 301 corridor from the Branch Avenue Metrorail Station in Prince George's County to Waldorf and White Plains in Charles County. The Maryland Department of Transportation, in collaboration with Charles and Prince George's Counties, will complete the National Environmental Policy Act process, and secure a Record of Decision for the SMRT project.

Phase Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE DC/STATE	-	\$100,000	\$2,625,000	\$2,275,000	-	-	\$5,000,000	\$5,000,000
PE TIIF	-	\$100,000	\$2,625,000	\$2,275,000	-	-	\$5,000,000	\$5,000,000
<i>Total PE</i>	-	\$200,000	\$5,250,000	\$4,550,000	-	-	\$10,000,000	\$10,000,000
<i>Total Programmed</i>	-	\$200,000	\$5,250,000	\$4,550,000	-	-	\$10,000,000	\$10,000,000



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-09.2 Amendment 2023-2026	01/18/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



<i>TIP ID</i>	T2795	<i>Lead Agency</i>	Maryland Department of Transportation - Maryland Transit Administration	<i>Project Type</i>	Transit - Streetcar/Light Rail
<i>Project Name</i>	Purple Line	<i>County</i>	Montgomery, Prince Georges	<i>Total Cost</i>	\$2,739,971,367
<i>Project Limits</i>	Bethesda to New Carrollton	<i>Municipality</i>		<i>Completion Date</i>	2023
		<i>Agency Project ID</i>			

Description Construction of a 16 mile transitway that would operate between Bethesda and Silver Spring in Montgomery County and extend into Prince Georges County to connect with the Metrorail system at College Park and New Carrollton. The Bethesda to Silver Spring portion would include a parallel hiker/biker trail. The project would provide direct connections to both branches of the Metrorail Red Line, Green Line and Orange Line. The Purple Line would also link to all three MARC lines, AMTRAK and regional/local bus services. The project would include 21 stations. Ridership for 2040 is estimated at approximately 74,000 daily boardings. A TIFIA loan of \$890 million was obligated in 2016 and utilized by the P3 concessionaire from 2016-2022.

Phase Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE S. 5309-NS	\$66,400,000	-	-	-	-	-	-	\$66,400,000
PE DC/STATE	\$16,600,000	-	-	-	-	-	-	\$16,600,000
<i>Total PE</i>	\$83,000,000	-	-	-	-	-	-	\$83,000,000
ROW S. 5309-NS	\$88,000,000	-	-	-	-	-	-	\$88,000,000
ROW DC/STATE	\$22,000,000	-	-	-	-	-	-	\$22,000,000
<i>Total ROW</i>	\$110,000,000	-	-	-	-	-	-	\$110,000,000
CON CMAQ	-	-	\$1,000,000	-	-	-	\$1,000,000	\$1,000,000
CON P3	\$133,860,000	\$655,039	\$541,711	-	-	-	\$1,196,750	\$135,056,750
CON S. 5307	\$54,800,000	-	\$5,631,000	\$446,564	\$89,311	-	\$6,166,875	\$60,966,875
CON S. 5309-FG	-	-	\$120,000	-	-	-	\$120,000	\$120,000
CON S. 5309-NS	\$904,000,000	-	-	-	-	-	-	\$904,000,000
CON DC/STATE	\$555,386,000	\$106,163	-	-	\$133,579	-	\$239,742	\$555,625,742
CON STBG	-	-	\$110,000	\$92,000	-	-	\$202,000	\$202,000
CON TIFIA	\$890,000,000	-	-	-	-	-	-	\$890,000,000
<i>Total CON</i>	\$2,538,046,000	\$761,202	\$7,402,711	\$538,564	\$222,890	-	\$8,925,367	\$2,546,971,367
<i>Total Programmed</i>	\$2,731,046,000	\$761,202	\$7,402,711	\$538,564	\$222,890	-	\$8,925,367	\$2,739,971,367

*Map Has Not Been Marked

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00 Adoption 2023-2026	06/15/2022	08/25/2022	08/25/2022
23-09.2 Amendment 2023-2026	01/18/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$2,739,335,138 to \$2,739,971,367



TIP ID	T11618	Lead Agency	Maryland Department of Transportation - State Highway Administration	Project Type	Road - HOV/Managed Lanes
Project Name	I95/I-495 Southside Express Lanes Study	County	Prince Georges	Total Cost	\$260,000
Project Limits	Woodrow Wilson Bridge to MD 210	Municipality		Completion Date	2024
		Agency Project ID			

Description Maryland Department of Transportation State Highway Administration (MDOT SHA) is providing coordination and technical assistance to the Virginia Department of Transportation's (VDOT) for the Maryland portion of the study corridor of the VDOT I-95/I-495 Southside Express Lanes Study, which is the study of options to extend I-95/I-495 ETLs 11 miles from I-95/I-395 in Springfield, Virginia across the Woodrow Wilson Bridge, to MD 210 in Prince George's County, Maryland. The Maryland segment of the study corridor extends along I-95/I-495 from the Woodrow Wilson Bridge to MD 210.

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PLANNING	NHPP	\$34,000	\$104,000	\$70,000	-	-	-	\$174,000	\$208,000
PLANNING	DC/STATE	\$9,000	\$26,000	\$17,000	-	-	-	\$43,000	\$52,000
	Total PLANNING	\$43,000	\$130,000	\$87,000	-	-	-	\$217,000	\$260,000
	Total Programmed	\$43,000	\$130,000	\$87,000	-	-	-	\$217,000	\$260,000



Version History

<u>TIP Document</u>		<u>MPO Approval</u>	<u>FHWA Approval</u>	<u>FTA Approval</u>
23-09.2 Amendment 2023-2026		01/18/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



<i>TIP ID</i>	T3085	<i>Lead Agency</i>	Maryland Department of Transportation - State Highway Administration	<i>Project Type</i>	Road - CMAQ
<i>Project Name</i>	Areawide Congestion Management	<i>County</i>	Charles, Frederick, Montgomery, Prince Georges	<i>Total Cost</i>	\$109,151,730
<i>Project Limits</i>		<i>Municipality</i>	City of Frederick, City of Rockville	<i>Completion Date</i>	
		<i>Agency Project ID</i>	AWCM		

Description Ongoing program to provide traffic control, management, and monitoring on MDOT SHA highways. These are non-capacity improvements that may include but are not limited to variable message signs, video for traffic management (CCTV), traffic management detectors, signal systemization and remote timing, permanent congestion monitoring systems employed by the CHART program, deployment of local jurisdiction intelligent transportation system (ITS) projects, and the development of park-and-ride facilities.

Phase	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE	CMAQ	\$762,000	\$762,000	\$381,000	\$381,000	\$2,286,000	\$2,286,000
PE	NHPP	\$952,000	\$1,685,000	\$476,000	\$813,000	\$3,926,000	\$3,926,000
PE	DC/STATE	\$422,000	\$159,000	\$287,000	\$304,000	\$1,172,000	\$1,172,000
PE	STBG	\$6,664,000	\$6,664,000	\$4,831,000	\$4,831,000	\$22,990,000	\$22,990,000
	<i>Total PE</i>	\$8,800,000	\$9,270,000	\$5,975,000	\$6,329,000	\$30,374,000	\$30,374,000
ROW	CMAQ	\$66,320	\$85,680	\$171,360	\$171,360	\$494,720	\$494,720
ROW	NHPP	\$4,760	\$13,328	\$26,656	\$26,656	\$71,400	\$71,400
ROW	DC/STATE	\$15,400	\$6,000	\$12,000	\$12,000	\$45,400	\$45,400
ROW	STBG	\$9,250	\$19,992	\$39,984	\$39,984	\$109,210	\$109,210
	<i>Total ROW</i>	\$95,730	\$125,000	\$250,000	\$250,000	\$720,730	\$720,730
CON	CMAQ	\$762,000	\$762,000	\$2,666,000	\$1,904,000	\$6,094,000	\$6,094,000
CON	NHPP	\$12,919,000	\$6,704,000	\$4,510,400	\$4,504,800	\$28,638,200	\$28,638,200
CON	DC/STATE	\$3,463,000	\$1,910,000	\$1,378,600	\$1,349,200	\$8,100,800	\$8,100,800
CON	STBG	\$11,424,000	\$11,424,000	\$6,093,000	\$6,283,000	\$35,224,000	\$35,224,000
	<i>Total CON</i>	\$28,568,000	\$20,800,000	\$14,648,000	\$14,041,000	\$78,057,000	\$78,057,000
	<i>Total Programmed</i>	\$37,463,730	\$30,195,000	\$20,873,000	\$20,620,000	\$109,151,730	\$109,151,730

*Not Location Specific

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00 Adoption 2023-2026	06/15/2022	08/25/2022	08/25/2022
23-09.2 Amendment 2023-2026	01/18/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

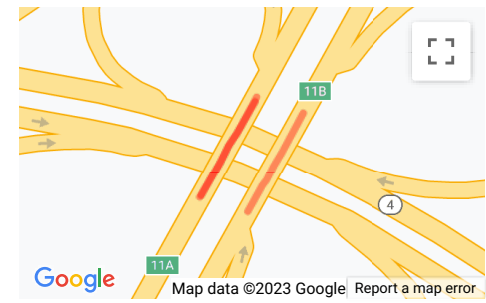
Total project cost increased from \$80,423,730 to \$109,151,730



TIP ID	T6651	Lead Agency	Maryland Department of Transportation - State Highway Administration	Project Type	Bridge - Replace
Project Name	I-95/I-495 MD 4 Bridges Replacement	County	Prince Georges	Total Cost	\$39,414,000
Project Limits		Municipality		Completion Date	2025
		Agency Project ID	IDPG0191		

Description Replacement of I-95/I-495 bridges 1615905 and 1615906 over MD 4.

Phase Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE NHPP	-	\$410,000	\$337,000	-	-	-	\$747,000	\$747,000
PE DC/STATE	\$280,000	\$102,000	\$84,000	-	-	-	\$186,000	\$466,000
Total PE	\$280,000	\$512,000	\$421,000	-	-	-	\$933,000	\$1,213,000
CON TBD	-	-	-	-	-	\$17,147,000	-	\$17,147,000
CON NHPP	-	-	-	\$5,486,000	\$9,758,000	-	\$15,244,000	\$15,244,000
CON DC/STATE	-	-	-	\$1,371,000	\$2,439,000	-	\$3,810,000	\$3,810,000
Total CON	-	-	-	\$6,857,000	\$12,197,000	\$17,147,000	\$19,054,000	\$36,201,000
UT NHPP	-	-	\$1,200,000	\$400,000	-	-	\$1,600,000	\$1,600,000
UT DC/STATE	-	-	\$300,000	\$100,000	-	-	\$400,000	\$400,000
Total UT	-	-	\$1,500,000	\$500,000	-	-	\$2,000,000	\$2,000,000
Total Programmed	\$280,000	\$512,000	\$1,921,000	\$7,357,000	\$12,197,000	\$17,147,000	\$21,987,000	\$39,414,000



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	08/25/2022	08/25/2022
23-09.2 Amendment 2023-2026	01/18/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$36,175,000 to \$39,414,000



<i>TIP ID</i>	T6654	<i>Lead Agency</i>	Maryland Department of Transportation - State Highway Administration	<i>Project Type</i>	Bridge - Replace
<i>Project Name</i>	MD 717 Western Branch Bridge Replacement	<i>County</i>	Prince Georges	<i>Total Cost</i>	\$12,252,000
<i>Project Limits</i>		<i>Municipality</i>	Upper Marlboro	<i>Completion Date</i>	2030
		<i>Agency Project ID</i>	IPG7201		

Description Replacement of MD 717 bridge 16109 over Western Branch.

Phase Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE DC/STATE	\$933,000	\$13,000	\$15,000	-	-	-	\$28,000	\$961,000
PE STBG	\$834,000	\$53,000	\$61,000	-	-	-	\$114,000	\$948,000
<i>Total PE</i>	\$1,767,000	\$66,000	\$76,000	-	-	-	\$142,000	\$1,909,000
CON DC/STATE	-	-	\$800,000	\$552,000	\$716,000	-	\$2,068,000	\$2,068,000
CON STBG	-	-	\$3,199,000	\$2,210,000	\$2,866,000	-	\$8,275,000	\$8,275,000
<i>Total CON</i>	-	-	\$3,999,000	\$2,762,000	\$3,582,000	-	\$10,343,000	\$10,343,000
<i>Total Programmed</i>	\$1,767,000	\$66,000	\$4,075,000	\$2,762,000	\$3,582,000	-	\$10,485,000	\$12,252,000



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00 Adoption 2023-2026	06/15/2022	08/25/2022	08/25/2022
23-09.2 Amendment 2023-2026	01/18/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)
Funding Change(s):
 Total project cost increased from \$5,764,000 to \$12,252,000

December 16, 2022

The Honorable Pamela Sebesky
 Chairman
 National Capital Region Transportation Planning Board
 Metropolitan Washington Council of Governments
 777 North Capitol Street, NE, Suite 300
 Washington DC 20002

Dear Chairman Sebesky:

The Maryland Department of Transportation (MDOT) requests the following amendment to the Maryland portion of the National Capital Region Transportation Planning Board’s (TPB) Fiscal Year (FY) 2023-2026 Transportation Improvement Program (TIP) for one existing project and an amendment to the FY 2023-2026 TPB TIP and the 2022 Update to Visualize 2045 for one new MDOT Maryland Transit Administration (MTA) project as described below and in the attached memo.

This action reflects MDOT MTA’s updated programmed expenditures and project schedule from FY 2023 to FY 2026 for the Purple Line and adds the new Southern Maryland Rapid Transit (SMRT) project as a planning study that received a Congressionally Directed Spending appropriation in 2022. The Purple Line is already included in the Air Quality Conformity Determination for the 2022 Update to Visualize 2045, and the SMRT project does not affect air quality as a planning study. The additional funding for both these projects will not affect the determination.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
2795	Purple Line	\$2,014,018	Add new funds and reallocate previously designated funds for construction, right-of-way, and utilities.
11620	Southern Maryland Rapid Transit (SMRT)	\$10,000	Adds new project and funds for planning.

MDOT requests that this amendment be approved by the TPB Steering Committee at its January 6, 2023 meeting.

The Honorable Pamela Sebesky
Page Two

The revised funding status will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The cost does not affect the portion of the federal funding which was programmed for transit, or any allocations of state aid in lieu of federal aid to local jurisdictions.

We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact Ms. Kari Snyder, MDOT Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@modt.maryland.gov. Ms. Snyder will be happy to assist you. Of course, please feel free to contact me directly.

Sincerely,

A handwritten signature in blue ink that reads "Tyson Byrne". The signature is fluid and cursive, with the first name "Tyson" and last name "Byrne" clearly legible.

Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPCP, MDOT

TO: MS. HEATHER MURPHY, DIRECTOR
MDOT OFFICE OF PLANNING AND CAPITAL PROGRAMMING

ATTN: MR. TYSON BYRNE, MANAGER
MDOT OFFICE OF PLANNING AND CAPITAL PROGRAMMING

FROM: MS. ELIZABETH GORDON, DIRECTOR OF PLANNING AND PROGRAMMING
MDOT MTA OFFICE OF PLANNING AND CAPITAL PROGRAMMING

DATE: November, 21, 2022

SUBJECT: Amendment to the FY 2023-2026 WASHCOG Purple Line TIP

MDOT MTA is requesting an Amendment to the FY 2023-2026 WASHCCOG Purple Line TIP.

MDOT MTA is increasing WASHCOG Purple Line federal funding by \$750.194M in FY 2023, \$777.342M in FY 2024, \$538.564M in FY 2025, and \$222.890M in FY 2026. State funding in FY 's 2023, 2024, and 2025 are negative amounts due to subtraction from existing programmed funding. The revision in funding is due to re-solicitation after a contractual dispute with the original design-build contractor, extending the completion period and increasing pricing. This source of funding will be used for construction of a 16 mile transitway that would operate between Bethesda and Silver Spring in Montgomery County and extend into Prince Georges County to connect with the Metrorail system at College Park and New Carrollton. The Bethesda to Silver Spring portion would include a parallel hiker/biker trail. The project would provide direct connections to both branches of the Metrorail Red Line, Green Line and Orange Line

The proposed action will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained.

After your review, please process the requested Amendment for inclusion in the FY 2023-2026 WASHCOG Purple Line TIP. If you have any questions, please do not hesitate to contact Ms. Erika Falk, MDOT MTA Office of Planning and Capital Programming, at 410-767-3895 or via email at efalk@mdot.maryland.gov.

cc: Mr. Dan Janousek, Regional Planner, Office of Planning & Capital Programming, MDOT Mr. Tyson Byrne, Regional Planning Manager, Office of Planning & Capital Programming, MDOT

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous	FY23	FY24	FY25	FY26	TOTALS
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MDOT/MARYLAND TRANSIT ADMINISTRATION

Purple Line										
TIP ID: 2795	Agency ID:	Title:	Purple Line				Complete: 2026			Total Cost:
Facility: Purple Line	P3	0/0/0	377,132	c	655,039	c	541,711	446,564	89,311	1,732,625
From: Bethesda	Sect. 5307	80/20/0	6,250	c	-	c	5,631	-	-	5,631
To: New Carrollton	CMAQ	80/20/0	-	c	-	c	1,000	-	-	1,000
	State	0/100/0	26,903	c	(37,396)	c	(182,630)	(54,946)	133,579	(141,393)
	ARPA	100/0/0	-		106,163		-	-	-	106,163
	STP Flex	80/20/0	145,000	c	-	c	110,000	-	-	110,000
	FFGA	37.4/62.6/0	688,000	c	-	c	120,000	92,000	-	212,000
									Total Funds	2,026,026

Description:

Construction of a 16 mile transitway that would operate between Bethesda and Silver Spring in Montgomery County and extend into Prince Georges County to connect with the Metrorail system at College Park and New Carrollton. The Bethesda to Silver Spring portion would include a parallel hiker/biker trail. The project would provide direct connections to both branches of the Metrorail Red Line, Green Line and Orange Line. The Purple Line would also link to all three MARC lines, AMTRAK and regional/local bus services. The project would include 21 stations. Ridership for 2040 is estimated at approximately 74,000 daily boardings. In addition to the figures shown in the TIP, the Purple Line P3 concessionaire is seeking a federal TIFIA loan. A TIFIA loan of approximately \$890 million is expected to be obligated in 2016 and utilized by the P3 concessionaire from 2016-2022.

TIP ADMINISTRATIVE MODIFICATION

STIP/TIP ID# 2795

BEFORE

Funding Category	Previous	FY 2023	FY 2024	FY 2025	FY 2026	Total
P3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sect. 5307	\$ 6,250	\$ 5,631	\$ -	\$ -	\$ -	\$ 5,631
Sect. 5309-NS	\$ -	\$ 5,377	\$ -	\$ -	\$ -	\$ 5,377
CMAQ	\$ -	\$ -	\$ 1,000	\$ -	\$ -	\$ 1,000
State	\$ 26,903	\$ -	\$ -	\$ -	\$ -	\$ -
ARPA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP Flex	\$ 145,000	\$ -	\$ -	\$ -	\$ -	\$ -
FFGA	\$ 688,000	\$ -	\$ -	\$ -	\$ -	\$ -
						\$ 12,008

ADJUSTMENT

Funding Category	Previous	FY 2023	FY 2024	FY 2025	FY 2026	Total
P3	\$ -	\$ 655,039	\$ 541,711	\$ 446,564	\$ 89,311	\$ 1,732,625
Sect. 5307	\$ -	\$ (5,631)	\$ 5,631	\$ -	\$ -	\$ -
Sect. 5309-NS	\$ -	\$ (5,377)	\$ -	\$ -	\$ -	\$ (5,377)
CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ (37,396)	\$ (182,630)	\$ (54,946)	\$ 133,579	\$ (141,393)
ARPA	\$ -	\$ 106,163	\$ -	\$ -	\$ -	\$ 106,163
STP Flex	\$ -	\$ -	\$ 110,000	\$ -	\$ -	\$ 110,000
FFGA	\$ -	\$ -	\$ 120,000	\$ 92,000	\$ -	\$ 212,000
						\$ 2,014,018

AFTER

Funding Category	Previous	FY 2023	FY 2024	FY 2025	FY 2026	Total
P3	\$ 377,132	\$ 655,039	\$ 541,711	\$ 446,564	\$ 89,311	\$ 1,732,625
Sect. 5307	\$ 6,250	\$ -	\$ 5,631	\$ -	\$ -	\$ 5,631
Sect. 5309-NS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CMAQ	\$ -	\$ -	\$ 1,000	\$ -	\$ -	\$ 1,000
State	\$ 26,903	\$ (\$37,396)	\$ (\$182,630)	\$ (\$54,946)	\$ 133,579	\$ (141,393)
ARPA	\$ -	\$ 106,163	\$ -	\$ -	\$ -	\$ 106,163
STP Flex	\$ 145,000	\$ -	\$ 110,000	\$ -	\$ -	\$ 110,000
FFGA	\$ 688,000	\$ -	\$ 120,000	\$ 92,000	\$ -	\$ 212,000
						\$ 2,026,026

PERCENTAGE DIFFERENCE 16772%

TO: MS. HEATHER MURPHY, DIRECTOR
MDOT OFFICE OF PLANNING AND CAPITAL PROGRAMMING

ATTN: MR. TYSON BYRNE, MANAGER
MDOT OFFICE OF PLANNING AND CAPITAL PROGRAMMING

FROM: MS. ELIZABETH GORDON, DIRECTOR OF PLANNING AND PROGRAMMING
MDOT MTA OFFICE OF PLANNING AND CAPITAL PROGRAMMING

DATE: December, 13, 2022

SUBJECT: Amendment to the FY 2023-2026 WASHCOG TIP

MDOT MTA is requesting to Amend the FY 2023-2026 WASHCCOG TIP by adding a new project, (SMRT) Southern Maryland Rapid Transit.

MDOT MTA completed the SMRT Study and Alternatives Report in 2017. Following the enactment of House Bill 414, the project received an award of \$5M in federal funds through a Congressionally Directed Spending appropriation in 2022. The Department is currently coordinating with Charles and Prince George's Counties on a Memorandum of Agreement to provide a framework for State-local collaboration on the next phase of the project. The Southern Maryland Rapid Transit (SMRT) Project is a high-capacity, fixed-route rapid transit service operating in a dedicated, grade-separated, 18.7-mile transitway in the Maryland Route 5/U.S. Route 301 corridor from the Branch Avenue Metrorail Station in Prince George's County to Waldorf and White Plains in Charles County. The SMRT project will provide safe, accessible, and equitable high-capacity rapid transit service during both the peak and off-peak hours in the SMRT Project corridor, enhance mobility, and relieve severe traffic congestion and gridlock in the MD 5/U.S. 301 highway corridor.

The proposed action will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained.

After your review, please process the requested Amendment for inclusion in the FY 2023-2026 WASHCOG TIP. If you have any questions, please do not hesitate to contact Ms. Erika Falk, MDOT MTA Office of Planning and Capital Programming, at 410-767-3895 or via email at efalk@mdot.maryland.gov.

cc: Mr. Dan Janousek, Regional Planner, Office of Planning & Capital Programming, MDOT Mr. Tyson Byrne, Regional Planning Manager, Office of Planning & Capital Programming, MDOT

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous	FY23	FY24	FY25	FY26	TOTALS
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MDOT/MARYLAND TRANSIT ADMINISTRATION

Southern Maryland Rapid Transit (SMRT)								
TIP ID: T11620	Agency ID:	Title:					Total:	
Facility:	Federal	50/50/0	\$ -	\$ 100	\$ 2,625	\$ 2,275	\$ -	\$ 5,000
	State	50/50/0	\$ -	\$ 100	\$ 2,625	\$ 2,275	\$ -	\$ 5,000
	Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
							\$ 10,000	

Description:

The Southern Maryland Rapid Transit (SMRT) Project is a high-capacity, fixed-route rapid transit service operating in a dedicated, grade-separated, 18.7-mile transitway in the Maryland Route 5/U.S. Route 301 corridor from the Branch Avenue Metrorail Station in Prince George's County to Waldorf and White Plains in Charles County. The Maryland Department of Transportation, in collaboration with Charles and Prince George's Counties, will complete the National Environmental Policy Act process, and secure a Record of Decision for the SMRT project.

December 16, 2022

The Honorable Pamela Sebesky
 Chairman
 National Capital Region Transportation Planning Board
 Metropolitan Washington Council of Governments
 777 North Capitol Street, NE, Suite 300
 Washington DC 20002

Dear Chairman Sebesky:

The Maryland Department of Transportation (MDOT) requests the following amendment to the Maryland portion of the National Capital Region Transportation Planning Board's (TPB) Fiscal Year (FY) 2023-2026 Transportation Improvement Program (TIP) for three existing and one new MDOT State Highway Administration (SHA) project as described below and in the attached memo.

This action reflects MDOT SHA's updated programmed expenditures and project schedule from FY 2023 to FY 2026 for the projects below. As these projects are either already included in or do not affect the Air Quality Conformity Determination for Visualize 2045, this additional funding will not affect the determination.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
3085	Areawide Congestion Management	\$28,728	Add new funds for preliminary engineering, construction, and utilities.
6651	I-95/I-495 at MD 4 Bridges Replacement	\$21,987	Add new funds and reallocate previously designated funds for preliminary engineering, construction, and utilities.
6654	MD 717 Western Branch Bridge Replacement	\$10,048	Add new funds for preliminary engineering and construction.
11618	I-95/I-495 Southside Express Lanes Study	\$217	Adds new project and funds for planning.

MDOT requests that this amendment be approved by the TPB Steering Committee at its January 6, 2023 meeting.

The Honorable Pamela Sebesky
Page Two

The revised funding status will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The cost does not affect the portion of the federal funding which was programmed for transit, or any allocations of state aid in lieu of federal aid to local jurisdictions.

We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact Ms. Kari Snyder, MDOT Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@modt.maryland.gov. Ms. Snyder will be happy to assist you. Of course, please feel free to contact me directly.

Sincerely,

A handwritten signature in blue ink that reads "Tyson Byrne". The signature is fluid and cursive, with the first name "Tyson" and last name "Byrne" clearly legible.

Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming


Attachment

cc: Ms. Kari Snyder, Regional Planner, OPCP, MDOT

MEMORANDUM

TO: OPCP DIRECTOR HEATHER MURPHY

ATTN: OPCP REGIONAL PLANNING MANAGER TYSON BYRNE
OPCP REGIONAL PLANNER KARI SNYDER

FROM: OPPE DEPUTY DIRECTOR ERIC BECKETT  For Eric Beckett

SUBJECT: REQUEST TO AMEND THE FY 2023-2026 NATIONAL CAPITAL
TRANSPORTATION PLANNING BOARD (TPB) TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)

DATE: DECEMBER 15, 2022

**RESPONSE
REQUESTED BY:** N/A

PURPOSE OF MEMORANDUM

To request the MDOT Office of Planning and Capital Programming approve and forward to TPB for its approval the following TIP amendments.

SUMMARY

The MDOT State Highway Administration (MDOT SHA) hereby requests amendment of the FY 2023-2026 TPB TIP to reflect the following actions.

TIP	PROJECT	PHASE	NEW FUNDING
3085	Areawide Congestion Management	RW	\$71,000
		CO	\$28,657,000
6651	I-95/I-495 at MD 4 Bridges Replacement	ENG	\$933,000
		UT	\$2,000,000
		CO	\$19,054,000
6654	MD 717 Western Branch Bridge Replacement	ENG	(\$295,000)
		CO	\$10,343,000
11618	I-95/I-495 Southside Express Lanes Study	PP	\$217,000

ANALYSIS

Areawide Congestion Management (TPB 3085) – This requested amendment reflects the addition of \$71,000 in FY 2023-2026 TPB TIP right-of-way funding for TPB 3085. This amendment also reflects the addition of \$28,657,000 in funds for construction . The MDOT SHA requests this amendment in order that the FY 2023-2026 TPB TIP reflects MDOT SHA’s updated programmed project expenditures and project schedule in FY 2023-2026. The project’s total cost, as documented in the

FY 2023-2026 TPB TIP, is increasing from \$80,423,730 to \$109,151,730.

I-95/I-495 at MD 4 Bridges Replacement (TPB 6651) – This requested amendment reflects the addition of \$933,000 in FY 2023-2026 TPB TIP preliminary engineering funding for TPB 6651. This amendment also reflects the addition of \$2,000,000 in funds for utilities and the addition of \$19,054,000 in funds for construction. The MDOT SHA requests this amendment in order that the FY 2023-2026 TPB TIP reflects MDOT SHA’s updated programmed project expenditures and project schedule in FY 2023-2026. The project’s total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$36,175,000 to \$39,414,000, including funding programmed in years prior to and beyond the FY 2023-2026 TPB TIP.

MD 717 Western Branch Bridge Replacement (TPB 6654) – This requested amendment reflects the reduction of \$295,000 in FY 2023-2026 TPB TIP preliminary engineering funding for TPB 6654. This amendment also reflects the addition of \$10,343,000 in funds for construction. The MDOT SHA requests this amendment in order that the FY 2023-2026 TPB TIP reflects MDOT SHA’s updated programmed project expenditures and project schedule in FY 2023-2026. The project’s total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$5,764,000 to \$12,252,000, including funding programmed in years prior to the FY 2023-2026 TPB TIP.

I-95/I-495 Southside Express Lanes Study (TPB 11618) – This requested amendment reflects the addition of a new project to the FY 2023-2026 TPB TIP and adds \$217,000 to the FY 2023-2026 TPB TIP planning funding for TPB 11618. This amendment ensures the FY 2023-2026 TPB TIP reflects MDOT SHA updated programmed funds and project schedule in FY 2023-2026. Funds will be used for the Maryland Department of Transportation State Highway Administration’s (MDOT SHA) provision of coordination and technical assistance to the Virginia Department of Transportation (VDOT) for the Maryland portion of the study corridor of the VDOT I-95/I-495 Southside Express Lanes Study, which extends along I-95/I-495 from the Woodrow Wilson Bridge to MD 210 in Prince George’s County, Maryland. The total cost is \$260,000, which includes \$43,000 that was expended in FY 2022, prior to the FY 2023-2026 TPB TIP years.

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies’ latest economic estimates. The MDOT published funding details in the draft FY 2023-2028 Consolidated Transportation Program (<https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=27>) and FY 2022-2025 Maryland STIP (<https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=117>).

Please amend the FY 2023-2026 TPB TIP and FY 2022-2025 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact Mr. David Rodgers, MDOT SHA Office of Planning and Preliminary Engineering (OPPE) Regional and Intermodal Planning Division (RIPD) Regional Planner, at 410-545-5670 or via email at drodgers1@mdot.maryland.gov.

ATTACHMENTS

- FY 2023-2026 TPB TIP project 3085 report
- FY 2022-2025 Maryland STIP project TPB 3085 report
- FY 2023-2026 TPB TIP project 6651 report
- FY 2022-2025 Maryland STIP project TPB 6651 report
- FY 2023-2026 TPB TIP project 6654 report
- FY 2022-2025 Maryland STIP project TPB 6654 report

Ms. Heather Murphy
Page Three

- FY 2023-2026 TPB TIP project 11618 report
- FY 2022-2025 Maryland STIP project TPB 11618 report

cc: Mr. Matt Baker, Chief, RIPD, OPPE, MDOT SHA
Derek Gunn, P.E., Acting District Engineer, District 3, MDOT SHA
Ms. Carmeletta Harris, Project Manager, Project Management Division, OPPE, MDOT SHA
Barrett Kiedrowski, P.E., Chief, Project Management Division, OPPE, MDOT SHA
Jill Lemke, Assistant Chief, RIPD, OPPE, MDOT SHA
John Narer, P.E., Senior Team Leader, Office of Structures, MDOT SHA
Kelly Nash, P.E., Deputy Director, Office of Structures, MDOT SHA
Jason Pollack, P.E., Team Leader, Office of Structures, MDOT SHA
Mr. David Rodgers, Regional Planner, RIPD, OPPE, MDOT SHA
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, OPPE, MDOT SHA
Rod Thornton, P.E., Acting Director, Office of Structures, MDOT SHA

TIP ID	T3085	Lead Agency	Maryland Department of Transportation - State Highway Administration	Project Type	Road - CMAQ
Project Name	Areawide Congestion Management	County	Charles, Frederick, Montgomery, Prince Georges	Total Cost	\$109,151,730
Project Limits		Municipality	City of Frederick, City of Rockville	Completion Date	
		Agency Project ID	AWCM		

Description Ongoing program to provide traffic control, management, and monitoring on MDOT SHA highways. These are non-capacity improvements that may include but are not limited to variable message signs, video for traffic management (CCTV), traffic management detectors, signal systemization and remote timing, permanent congestion monitoring systems employed by the CHART program, deployment of local jurisdiction intelligent transportation system (ITS) projects, and the development of park-and-ride facilities.

Phase	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	*Not Location Specific
PE	CMAQ	\$762,000	\$762,000	\$381,000	\$381,000	\$2,286,000	\$2,286,000	
PE	NHPP	\$952,000	\$1,685,000	\$476,000	\$813,000	\$3,926,000	\$3,926,000	
PE	DC/STATE	\$422,000	\$159,000	\$287,000	\$304,000	\$1,172,000	\$1,172,000	
PE	STBG	\$6,664,000	\$6,664,000	\$4,831,000	\$4,831,000	\$22,990,000	\$22,990,000	
	Total PE	\$8,800,000	\$9,270,000	\$5,975,000	\$6,329,000	\$30,374,000	\$30,374,000	
ROW	CMAQ	\$66,320	\$85,680	\$171,360	\$171,360	\$494,720	\$494,720	
ROW	NHPP	\$4,760	\$13,328	\$26,656	\$26,656	\$71,400	\$71,400	
ROW	DC/STATE	\$15,400	\$6,000	\$12,000	\$12,000	\$45,400	\$45,400	
ROW	STBG	\$9,250	\$19,992	\$39,984	\$39,984	\$109,210	\$109,210	
	Total ROW	\$95,730	\$125,000	\$250,000	\$250,000	\$720,730	\$720,730	
CON	CMAQ	\$762,000	\$762,000	\$2,666,000	\$1,904,000	\$6,094,000	\$6,094,000	
CON	NHPP	\$12,919,000	\$6,704,000	\$4,510,400	\$4,504,800	\$28,638,200	\$28,638,200	
CON	DC/STATE	\$3,463,000	\$1,910,000	\$1,378,600	\$1,349,200	\$8,100,800	\$8,100,800	
CON	STBG	\$11,424,000	\$11,424,000	\$6,093,000	\$6,283,000	\$35,224,000	\$35,224,000	
	Total CON	\$28,568,000	\$20,800,000	\$14,648,000	\$14,041,000	\$78,057,000	\$78,057,000	
	Total Programmed	\$37,463,730	\$30,195,000	\$20,873,000	\$20,620,000	\$109,151,730	\$109,151,730	

Version History

TIP Document		MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	08/25/2022	08/25/2022
23-09.2	Amendment 2023-2026	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

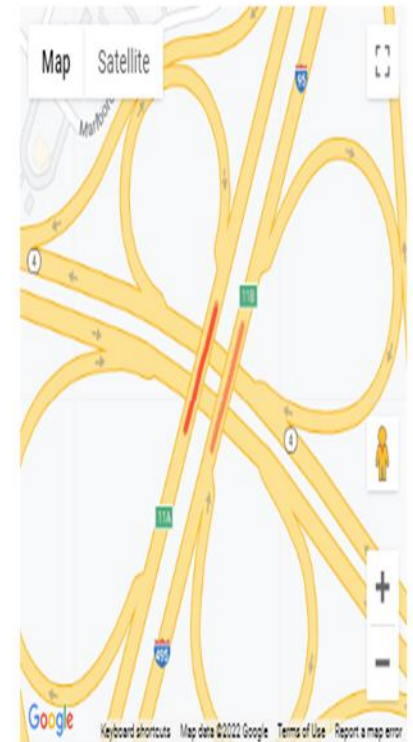
Total project cost increased from \$80,423,730 to \$109,151,730

TIP ID T6651
Project Name I-95/I-495 MD 4 Bridges Replacement
Project Limits
Description Replacement of I-95/I-495 bridges 1615905 and 1615906 over MD 4.

Lead Agency Maryland Department of Transportation - State Highway Administration
County Prince Georges
Municipality
Agency Project ID PG0191

Project Type Bridge - Replace
Total Cost \$39,414,000
Completion Date 2025

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	NHPP	-	\$410,000	\$337,000	-	-	-	\$747,000	\$747,000
PE	DC/STATE	\$280,000	\$102,000	\$84,000	-	-	-	\$186,000	\$466,000
	Total PE	\$280,000	\$512,000	\$421,000	-	-	-	\$933,000	\$1,213,000
CON	NHPP	-	-	-	\$5,486,000	\$9,758,000	\$13,718,000	\$15,244,000	\$28,962,000
CON	DC/STATE	-	-	-	\$1,371,000	\$2,439,000	\$3,429,000	\$3,810,000	\$7,239,000
	Total CON	-	-	-	\$6,857,000	\$12,197,000	\$17,147,000	\$19,054,000	\$36,201,000
UT	NHPP	-	-	\$1,200,000	\$400,000	-	-	\$1,600,000	\$1,600,000
UT	DC/STATE	-	-	\$300,000	\$100,000	-	-	\$400,000	\$400,000
	Total UT	-	-	\$1,500,000	\$500,000	-	-	\$2,000,000	\$2,000,000
	Total Programmed	\$280,000	\$512,000	\$1,921,000	\$7,357,000	\$12,197,000	\$17,147,000	\$21,987,000	\$39,414,000



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	08/25/2022
23-09.2	Amendment 2023-2026	Pending	Pending
			N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):
 Total project cost increased from \$36,175,000 to \$39,414,000

TIP ID T6654
Project Name MD 717 Western Branch Bridge Replacement
Project Limits
Description Replacement of MD 717 bridge 16109 over Western Branch.

Lead Agency Maryland Department of Transportation - State Highway Administration
County Prince Georges
Municipality Upper Marlboro
Agency Project ID PG7201

Project Type Bridge - Replace
Total Cost \$12,252,000
Completion Date 2030

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	DC/STATE	\$933,000	\$13,000	\$15,000	-	-	-	\$28,000	\$961,000
PE	STBG	\$834,000	\$53,000	\$61,000	-	-	-	\$114,000	\$948,000
Total PE		\$1,767,000	\$66,000	\$76,000	-	-	-	\$142,000	\$1,909,000
CON	DC/STATE	-	-	\$800,000	\$552,000	\$716,000	-	\$2,068,000	\$2,068,000
CON	STBG	-	-	\$3,199,000	\$2,210,000	\$2,866,000	-	\$8,275,000	\$8,275,000
Total CON		-	-	\$3,999,000	\$2,762,000	\$3,582,000	-	\$10,343,000	\$10,343,000
Total Programmed		\$1,767,000	\$66,000	\$4,075,000	\$2,762,000	\$3,582,000	-	\$10,485,000	\$12,252,000



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	08/25/2022
23-09.2	Amendment 2023-2026	Pending	Pending
			N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$5,764,000 to \$12,252,000

TIP ID T11618
Project Name I95/I-495 Southside Express Lanes Study
Project Limits Woodrow Wilson Bridge to MD 210
Lead Agency Maryland Department of Transportation - State Highway Administration
County Prince Georges
Municipality
Agency Project ID

Project Type Road - HOV/Managed Lanes
Total Cost \$260,000
Completion Date 2024

Description Maryland Department of Transportation State Highway Administration (MDOT SHA) is providing coordination and technical assistance to the Virginia Department of Transportation's (VDOT) for the Maryland portion of the study corridor of the VDOT I-95/I-495 Southside Express Lanes Study, which is the study of options to extend I-95/I-495 ETLs 11 miles from I-95/I-395 in Springfield, Virginia across the Woodrow Wilson Bridge, to MD 210 in Prince George's County, Maryland. The Maryland segment of the study corridor extends along I-95/I-495 from the Woodrow Wilson Bridge to MD 210.

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PLANNING	NHPP	\$34,000	\$104,000	\$70,000	-	-	-	\$174,000	\$208,000
PLANNING	DC/STATE	\$9,000	\$26,000	\$17,000	-	-	-	\$43,000	\$52,000
Total PLANNING		\$43,000	\$130,000	\$87,000	-	-	-	\$217,000	\$260,000
Total Programmed		\$43,000	\$130,000	\$87,000	-	-	-	\$217,000	\$260,000



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-09.2 Amendment 2023-2026	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-09.3 WHICH ADDS
FUNDING FOR FOUR ROADWAY PROJECTS IN FAIRFAX AND PRINCE WILLIAM COUNTIES,
AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION VDOT)**

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

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

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

WHEREAS, VDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-09.3, which adds a net total of approximately \$115 million by adding \$39.5 million in funding to the existing **Soapstone Connector project** record (**TIP ID T6583**) and adding three new TIP records for the following projects: **CSX Overpass at Newington Road (T11619)** with \$32.185 million, **Minnieville Road/Prince William Parkway Interchange (T11616)** with \$18.03 million, and **North Woodbridge Mobility Improvements (T11617)** with \$25.31 million; and

WHEREAS, the attached materials include:

- ATTACHMENT A) Project Overview reports showing how the projects will appear in the TIP following approval,
- ATTACHMENT B) Amendment Summary report showing the total project cost, the reason for the amendment, and a Change Summary providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and
- ATTACHMENT C) Fund Change Detail report for the existing Soapstone Connector record that shows the Change Summary from the previous attachment in table format, and
- ATTACHMENT D) Letter from VDOT dated December 16, 2022, requesting the amendments; and

WHEREAS, these projects have been entered into the TPB's Project InfoTrak database under TIP Action 23-09.3, creating the 9th amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, these projects are all included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-09.3 which adds approximately \$115 million for the **Soapstone Connector (T6583)**, **CSX Overpass at Newington Road (T11619)**, **Minnieville Road/Prince William Parkway Interchange (T11616)**, and **North Woodbridge Mobility Improvements (T11617)** projects, as described in the attached materials.

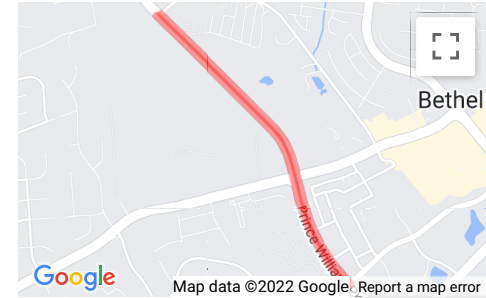
**Adopted by the TPB Steering Committee at its meeting on Friday, January 6, 2023.
Final approval following review by the full board on Wednesday, January 18, 2023.**



<i>TIP ID</i>	T11616	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Road - Interchange improvement
<i>Project Name</i>	Minnieville Road/Prince William Parkway Interchange	<i>County</i>	Prince William	<i>Total Cost</i>	\$18,031,000
<i>Project Limits</i>	Prince William Parkway to Minnieville Road	<i>Municipality</i>		<i>Completion Date</i>	2028
		<i>Agency Project ID</i>			

Description Project constructs as Sing Point Urban Interchange-Below Grade that will grade separate Minnieville Road (Route 640) above Prince William Parkway (Route 294). Project includes a new bridge, a traffic signal on elevated roadway, turn lane improvements at interchange ramps, a 10-foot shared use path on the north side of Prince William Parkway and a 5-foot sidewalk along the southside of Prince William Parkway and westside of Minnieville Road.

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	P	-	\$4,500,000	-	-	-	-	\$4,500,000	\$4,500,000
	<i>Total PE</i>	-	\$4,500,000	-	-	-	-	\$4,500,000	\$4,500,000
ROW	NVTA	-	\$10,000,000	-	-	-	-	\$10,000,000	\$10,000,000
ROW	RSTP	-	-	-	-	-	\$3,531,000	-	\$3,531,000
	<i>Total ROW</i>	-	\$10,000,000	-	-	-	\$3,531,000	\$10,000,000	\$13,531,000
	<i>Total Programmed</i>	-	\$14,500,000	-	-	-	\$3,531,000	\$14,500,000	\$18,031,000



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-09.3 Amendment 2023-2026	1/18/2023	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



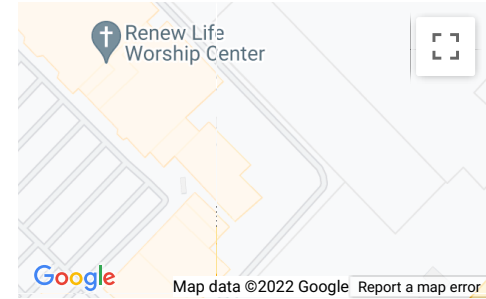
TIP ID T11617
Project Name NORTH WOODBRIDGE MOBILITY IMPROVEMENTS (MARINA WAY EXTENDED)
Project Limits Annapolis Way to VA 123 (Gordon Blvd.)

Lead Agency Virginia Department of Transportation
County Prince William
Municipality
Agency Project ID 120778

Project Type Road - New Construction
Total Cost \$25,310,279
Completion Date 2029

Description Extend Marina Way by 0.26 miles as a 4 lane roadway connecting from Rte 123 (Gordon Blvd) to Annapolis Way. Includes a 5 SW, turn lane & shoulder improvements, signal mods, ROW acquisition & utility relocation.

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	DC/STATE	-	\$3,570,359	-	-	-	-	\$3,570,359	\$3,570,359
	<i>Total PE</i>	-	\$3,570,359	-	-	-	-	\$3,570,359	\$3,570,359
ROW	TBD	-	-	-	-	-	\$10,071,060	-	\$10,071,060
	<i>Total ROW</i>	-	-	-	-	-	\$10,071,060	-	\$10,071,060
CON	TBD	-	-	-	-	-	\$11,668,860	-	\$11,668,860
	<i>Total CON</i>	-	-	-	-	-	\$11,668,860	-	\$11,668,860
	<i>Total Programmed</i>	-	\$3,570,359	-	-	-	\$21,739,920	\$3,570,359	\$25,310,279



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-09.3 Amendment 2023-2026	1/18/2023	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



TIP ID T11619
Project Name CSX OVERPASS AT NEWINGTON ROAD
Project Limits Milepoint 1.31 to Milepoint 1.33
Lead Agency Virginia Department of Transportation
County
Municipality
Agency Project ID T26071

Project Type Rail - Other
Total Cost \$32,185,000
Completion Date 2025

Description To promote, sustain, and expand the availability of passenger and commuter rail service in the Commonwealth. Replace existing two-track bridge and construct new two-track bridge, providing space for a multi-use path and wider vehicular access for increased capacity.

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	DC/STATE	-	\$2,000,000	-	-	-	-	\$2,000,000	\$2,000,000
	<i>Total PE</i>	-	\$2,000,000	-	-	-	-	\$2,000,000	\$2,000,000
ROW	TBD	-	-	-	-	-	\$7,150,000	-	\$7,150,000
	<i>Total ROW</i>	-	-	-	-	-	\$7,150,000	-	\$7,150,000
CON	TBD	-	-	-	-	-	\$23,035,000	-	\$23,035,000
	<i>Total CON</i>	-	-	-	-	-	\$23,035,000	-	\$23,035,000
	<i>Total Programmed</i>	-	\$2,000,000	-	-	-	\$30,185,000	\$2,000,000	\$32,185,000



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-09.3 Amendment 2023-2026	1/18/2023	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project



TIP ID T6583
Project Name Soapstone Connector
Project Limits Sunrise Valley Dr to Sunset Hills Dr
Lead Agency Virginia Department of Transportation
County Fairfax
Municipality
Agency Project ID 112479

Project Type Road - New Construction
Total Cost \$217,654,887
Completion Date 2027

Description New multimodal roadway between Sunset Hills Rd and Sunrise Valley Dr. in Reston. Near Wiehle-Reston East Metrorail Station, includes crossing over the Dulles Corridor. Includes 4 lane cross section, on-road bike, sidewalk, and shared use path.

Phase Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE REVSH	\$4,600,000	-	-	-	-	-	-	\$4,600,000
PE DC/STATE	\$4,600,000	-	-	-	-	-	-	\$4,600,000
Total PE	\$9,200,000	-	-	-	-	-	-	\$9,200,000
ROW LOCAL	-	\$44,215,838	-	-	-	-	\$44,215,838	\$44,215,838
ROW NVTA	-	\$68,535,436	-	-	-	-	\$68,535,436	\$68,535,436
ROW RSTP AC	-	\$2,260,266	-	-	-	-	\$2,260,266	\$2,260,266
ROW RSTP ACCP	-	\$13,885,304	\$1,614,696	-	-	-		
ROW REVSH	-	\$1,936,863	-	-	-	-	\$1,936,863	\$1,936,863
ROW DC/STATE	-	\$1,936,863	-	-	-	-	\$1,936,863	\$1,936,863
ROW DC/STATE	-	\$565,067	-	-	-	-	\$565,067	\$565,067
ROW DC/STATE ACCP	-	\$3,471,326	\$403,674	-	-	-		
Total ROW	-	\$119,450,333	-	-	-	-	\$119,450,333	\$119,450,333
CON NVTA	-	\$44,577,714	-	-	-	-	\$44,577,714	\$44,577,714
CON RSTP AC	-	\$13,336,901	-	-	-	-	\$13,336,901	\$13,336,901
CON DC/STATE	-	\$27,755,714	-	-	-	-	\$27,755,714	\$27,755,714
CON DC/STATE AC	-	\$3,334,225	-	-	-	-	\$3,334,225	\$3,334,225
Total CON	-	\$89,004,554	-	-	-	-	\$89,004,554	\$89,004,554
Total Programmed	\$9,200,000	\$208,454,887	-	-	-	-	\$208,454,887	\$217,654,887



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-09.3 Amendment 2023-2026	1/18/2023	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update, Reviewed & Submitted

Funding Change(s):

Total project cost increased from \$178,160,000 to \$217,654,887
 * ACCP is not part of the Total

ATTACHMENT B

**Amendment Summary Report for TIP Action 23-09.3: Formal Amendment to the
FY 2023-2026 Transportation Improvement Program**

Requested by Virginia Department of Transportation

Approved by the TPB Steering Committee on January 6, 2023

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T11619	CSX Overpass at Newington Road	\$0	\$32,185,000	\$32,185,000	0	New Project	PROJECT CHANGES (FROM PREVIOUS VERSION): TBD ▶ Add Future funds in ROW for \$7,150,000 CON for \$23,035,000 DC/STATE ▶ Add funds in FFY 23 in PE for \$2,000,000 <i>Total project cost \$32,185,000</i>
T11616	Minnieville Road/Prince William Parkway Interchange	\$0	\$18,031,000	\$18,031,000	0	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): PROFFER ▶ Add funds in FFY 23 in PE for \$4,500,000 RSTP ▶ Add Future funds ROW for \$3,531,000 NVRTA ▶ Add funds in FFY 23 in ROW for \$10,000,000 <i>Total project cost \$18,031,000</i>
T11617	North Woodbridge Mobility Improvements (Marina Way Extended)	\$0	\$25,310,279	\$25,310,279	0	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): TBD ▶ Add Future funds in ROW for \$10,071,060 CON for \$11,668,860 DC/STATE ▶ Add funds in FFY 23 in PE for \$3,570,359 <i>Total project cost \$25,310,279</i>

ATTACHMENT B

**Amendment Summary Report for TIP Action 23-09.3: Formal Amendment to the
FY 2023-2026 Transportation Improvement Program
Requested by Virginia Department of Transportation
Approved by the TPB Steering Committee on January 6, 2023**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T6583	Soapstone Connector	\$178,160,000	\$217,654,887	\$39,494,887	22	Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>LOCAL</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 23 in ROW for \$44,215,838 <p>REVSH</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 19 in PE for \$1,470,000 <p>- Decrease funds in FFY 21 in PE from \$9,200,000 to \$4,600,000</p> <ul style="list-style-type: none"> - Decrease funds in FFY 21 in ROW from \$3,874,000 to \$0 ▶ Add funds in FFY 23 in ROW for \$1,936,863 <p>AC</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 18 in PE for \$7,740,000 ▶ Delete funds in FFY 21 in ROW for \$129,026,000 <p>DC/STATE</p> <ul style="list-style-type: none"> + Increase funds in FFY 21 in PE from \$0 to \$4,600,000 - Decrease funds in FFY 21 in ROW from \$3,100,000 to \$0 ▶ Delete funds in FFY 22 in ROW for \$980,000 <p>+ Increase funds in FFY 23 in ROW from \$1,000,000 to \$2,501,930</p> <ul style="list-style-type: none"> + Increase funds in FFY 23 in CON from \$0 to \$31,089,939 ▶ Delete funds in FFY 24 in ROW for \$1,120,000 <p>DC/STATE (ACCP)</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 23 in ROW for \$3,471,326 ▶ Add funds in FFY 24 in ROW for \$403,674 <p>ACC</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 22 in ROW for \$3,920,000 ▶ Delete funds in FFY 23 in ROW for \$4,000,000 ▶ Delete funds in FFY 24 in ROW for \$4,480,000 <p>ACC (ACCP)</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 18 in PE for \$7,740,000 ▶ Delete funds in FFY 21 in ROW for \$129,026,000 <p>RSTP</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 23 in ROW for \$2,260,266 CON for \$13,336,901 <p>RSTP (ACCP)</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 23 in ROW for \$13,885,304 ▶ Add funds in FFY 24 in ROW for \$1,614,696 <p>NVTA</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 17 in PE for \$8,250,000 <p>▶ Add funds in FFY 23 in ROW for \$68,535,436 CON for \$44,577,714</p> <p>Total project cost increased from \$178,160,000 to \$217,654,887</p>
AMENDMENT TOTAL:		\$178.160.000	\$293.181.166	\$115.021.166			

ATTACHMENT C
Fund Change Detail Report for TIP Action 23-09.3: Formal Amendment to the
FY 2023-2026 Transportation Improvement Program
Requested by Virginia Department of Transportation
Approved by the TPB Steering Committee on January 6, 2023

SOURCE	TIP ACTION	PRIOR TOTAL	2023				2024				2025				2026				GRAND TOTAL
			PE	ROW	CON	TOTAL	PE	ROW	CON	TOTAL	PE	ROW	CON	TOTAL	PE	ROW	CON	TOTAL	
TIP ID T6583 - Soapstone Connector																			
AC*	21-00	\$7,740,000		\$129,026,000		\$129,026,000													\$136,766,000
	23-09.3																		
	DELTA	-\$7,740,000		-\$129,026,000		-\$129,026,000													-\$136,766,000
ACC	21-00						\$3,920,000		\$3,920,000		\$4,000,000		\$4,000,000		\$4,480,000		\$4,480,000		\$12,400,000
	23-09.3																		
	DELTA						-\$3,920,000		-\$3,920,000		-\$4,000,000		-\$4,000,000		-\$4,480,000		-\$4,480,000		-\$12,400,000
DC/STATE	21-00			\$3,100,000		\$3,100,000		\$980,000		\$980,000		\$1,000,000		\$1,000,000		\$1,120,000		\$1,120,000	\$6,200,000
	23-09.3	\$4,600,000		\$1,936,863	\$27,755,714	\$29,692,577													\$34,292,577
	DELTA	\$4,600,000		-\$1,163,137	\$27,755,714	\$26,592,577		-\$980,000		-\$980,000		-\$1,000,000		-\$1,000,000		-\$1,120,000		-\$1,120,000	\$28,092,577
DC/STATE*	23-09.3		\$565,067	\$3,334,225	\$3,899,292														\$3,899,292
LOCAL	23-09.3		\$44,215,838		\$44,215,838														\$44,215,838
NVTA	21-00	\$8,250,000																	\$8,250,000
	23-09.3			\$68,535,436	\$44,577,714	\$113,113,150													\$113,113,150
	DELTA	-\$8,250,000		\$68,535,436	\$44,577,714	\$113,113,150													\$104,863,150
REVSH	21-00	\$1,470,000	\$9,200,000	\$3,874,000		\$13,074,000													\$14,544,000
	23-09.3	\$4,600,000		\$1,936,863		\$1,936,863													\$6,536,863
	DELTA	\$3,130,000	-\$9,200,000	-\$1,937,137		-\$11,137,137													-\$8,007,137
RSTP*	23-09.3		\$2,260,266	\$13,336,901	\$15,597,167														\$15,597,167
TOTAL	21-00	\$17,460,000	\$9,200,000	\$136,000,000		\$145,200,000		\$4,900,000		\$4,900,000		\$5,000,000		\$5,000,000		\$5,600,000		\$5,600,000	\$178,160,000
	23-09.3	\$9,200,000		\$119,450,333	\$89,004,554	\$208,454,887													\$217,654,887
	DELTA	-\$8,260,000	-\$9,200,000	-\$16,549,667	\$89,004,554	\$63,254,887		-\$4,900,000		-\$4,900,000		-\$5,000,000		-\$5,000,000		-\$5,600,000		-\$5,600,000	\$39,494,887



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

December 16, 2022

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

RE: FY 2023-2026 Transportation Improvement Program (TIP) Amendments and New TIP Projects:
Soapstone Connector New Roadway TIP ID T6583 / UPC # 112479
North Woodbridge Mobility Improvements (Marina Way Extended) TIP ID T11617 / UPC #120778
CSX Overpass at Newington Road TIP ID T11619 / UPC # T26071
Minnieville Road/Prince William Parkway Interchange TIP ID T11616 / UPC #T26691

Dear Chair Sebesky:

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

Project Request for TIP Amendments

Soapstone Connector New Roadway TIP ID T6583 / UPC # 112479

This project is a new multimodal roadway between Sunset Hills Rd and Sunrise Valley Dr. in Reston, VA and is located near the Wiehle-Reston East Metrorail Station. It includes a crossing over the Dulles Corridor, which is a 4 lane cross section with on-road bike and pedestrian facilities. The proposed amendment will:

- Add \$4,600,000 (STATE) FFY21 for PE Phase
- Add \$4,600,000 (REVSH) FFY21 for PE Phase
- Add \$1,936,863 (REVSH) FFY23 for RW Phase
- Add \$44,215,838 (LOCAL) FFY23 for RW Phase
- Add \$68,535,436 (NVTA) FFY23 for RW Phase
- Add \$5,965,304 (Other funds) FFY23 for RW Phase
- Add \$2,260,266 (AC-RSTP) FFY23 for RW Phase
- Add \$44,577,199 (NVTA) FFY23 CN for Phase
- Add \$27,755,714 (Other funds) FFY23 for CN Phase
- Add \$13,336,901 (AC-RSTP) FFY23 CN Phase

The Honorable Pamela Sebesky
December 16, 2022
Page Two

New Projects Request to Add to TIP

North Woodbridge Mobility Improvements (Marina Way Extended) TIP ID T11617 / UPC #120778

This project will extend Marina Way as a four-lane roadway connecting from Route 123 (Gordon Blvd) to Annapolis Way. It includes signal modifications, turn lane improvements, and pedestrian facilities. The proposed amendment will:

- Add \$3,570,359 (Other funds: STATE) FFY23 PE Phase

CSX Overpass at Newington Road TIP ID T11619 / UPC # T26071

The purpose of this project is to promote, sustain, and expand the availability of passenger and commuter rail service in the Commonwealth. It will replace the existing two-track bridge and construct new two-track bridge, providing space for a multi-use path and wider vehicular access for increased capacity. The proposed amendment will:

- Add \$2,000,000 (Other funds: STATE) FFY23 for PE Phase

Minnieville Road/Prince William Parkway Interchange TIP ID T11616 / UPC #26691

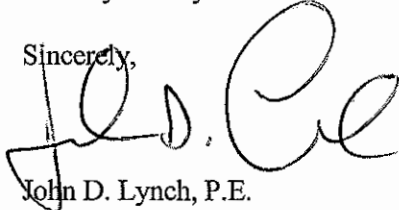
This project constructs an innovative interchange at the intersection of Minnieville Road and Prince William Parkway (Route 294) to improve traffic flow and reduce delays. It includes pedestrian and bicycle facilities and improves safety at this intersection. The proposed amendment will:

- Add \$4,500,000 (Proffers) FFY23 for PE Phase
- Add \$10,000,000 (NVTA) FFY23 for RW Phase
- Add \$3,531,000 (RSTP) FFY28 for RW Phase

VDOT requests approval of the one existing TIP Amendment and three new TIP projects by the Transportation Planning Board's Steering Committee at its meeting on January 6, 2023. VDOT's representative will be available to answer any questions about the amendment and new TIP project requests.

Thank you for your consideration of this matter.

Sincerely,



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

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: January 12, 2023

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: TPB, Technical Committee and Steering Committee Dates for Calendar Year 2023
DATE: January 12, 2023

The Transportation Planning Board (TPB), TPB Technical Committee and TPB Steering Committee meeting dates for calendar year 2023 are found below. As permitted in the TPB Bylaws, up to 3 meetings can be scheduled in an all-virtual manner, and these meetings are also identified below. Please note that meetings identified as In-person meetings will be primarily In-person and members would be able to participate virtually to accommodate any special needs of the members. Consistent with the TPB Bylaws, members seeking such accommodations should reply to the monthly survey monkey link and notify staff ahead of time (no later than the Monday before the meeting).

2023 TPB, TPB TECHNICAL COMMITTEE AND TPB STEERING COMMITTEE DATES				
	TPB Technical Committee	TPB Steering Committee	Transportation Planning Board	TPB Meeting Format
	1st Friday at 9 AM	1st Friday at 12:15 PM	3rd Wednesday at 12 Noon	
January	6	6	18	IN PERSON*
February	3	3	15	VIRTUAL**
March	3	3	15	IN PERSON
April	7	7	19	IN PERSON
May	5	5	17	IN PERSON
June	2	2	21	IN PERSON
July	7	7	19	IN PERSON
August	No meetings	No meetings	No Meetings	No Meetings
September	8 (2 nd Friday due to holiday)	8 (2 nd Friday due to holiday)	20	VIRTUAL
October	6	6	18	IN PERSON
November	3	3	15	VIRTUAL
December	1	1	20	IN PERSON

* **IN PERSON** - Meeting will be conducted in a hybrid format, with members coming to the COG building and including an option to participate virtually with notification per the TPB Bylaws (notify by the Monday before the TPB meeting).

** **VIRTUAL** - Meeting will be conducted in an all-virtual manner, with no members coming to the COG building.



Application Period Now Open for TLC and Roadway Safety Programs

The TPB is now accepting applications for two technical assistance programs for local governments—the Transportation Land-Use Connections (TLC) Program and the Regional Roadway Safety Program (RRSP). For the next round of funding—for FY 2024—applicants will have the opportunity to fill out one joint application for both programs.

The deadline for applications is March 3, 2023. The deadline for submitting abstracts for proposed projects, which is an optional step, is January 24, 2023.

For more information, and to submit an online application, go to:

- TLC: www.mwcog.org/tlc
- RRSP: www.mwcog.org/rrsp

Solicitation Schedule for FY 2024

- Application period opens: January 6, 2023
- Abstracts due: January 24, 2023
- Applications due: March 3, 2023
- Panel recommendations: March-April, 2023
- TPB approves projects: April-May, 2023
- Consultant selection: June-July 2023
- Contracting process: August 2023
- Project kick-off meetings: Fall 2023

Application Process

Any local jurisdiction in the National Capital Region that is a member of the Transportation Planning Board is eligible to apply for either or both programs. Projects are eligible to receive between \$30,000 and \$80,000 in assistance for planning projects or design projects. Recipients will receive short-term consultant services. They will not receive direct financial assistance.

The FY 2024 application period is open between January 6 and March 3, 2023. Potential applicants may also submit an optional abstract by January 24, 2023. TPB staff will provide preliminary feedback on the abstracts approximately one week after their submittal.

For each program, a panel of industry experts and COG/TPB staff will review the application submissions and recommend projects to the TPB for funding. The panels' recommendations will represent a cross-section of jurisdictions throughout the region. The TPB is scheduled to approve the applications for both programs in April or May.

FY 2024 projects will begin in fall 2023 and must be completed by June 30, 2024.

TLC Program

The Transportation Land Use Connections (TLC) Program provides short-term consultant services to local jurisdictions for small planning projects that promote mixed-use, walkable communities and support a variety of transportation alternatives. Any local jurisdiction in the National Capital Region that is a member of the TPB is eligible to apply. Non-profits and non-member jurisdictions in the region may apply as secondary recipients to a TPB member jurisdiction. Recipients receive short-term consultant services and no direct financial assistance. Projects are eligible to receive \$80,000 in technical assistance for planning projects and design projects. TLC projects typically last 6-8 months.

As in past years, TLC projects may provide a range of services for community-oriented planning activities, such as:

- Small area & transit station area planning
- Bicycle and pedestrian safety & access
- Transit-oriented development studies
- Housing studies
- Economic development studies
- Roadway design guidelines & standards
- Streetscape improvement plans
- Safe Routes to School planning
- Trail planning and design
- Transit demand and feasibility analysis

The TPB encourages applications that address long-standing TPB priorities, including support for multimodal transportation options and land use enhancements in Activity Centers. This year, we are particularly interested in applications that support walking and biking improvements in high-capacity transit areas, especially Transit Access Focus Areas (TAFAs); projects to plan and design missing links in the National Capital Trail Network (NCTN); and projects that support access in Equity Emphasis Areas (EEAs).

Regional Roadway Safety Program

The RRSP provides short-term consultant services to local jurisdictions for small planning and preliminary engineering projects that focus on roadway safety in the National Capital Region. Any local jurisdiction in the region that is a member of the TPB is eligible to apply. Non-profits and non-member jurisdictions may apply as secondary recipients to a TPB member jurisdiction. Recipients receive short-term consultant services and no direct financial assistance. Similar to the TLC Program, all projects are eligible to receive \$80,000 in technical assistance, regardless of whether they are planning or design projects. RRSP projects typically last 6-8 months.

Proposed projects may provide a range of services to support roadway safety efforts, including.

- Support of local roadway safety plans
- Bicycle and pedestrian safety & access studies
- Roadway safety audits
- Crash data analysis
- Jurisdictional efforts to leverage the “Street Smart” program

- Identification of jurisdictional “high injury networks”
- Road diet design
- Lighting and signage improvements
- Intersection improvements
- Enhanced pedestrian infrastructure
- Safety guides or toolkits
- Safety guidelines and standards

The TPB encourages applications that address five TPB priorities: safety improvements for Equity Emphasis Areas (EEAs), improvements to road user behavior, identifying and designing safety countermeasures, understanding safety data, and cross-jurisdictional collaboration.

Changes This Year

This year, the application process for both programs features several enhancements:

- Planning projects are now eligible to receive up to \$80,000 in technical assistance—an increase of \$20,000 from previous years.
- The application timelines for both programs will be synchronized to simplify the application process for interested member jurisdictions.
- Applicants have the opportunity to submit one joint application for both programs.

The TPB is anticipated to approve slates of recommended projects for both programs in April or May 2023. The projects will get underway in fall 2023.

About the TPB

The TPB is the federally designated metropolitan planning organization for the metropolitan Washington region. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. The TPB is staffed by the Metropolitan Washington Council of Governments (COG).

Questions?

For more information, contact John Swanson (jswanson@mwkog.org) regarding the TLC program and Janie Nham (jnham@mwkog.org) regarding the RRSP. Or visit our website at www.mwkog.org.



MEMORANDUM

TO: National Capital Region Transportation Planning Board
FROM: Jane Posey, TPB Transportation Engineer
SUBJECT: Final Rule for Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards
DATE: January 12, 2023

On December 20, 2022, the U.S. Environmental Protection Agency (EPA) finalized national clean air standards to cut emissions from heavy-duty trucks beginning with model year 2027. The final rule, entitled “Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards”,¹ is the first update to clean air standards for heavy duty trucks in more than 20 years and will result in substantial reductions in Nitrogen Oxides (NOx). The TPB submitted a joint comment letter with the Metropolitan Washington Air Quality Committee (MWAQC) and COG’s Climate, Energy, and Environment Policy Committee (CEEPC) in support of EPA’s proposed rule on April 15, 2022.²

Although the NOx reduction benefits from this rule will not be included in the air quality conformity analysis of the region’s Long-Range Transportation Plan until the EPA’s MOTO Vehicle Emission Simulator (MOVES) model is updated with the new standards, the region is, nonetheless, expected to benefit from the new standards. Without this final rule, heavy duty vehicles are expected to contribute 90% of on-road mobile source emissions by 2045. EPA estimates that by 2045, a year by which most of the regulated fleet will have turned over, heavy-duty NOX emissions will be almost 50 percent lower than they would have been without this action. This rule’s emission reductions will reduce air pollution near major roadways, where concentrations of many air pollutants are elevated and where people of color and people with low income are disproportionately exposed.

This is the first of three major actions being taken under EPA’s “Clean Trucks Plan”. In the coming months, EPA intends to release proposals for the remaining two steps in the Clean Trucks Plan. These include the “Phase 3” greenhouse gas (GHG) standards for heavy-duty vehicles beginning in Model Year 2027, as well as the multipollutant standards for light- and medium-duty vehicles beginning in Model Year 2027. Together these rules will put in place stringent long-term standards that will reduce smog, soot, and climate pollution from heavy-duty vehicles and will include consideration of greater adoption of zero-emissions vehicle (ZEV) technologies.

Attachment: [Fact Sheet: Heavy-Duty 2027 and Beyond: Clean Trucks Final Rulemaking \(pdf\)](#)

¹ United States Environmental Protection Agency (EPA) Office of Transportation and Air Quality, “Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards” [EPA-HQ-OAR-2019-0055; FRL-7165-02-OAR]. December 2022. [Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards – Final Rule \(December 20, 2022\) \(epa.gov\)](#)

² Takis Karantonis, Chair, Metropolitan Washington Air Quality Committee (MWAQC), Koran Saines, Chair, Climate, Energy and Environment Policy Committee (CEEPC), and Pamela Sebesky, Chair, National Capital Region Transportation Planning Board (TPB). Letter to Michael S. Regan, Administrator, U.S. Environmental Protection Agency. “Comment on Proposed Rule Regarding Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards; Docket ID No EPA-HQ-OAR-2019-0055” Letter, April 15, 2022.

Heavy-Duty 2027 and Beyond: Clean Trucks Final Rulemaking

This final action “Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards,” adopts new, stronger emissions standards that will reduce nitrogen oxide (NO_x) emissions from the heavy-duty vehicles and engines starting in model year Model Year (MY) 2027. These standards will result in widespread air quality improvements across the U.S., especially in areas already overburdened by air pollution and diesel emissions.

The final program includes new, more stringent emissions standards that cover a wider range of heavy-duty engine operating conditions compared to today’s standards, and it requires these more stringent emissions standards to be met for a larger portion of the time these engines operate on the road. This rule does not include final action regarding the proposed targeted updates to the existing Heavy-Duty Greenhouse Gas Emissions Phase 2 program (HD GHG Phase 2). We intend to consider potential changes to certain HD GHG Phase 2 standards as part of the Phase 3 GHG rulemaking.

The comprehensive national NO_x program for heavy-duty engines and the rigorous regulatory regime established by this rulemaking is based on a robust, complete technical record consistent with the authority set forth in the Clean Air Act. EPA consulted with a wide variety of stakeholders, including State and local governments. Additionally, this final rule provides a comprehensive approach to ensuring the new, much more stringent emissions standards are met during more of the operating life of these vehicles by including provisions for longer useful life for engines and longer emission-related warranty periods for pollution control equipment.

Clean Trucks Plan

This final rule is one of three major actions being taken under EPA’s “Clean Trucks Plan.” Under this plan, the Agency intends to propose two additional rulemakings in 2023 which, when considered cumulatively with this final rule, would put in place stringent long-term standards that would reduce smog, soot, and climate pollution from heavy-duty vehicles and would include consideration of greater adoption of

zero-emissions vehicle technologies. These actions are consistent with President Biden’s Executive Order (E.O.) 14037, Strengthening American Leadership in Clean Cars and Trucks.

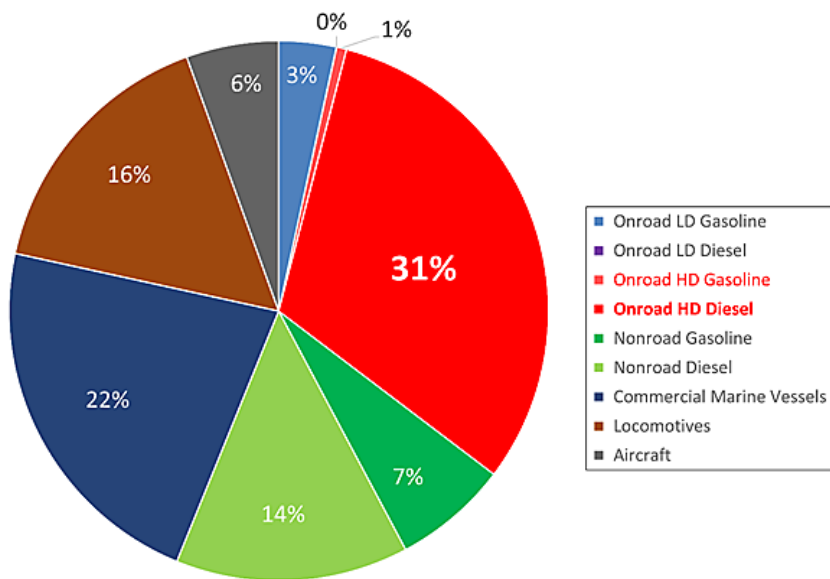
By the end of March 2023, EPA intends to release the proposals for the remaining two steps in the Clean Truck Plan. This includes the proposal for the heavy-duty greenhouse gas (GHG) standards “Phase 3” rule for Model Years 2027 and later, and the multipollutant standards proposal for light- and medium-duty vehicles for Model Years 2027 and later. EPA intends to also issue final decisions in early 2023 regarding several California waiver requests for California’s heavy-duty vehicle and engine emission standards.

Air Quality and Health Impacts of Heavy-Duty Vehicles

Emissions from heavy-duty vehicles contribute to poor air quality and health across the country, especially in overburdened and underserved communities. Without further reductions, heavy-duty vehicles will continue to be one of the largest contributors to mobile source emissions of NOx, which react in the atmosphere to form ozone and particulate matter (PM). Heavy-duty vehicles would contribute 32 percent of the mobile source NOx emissions, and 90% of on-road NOx emissions, in calendar year 2045. These pollutants are linked to respiratory and/or cardiovascular problems and other adverse health impacts that lead to hospital admissions, emergency department visits, and premature deaths.

Pollution from trucks also directly affect people who live near roads and other areas of high truck activity like ports. Populations who live, work, or go to school near high-traffic roadways experience higher rates of numerous adverse health effects. EPA has estimated that 72 million people live within 200 meters of a truck freight route, and, relative to the rest of the population, people of color and those with lower incomes are more likely to live near truck routes. NOx pollution from heavy-duty vehicles also impairs visibility and causes damage to terrestrial and aquatic ecosystems.

Mobile Source NOx



Source: MOVES3 for onroad and nonroad and 2016 Emissions Modeling Platform for all other mobile sectors.

Significant Benefits to Public Health and Welfare

This final rule will deliver significant and needed public health benefits through ambitious standards that are feasible for the trucking industry, with appropriate consideration to cost and other factors. In 2045, this final rule will reduce NO_x emissions from the in-use fleet of heavy-duty trucks by almost 50% and would result in widespread air quality improvements across the U.S., especially in areas already overburdened by air pollution and diesel emissions. Reducing these emissions will provide cleaner air for communities across the country, prevent health issues like asthma, and ultimately save money, lives, and trips to the hospital.

The final rule will result in a present value of the stream of health-related benefits for the years 2027 through 2045 of \$200 billion, assuming a 3% discount rate. EPA estimates that in 2045, the final standards will result in public health benefits by preventing the following annually:

- Between 860 and 2,900 fewer premature deaths
- 6,700 fewer hospital admissions and emergency department visits
- 18,000 fewer cases of asthma onset in children
- 3.1 million fewer cases of asthma symptoms and allergic rhinitis symptoms
- 78,000 fewer lost days of work
- 1.1 million fewer lost school days for children

The benefits of the final rule would exceed its costs by as much as \$29 billion.

Reducing NO_x Emissions from Heavy-duty Vehicles: Final Standards

We are finalizing a program that will begin in MY 2027, which is the earliest year that these new criteria pollutant standards can begin to apply under CAA section 202(a)(3)(C).¹ The final NO_x standards are a single-step program that reflect the greatest degree of emission reduction achievable starting in MY2027, giving appropriate consideration to costs and other statutory factors. The final rule establishes not only new, much more stringent NO_x standards compared to today's standards, but also requires lower NO_x emissions over a much wider range of testing conditions both in the laboratory and when engines are operating on the road. Further, the final standards include longer useful life periods, as well as significant increases in the emissions-related warranty periods. The longer useful life and emissions warranty periods are particularly important for ensuring continued emissions control when the engines are operating on the road. These final standards will result in significant reductions in emissions of NO_x, PM_{2.5}, and other air pollutants across the country, which we project will meaningfully decrease ozone concentrations across the country. We expect the largest improvements in both ozone and PM_{2.5} to occur in areas with the worst baseline air quality, and EPA conducted an analysis that found larger numbers of people of color are projected to reside in these areas.

The final standards and requirements are based on further consideration of the data included in the proposed rule, as well as additional supporting data from our own test programs, and consideration of the extensive public input EPA received in response to the proposed rule. The EPA proposal included two options for the NO_x program. Proposed Option 1 was the more stringent option, and it included new standards and other program elements starting in MY 2027, which were further strengthened in MY 2031. Proposed Option 2 was the less stringent option, with new standards and requirements implemented fully in MY 2027. The final numeric NO_x standards and testing requirements are

¹ CAA section 202(a)(3)(C) requires that standards under CAA section 202(a)(3)(A), such as the standards in this final rule, apply no earlier than 4 years after promulgation, and apply for no less than 3 model years.

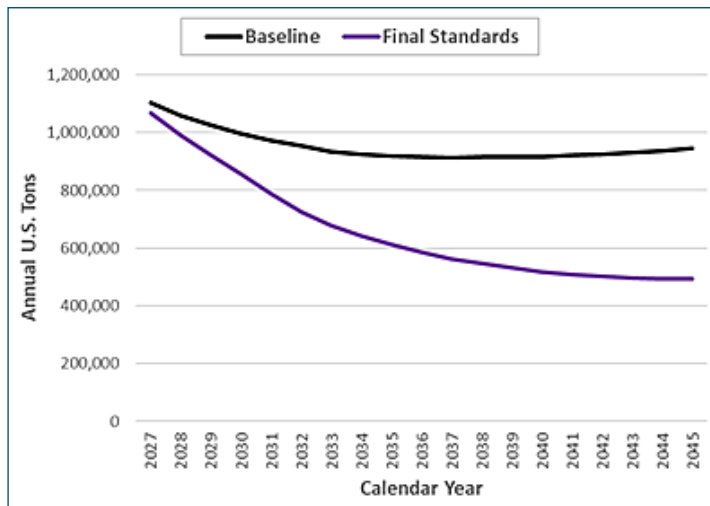
largely consistent with the proposed Option 1 in MY 2027. The final numeric standards and regulatory useful life values will reduce NOx emissions not only when trucks are new, but throughout a longer period of their operational life under real-world conditions. For the smaller engine service-class categories, we are finalizing the longest regulatory useful life and emissions warranty periods proposed, and for the largest engines we are finalizing requirements for useful life and emissions aftertreatment durability demonstration that are significantly longer than required today.

Addressing Emissions Throughout a Heavy-Duty Vehicle’s Operational Life

As part of our comprehensive approach, the final rule includes longer regulatory useful life and emission-related warranty requirements to ensure the final emissions standards will be met through more of the operational life of heavy-duty vehicles. The final rule also includes maintenance and serviceability requirements that more clearly describe owner responsibilities for maintenance and use and provide more information on how to diagnose and repair emission control systems. We expect the new maintenance and serviceability requirements for manufacturers would help operators keep in-use engines and emission control systems working properly to maintain their certified emission levels in the real world.

Data also show that tampering and poor maintenance of the engine’s emission control system after the useful life period is projected to result in NOx emissions that would represent a substantial part of the HD emissions inventory in 2045. To address this problem, as part of our comprehensive approach, the final rule requires manufacturers to design their engines to prevent operators from reprogramming the engine to bypass or disable emission controls (i.e., tamper). The final rule also includes a balanced approach to engine derates related to the SCR emission control system (i.e., SCR inducements). The final SCR inducement program requires engines to provide more advance notice for operators that their SCR system is not working properly, which we believe will encourage ongoing maintenance while limiting frustration due to unexpected engine derates. The requirements for electronic controls and SCR inducements are expected to reduce the risk of operators completely disabling emission control systems and further ensure that the new, emissions standards continue to be met during in-use operations.

National Heavy-duty Vehicle NOx Emissions (Annual US Tons) for Calendar Years Between 2027 and 2045



For More Information

You can access the final rule and related documents on the U.S. Environmental Protection Agency, Office of Transportation and Air Quality webpage at:

<https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-and-related-materials-control-air-pollution>

ITEM 7 – Action
January 18, 2023

Approval of 2023-2024 Appointments to the TPB'S CAC

Action: Appoint members to the 2023-2024 CAC.

Background: Every two years, the TPB appoints residents of the Washington region to serve as members on the TPB's Community Advisory Committee (CAC) for the upcoming two years.



MEMORANDUM

TO: Transportation Planning Board
FROM: Marcela Moreno, TPB Transportation Planner
SUBJECT: Appointment of 2023 – 2024 Community Advisory Committee Members
DATE: January 12, 2023

This memorandum presents the TPB officer nominations for membership on the TPB Community Advisory Committee (CAC) for the Board's consideration and approval. The term begins in February 2023 and ends in January 2025.

According to the CAC operating procedures approved by the TPB in November 2020, the CAC comprises 24 members. A minimum of five members must be designated from each state-level jurisdiction (District of Columbia, Maryland, and Virginia) and nine additional members are designated to incorporate a variety of perspectives from communities in TPB member jurisdictions. The committee's membership is intended to reflect the region's racial and ethnic diversity, as well as different ages, life experiences, and travel patterns found among various communities throughout the TPB's member jurisdictions.

From October 27 to December 5, 2022, TPB staff received 77 completed applications from 17 member jurisdictions. TPB staff advertised the call for applications through the TPB website, newsletter, and social media (including a boosted Facebook post). In addition to TPB-led recruitment efforts, member jurisdictions participated by sharing the call through their own communication methods.

In December 2022, the TPB officers received a memorandum including all completed applications, and staff recommendations for membership on the 2023 – 2024 CAC. The officers reviewed the applications and made their nominations, which are attached. At the TPB meeting on January 18, the board is requested to consider the nominations and approve, with or without changes, the 24 members. Following the board's action, TPB Chair Reuben Collins will announce the appointment of the CAC chair.

The new committee will convene its first meeting on February 9. A list of nominees and excerpts from their applications are attached.

Nominations for the 2023 – 2024 Community Advisory Committee

Name	Jurisdiction	State
Alison Horn	DC – Ward 4	DC
Ashley Hutson	City of Manassas	VA
Carolyn Wilson	Montgomery County	MD
Christina Farver	Loudoun County	VA
Daniel Papiernik	Fairfax County	VA
Felipe Francisco Millán	Prince George's County	MD
Gail Sullivan	DC - Ward 6	DC
Heather Goana	City of Rockville	MD
Jacqueline Overton Allen	Charles County	MD
Jason Stanford	Arlington County	VA
Jeff Parnes	Fairfax County	VA
Kalli Krumpos	DC – Ward 5	DC
Larkin Turman	DC – Ward 3	DC
Lorena Rios	Loudoun County	VA
Maribel Wong	City of Frederick	MD
Mark Scheufler	Prince William County	VA
Nancy Abeles	Montgomery County	MD
Noell Evans	Prince William County	VA
Ra Amin	DC - Ward 5	DC
Richard Wallace	Charles County	MD
Rick Rybeck	DC – Ward 1	DC
Tafadzwa Gwitira	Fairfax County	VA
Tim Davis	Frederick County	MD
Vanesa Hercules	City of College Park	MD

Alison Horn

District of Columbia, Ward 4

Why are you interested in serving on the CAC?

I am a former Advisory Neighborhood Commissioner and have been actively involved with the ANC 6B transportation committee. I'm passionate about improving transportation safety and reliability through promoting frequent and reliable transit options, and improvements to safety on our region's roadways and sidewalks for all users including pedestrians and cyclists.

Affiliations

Former Advisory Neighborhood Commissioner, 6B09 (2021 - 2022)

ANC Vision Zero Caucus

Marshall Heights Community Development Organization (board member)

Ashley Hutson

City of Manassas, Virginia

CAC – 2021 to 2022

Why are you interested in serving on the CAC?

Now that I am reaching the end of my first term, I feel like my work has just begun. I am dedicated to advocating for the transportation needs of those who live in outer jurisdictions and I would like to stay in the conversation about another Potomac River crossing.

Affiliations

Heavy Construction Contractors Association

City of Manassas Board Building Code Appeals (chair)

Manassas/Manassas Park City Democratic Committee

Carolyn Wilson

Montgomery County, Maryland

Why are you interested in serving on the CAC?

Two main reasons: climate change and safety. Transportation is at the nexus of both of these issues. As a long-time bicycle commuter, and current member of the Steering Committee for Montgomery County Families for Safe Streets, I'm acutely aware of the hazards of bicycle commuting and bicycling for other purposes (running errands, recreational, etc). Unfortunately, the highest rates of traffic-related fatalities to bicyclists and other vulnerable road users are typically in low-to-middle income areas of the County, due to lack of safe infrastructure, need to use bicycle and mass transit for transportation, and so on. As a resident of an urban region, downtown Silver Spring, I'm also very aware of the hazards of walking. Our current car-focused transportation system creates a cultural divide between those in cars and everyone else -- with drivers rushing to their destinations and seeing (or more likely not even seeing) all other road users as impediments to their progress. In addition to this car crazy culture creating safety hazards to those not in cars, but nonetheless using the same roads, these cars, and other gas-powered motor vehicles, are continuing to create unsustainable green-house gases, continuing to bind us to fossil fuels, and further contributing to the climate catastrophe that is unfolding before our eyes. Finally, the challenges that transportation currently provides to both safety and the environment also intersect with social justice issues. Being on the TPB's CAC is an opportunity to have a louder voice to address the key bottlenecks to these problems, namely the current lack of needed transportation infrastructure. I am excited by the opportunity to shape what transportation in the Metropolitan region looks like in the future to address these major issues that impact our region and the world.

Affiliations

Montgomery County Families for Safe Streets, Steering Committee

Mica Condominium Silver Spring, Environmental Committee

Member of Washington Area Bicycle Coalition

Participant in League of American Bicyclists Lobbying Day (past two years)

Volunteer Manager of Mica Condominium Community Vegetable Garden

Christina Farver

Loudoun County, Virginia

Why are you interested in serving on the CAC?

I am interested for two reasons: transportation access/daily commuting determines quality of life AND the future of our planet depends on the lifestyle decisions we make today. I have personally experienced a variety of commutes including: metro from Shady Grove to Metro Center, carpool from Frederick to Reston, driving from Sterling to Lorton and now work from home. I currently live in a Loudoun neighborhood that allows walking & biking access to grocery stores, library, post office, and voting. I want everybody to have this same opportunity. Transportation represents about 25% of US carbon emissions and that is not compatible with a livable future.

Affiliations

Humane Society of Loudoun County, treasurer
Feline Federation of Greater Washington, board member
Climate Reality Project, trained leader
Greenpeace, volunteer

Daniel Papiernik

Fairfax County, Virginia

CAC – 2017 to 2022

Why are you interested in serving on the CAC?

I continue to have a strong interest in supporting greater regional interoperability of our transportation systems. As a long-time resident of Northern Virginia (over 37 years) where I've had jobs requiring commutes to various locations including: Rockville and Silver Spring, MD; Ashburn and Arlington, VA – I've had the opportunity to witness a lot of changes regionally and experience the use of various transportation modes and networks. Also as a consultant who has been involved with some regionally significant projects involving transportation improvements financed by tolls including the express lanes in Northern Virginia, Dulles Toll Road and Dulles Greenway - I've had a chance to witness firsthand the impacts these projects have had on the region. These experiences have afforded me the opportunity to provide a perspective that I believe helps enrich my contributions to the CAC.

Affiliations

Transportation Research Board, Data subcommittee

International Bridge, Tunnel, and Turnpike Association

ITS Virginia

Pine Ridge Civic Association, former chair of transportation committee

Felipe Francisco Millán

Prince George's County, Maryland

Why are you interested in serving on the CAC?

I am interested in accessible transportation. I use a cane or two trekking poles when walking longer distances. Prior to the pandemic, I used metro quite a bit, but sometimes found it hard to navigate stations when both escalators and elevators were out of order. I am interested in how transportation can be leveraged to serve more communities, especially where accessibility is involved.

Affiliations

Mental Health Association of Montgomery County, volunteer (2008 – 2018)

Disability Action Group (an employee resources group for employees at the U.S. Department of Labor), president (2018 – 2021)

Gail Sullivan

District of Columbia, Ward 6

Why are you interested in serving on the CAC?

I have driven to work solo, I use the street car on H St. NE, I ride my bike on DC streets with my son and neighbors, my son walks to school and I walk to my neighborhood restaurants, grocery stores and museums. The direction the city is taking with cars versus citizens and children. The buses, parking, and safety lanes for the future planning in the city.

Affiliations

Legal counsel for the elderly (smp)

Osse Community Public Schools board

Parental Committee for 2022, DC Public Schools

Six Sisters & a Brother, LLC

Heather Goana

City of Rockville, Maryland

Why are you interested in serving on the CAC?

I make an effort to walk/bus/Metro more than I drive, and I think we can make a lot of improvements to our region's transportation systems. We should have accessible and available transit for everyone in our National Capital region, but we still have places and times when driving is the best (or only) option. I would love to help get us to a place where our commuter rail services function as regional rail (trains in both directions 7 days a week) and we can get anywhere without needing to drive.

Affiliations

Action Committee for Transit

Bread for the City

Jacqueline Overton Allen

Charles County, Maryland

Why are you interested in serving on the CAC?

I'm very interested in serving as a Community Advisory Board member because in Charles County, Maryland, public transportation is needed to improve economic development programs, activities and quality of life in our communities. I believe that public transportation will do just that. The residents of Charles County are already aware of the local VanGo transit system and the Commuter buses to DC, but ridership has decreased drastically prior to the pandemic. I would be interested in promoting public transportation and hopefully, it would improve and/or add additional businesses, minority-owned companies, expanded retail/shopping, restaurants, more jobs and additional revenue to the County. I worked with WMATA for over 25 years and believe that public transportation will reduce traffic congestion in this area, benefit the many communities financially and increase the ability of the residents to leave their cars home (at times) and increase their mobility. I'm all for safe and reliable public transportation.

Affiliations

Charles County Citizens Academy

Charles County Election Board

Volunteer at Senior Centers (food shelters)

DC Civic Associations (SE Neighborhood Association)

Jason Stanford

Arlington County, Virginia

Why are you interested in serving on the CAC?

As the president of the Northern Virginia Transportation Alliance, I am familiar with the TPB and regularly follow and review TPB documents including Visualize 2045, the region's aspirational goals, and air quality reports. I think transportation is very important to the success of the DC region and I am interested in the diverse transportation needs of different parts of our region. While I live in Arlington, I regularly travel throughout the DC area for work and family trips. I have two small children and I often walk my daughter to school in the morning, drive to my office in Tysons, and then take the Metro into DC for a meeting all in one day. I think I would provide a unique perspective on the CAC as a business community representative, Arlington resident, parent, and frequent regional traveler. I regularly travel to meetings in Prince William County, Loudoun County, Fairfax County, Montgomery County, Prince George's County, and Washington, DC.

Affiliations

Northern Virginia Transportation Alliance

Loudoun County Chamber of Commerce

Northern Virginia Chamber of Commerce

Prince William Chamber of Commerce

Norther Virginia Association of Realtors

Jeff Parnes

Fairfax County, Virginia

CAC – 2010 to 2022

Why are you interested in serving on the CAC?

To continue efforts to promote interjurisdictional connectivity, by rail, by highway and by trail. Also, to continue advocacy for a truly integrated regional planning organization

Affiliations

Fairfax County Transportation Advisory Commission

Fairfax County Federation of Citizens Associations

Sully District Council of Citizens Associations

Chantilly Highlands Homes Association

Fairfax County Agricultural and Forestal Districts Advisory Committee

Kalli Krumpos

District of Columbia, Ward 5

Why are you interested in serving on the CAC?

I currently serve as the manager of the Capital Trails Coalition (CTC) working to advance and expand our region's trails. This network of multi-use trails nearly mirrors the TPB's National Capital Trail Network. I hope to better coordinate efforts and amplify the work of the TPB, while also representing the perspectives of member organizations of the CTC. I am also personally invested in advancing safety, comfort, and accessibility of options for multi-modal transportation. I travel throughout DC and across the region primarily by bike and public transportation and hope to make it easier for folks of all ages and abilities to have the option to get around without a car when possible. More about the CTC: The Capital Trails Coalition is a collaboration of public and private organizations, agencies, and volunteers working to advance completion of an interconnected network of multi-use trails for metropolitan Washington, DC. The Coalition convenes and coordinates among the public and private stakeholders who are critical to accomplishing the vision of an interconnected network. The geographic footprint of the network is the District of Columbia, City of Alexandria, Arlington and Fairfax counties in Virginia, and Prince George's and Montgomery counties in Maryland.

Affiliations

Washington Area Bicyclist Association, Capital Trails Coalition
Bike and Build
826DC Reading All-Stars Program
Guidehouse
Council for a Strong America

Larkin Turman

District of Columbia, Ward 3

Why are you interested in serving on the CAC?

Growing up in Takoma Park, it's been amazing to see the growth of public transportation and safer streets over the past several decades in the DMV. But there's still a lot of work to be done to ensure every DMV resident can safely, efficiently, cheaply, and non-resource intensively travel around. I used to commute by metro, I now commute and generally travel by bus, and would love to be able to safely bike as well (but there are few, if any, protected bike lanes in my neighborhood). I think I could help provide a bus and apartment resident perspective. And as a resident in NW DC west of the park, which is very car dependent, I'd aim to be a big champion of increasing bus and bike options. Also, as someone born and raised in Montgomery county, and have family in both MOCO and Anne Arundel County, I'm really passionate about developing more public transit connections between the various jurisdictions in the DMV. As one example, we need a DC to Annapolis public transit option (outside just the commuter buses).

Affiliations

City of Berkeley Zero Waste Commission

Mount Holyoke College Alumnae Association

Lorena Rios

Loudoun County, Virginia

CAC – 2012 to 2022

Why are you interested in serving on the CAC?

It is important to have diversity and inclusion in the CAC committee and I feel I can offer the Hispanic perspective. Additionally, being a committee member gives me the opportunity to keep informed about regional transportation issues.

Affiliations

Hispanic Chamber of Commerce

Hispanic American Freethinkers

Loudoun County Housing Advisory Board member

APA Transportation Committee

TPB Access for All committee member

Maribel Wong

City of Frederick, Maryland

Why are you interested in serving on the CAC?

Transportation touches every facet of my life and my community and I am interested in serving on the CAC because I have valuable perspective and insight to share and inform the regional planning process. I have lived all over the metro Washington region and have used every mode of transportation available to get around. I've lived in Stafford VA and used slugging and VRE to get to work. I've lived in DC and used metrorail, metrobus, and biking to commute, and now live in Frederick MD where I ride MARC and metrorail to get to work. I have also used the guaranteed ride home program.

Affiliations

Transportation engineer/project manager for a consulting firm

Mark Scheufler

Prince William County, Virginia

Why are you interested in serving on the CAC?

- Promote public involvement in transportation planning in Greater Prince William County Area
- Collaborate with other jurisdiction members on regional planning efforts

Affiliations

Active Prince William

Nancy Abeles

Montgomery County, Maryland

CAC – 2015, 2015, and 2018 to 2022

Why are you interested in serving on the CAC?

I would like to continue my service, as before, to help promote fair, equitable, and full due public participation in local and regional transportation planning. My focus derives from extensive experience in local transportation and land use planning for over a decade, so I know what public participation really means on the ground. I feel adamantly that sometimes the people part of transportation planning is overlooked; will a project actually help a community? Will it advance local as well as regional aims, and what may be overlooked downsides? Sometimes the task is to encourage the public to provide input that truly helps make better plans, and other times the task is to make sure that planners actually listen. As a female, especially now that I am aging, transit safety and personal security on it is a larger concern, and I feel I can contribute to the committee as part of the growing aging Boomer population. I am also interested in how, in a large metro area, large complex systems, including transportation, must interact and have interactive oversight.

Affiliations

Western Montgomery Citizens Advisory, new 3 year term

Montgomery County MD Rte. 355 BRT Community Advisory

Bethesda BRAC Integration Committee, chair for SHA projects

Artomatic Board of Directors – regional art festivals

Various Montgomery County Park & Planning Sector Plan Charettes

Noell Evans

Prince William County, Virginia

Why are you interested in serving on the CAC?

I am a strong advocate for the implementation of multimodal transportation infrastructure. A robust multimodal system helps address a wide array of other community issues such as affordable housing, youth and elderly independence, environmental conservation, cultural vibrancy and community cohesion, physical health, and so much more. But these systems only reach their full potential when they are regionally connected. That is why I want to be a voice for these issues through the CAC. As an advisor, I will hold the metropolitan area's best interests in mind as I keep multimodal infrastructure at the forefront of discussion in each project.

Affiliations

NAKASEC Virginia

City of Red Lodge Sustainability Board

City of Red Lodge Parks Board

City of Red Lodge Public Works Committee

Red Lodge Area Community Foundation

Ra Amin

District of Columbia, Ward 5

CAC – 2021 to 2022

Why are you interested in serving on the CAC?

I have just completed my first term on the TPB CAC. I feel that I have some experience and knowledge to continue serving and offer something to the overall mission of the TPB CAC. Not only can I contribute to the CAC - I have learned so much from my fellow members as well as the staff and experts that address the CAC. The future of transportation in the region is of vital importance to create an equitable region and achieving equity and organizing is what I strive to do. I believe we can create a better region, world and planet if we all do something to move towards the goal. Volunteering is my way of making a contribution.

Affiliations

ANC 5B Commissioner

Greater Brookland Intergenerational Village, board member

WASH Project – CAB

Gard Lab – CAB

Fifth District MPD CAC

Richard Wallace

Charles County, Maryland

Why are you interested in serving on the CAC?

To assist and explore ways of improving transportation within my community.

Affiliations

Calvary Gospel Church

Sister's of Esteem

Rick Rybeck

District of Columbia, Ward 1

Why are you interested in serving on the CAC?

People are not always aware of how significant land use is to transportation problems and solutions. I can lend that knowledge to the CAC and also to the TPB. Potentially, this could lead to better outcomes regarding transportation efficiency, affordable housing, job creation and sustainable development, both environmentally and fiscally.

Affiliations

Coalition for Smarter Growth

Transportation Research Board

Committee of 100

Plaza West Cooperative Association

Metropolitan Development Citizen Advisory Committee

Tafadzwa Gwitira

Fairfax County, Virginia

Why are you interested in serving on the CAC?

I believe that transportation touches every facet of our lives, and is a central tool for access and opportunity for all people. Therefore being part of a diverse group of people who can contribute their thoughts to making a difference in supporting all communities through transportation is important.

Affiliations

Fair Farms Maryland

Farm Based Education Network

Baltimore Regional Transportation Board Advisory Council

University of Maryland School of Social Work Community Outreach Services

Impact Hub Baltimore

Tim Davis

Frederick County, Maryland

Why are you interested in serving on the CAC?

I am very familiar with the CAC and TPB, having served on the Tech Committee for nearly 20 years. I also chaired the Tech Committee and Safety Committee.

Affiliations

Frederick County Planning Commission

Transportation Services Advisory Council of Frederick (TSAC)

Frederick Area Committee of Transportation

Transportation Planner, City of Frederick (retired)

Vanesa Hercules

City of College Park, Maryland

Why are you interested in serving on the CAC?

I have lived in the DMV area my entire life with majority of it spent in PG County. My parents immigrated from El Salvador and worked low-income jobs, which caused us to rely heavily on public transportation. I personally witnessed the growth, and benefits, of transportation services in this area and would love to help continue its progress. I have ridden every line of the metro end-to-end, walked across the Woodrow Wilson bridge, biked from Silver Spring to downtown DC, and relied on buses to get me to and from work daily. I am vested in ensuring transportation services continue to grow equitably across the area, from Oxon Hill to Dulles, and everywhere in between. For current and future neighbors alike.

Affiliations

Neighbors Helping Neighbors – College Park (NHN – CP)

College Park Community Food Bank (CPCFB)

Capital Area Immigrant Rights (CAIR) Coalition

COMMUNITY ADVISORY COMMITTEE (CAC)

Nominations for the 2023 – 2024 CAC

Marcela Moreno
TPB Transportation Planner

Transportation Planning Board
January 18, 2023



Applications Received

- Staff received applications from October 27 until December 5.
 - Applications were advertised via the TPB website, newsletter, and social media (including a boosted Facebook post).
- 77 completed applications were received.
- Residents from 17 TPB member jurisdictions submitted applications.
- 71 applications were from people who have not previously served on the CAC.
- 11 applications were received from people who live in Equity Emphasis Areas.

Applications Selected

- 24 total members, with at least 5 members from each jurisdiction.
 - 9 selected applications from Maryland, 9 selected applications from Virginia, 6 selected applications from DC.
- 13 member jurisdictions represented.
- All age categories represented, except 'Under 18'.
- 6 selected applicants that have previously served on the CAC.
- 5 selected applicants from Equity Emphasis Areas.



TPB Officer Nominations

Name	Jurisdiction	State
Alison Horn	DC - Ward 4	DC
Ashley Hutson*	City of Manassas	VA
Carolyn Wilson	Montgomery County	MD
Christina Farver	Loudoun County`	VA
Daniel Papiernik*	Fairfax County	VA
Felipe Francisco Millán	Prince George's County	MD
Gail Sullivan	DC - Ward 6	DC
Heather Goana	City of Rockville	MD
Jacqueline Overton Allen	Charles County	MD
Jason Stanford	Arlington County	VA
Jeff Parnes*	Fairfax County	VA
Kalli Krumpas	DC - Ward 5	DC

Name	Jurisdiction	State
Larkin Turman	DC - Ward 3	DC
Lorena Rios*	Loudoun County	VA
Maribel Wong	City of Frederick	MD
Mark Scheufler	Prince William County	VA
Nancy Abeles*	Montgomery County	MD
Noell Evans	Prince William County	VA
Ra Amin*	DC - Ward 5	DC
Richard Wallace	Charles County	MD
Rick Rybeck	DC - Ward 1	DC
Tafadzwa Gwitira	Fairfax County	VA
Tim Davis	Frederick County	MD
Vanesa Hercules	City of College Park	MD

* = previously served on the CAC



Next Steps

- **Approval:** The board is asked to approve or make changes, and then approve the nominations for the 2023 to 2024 CAC.
- **CAC Chair:** After approval, the TPB Chair will announce the CAC Chair for 2023.
- **First meeting:** The 2023 – 2024 CAC meets for the first time on February 9th.



Marcela Moreno

TPB Transportation Planner

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mwkog.org/tpb

Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002



National Capital Region
Transportation Planning Board

ITEM 8 – Information

January 18, 2023

Review of Outline and Preliminary Budget for the
FY 2024 Unified Planning Work Program (UPWP)

Background:

The committee will be briefed on an outline and preliminary budget for the Unified Planning Work Program (UPWP) for FY 2024 (July 1, 2023 through June 30, 2024). The UPWP is an annual statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area and serves as the TPB staff's work scope for the upcoming fiscal year. A complete draft of the FY 2024 UPWP will be presented to the board for review at its February meeting.



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: Outline and Preliminary Budget for the Fiscal Year 2024 Unified Planning Work Program (UPWP)
DATE: January 12, 2023

The Unified Planning Work Program (UPWP) is the annual statement of work, and associated budget, identifying the planning priorities and activities to be carried out within a metropolitan planning area. This memo includes a draft itemized set of activities/tasks for the Fiscal Year (FY) 2024 UPWP (July 1, 2023 through June 30, 2024) for the National Capital Region Transportation Planning Board (TPB). The work activities are organized into 11 work activities/tasks which reflect and support the activities that the TPB is federally required to undertake. This information is preliminary and will be refined over the next two months as funding information is made available from the state departments of transportation (DOTs), which oversee all Metropolitan Planning Organization (MPO) work and work products. The purpose of this memo is to start to identify and refine a list of tasks that will be elaborated on in the actual UPWP document which will be distributed for review in February. The TPB will be asked to approve the FY 2024 UPWP at its March 2023 meeting.

The TPB and its staff commit to being guided by the following statement on equity, and the activities described in the UPWP are intended to reflect this:

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.¹

UPWP REVENUE ESTIMATES

The budget for the FY 2024 UPWP is based upon MPO planning funding allocations provided by our three state DOTs. Federal Metropolitan Planning Funds are apportioned to the state DOTs, which then allocate and distribute these funds to the MPO to enable the TPB to conduct the metropolitan planning process. As with all federal funds, there is a state and local match that is necessary to access the federal funds. In our case, 80 percent of the revenue comes from a combination of Federal Transit Administration Section 5303 funds and Federal Highway Administration PL funds. The state DOTs provide a 10 percent state match and the local jurisdictions, through the COG dues, provide a 10 percent local match. Funding amounts are determined by the FY 2023 USDOT budget

¹ "Resolution to Establish Equity as a Fundamental Value and Integral Part of All Transportation Planning Board's Work Activities (TPB R1-2021)," Resolution (Washington, D.C.: National Capital Region Transportation Planning Board, July 22, 2020), <https://www.mwco.org/documents/2020/07/22/resolution-r1-2021--resolution-to-establish-equity-as-a-fundamental-value-and-integral-part-of-all-transportation-planning-boards-work-activities/>.

from the 2021 Bipartisan Infrastructure Law (enacted as the Infrastructure Investment and Jobs Act). The Continuous Airport System Planning (CASP) Program is funded separately through Airport Improvement Grants from the Federal Aviation Administration as well as support from the Maryland Aviation Administration and the Metropolitan Washington Airports Authority to conduct the biennial regional air passenger survey.

Detailed budget information will be provided when it becomes available. The budget process begins based on previous estimates, previously approved budgets, and with preliminary funding information from the DOTs.

The UPWP documents the planned work activities of the TPB for FY 2024. Consistent with the purpose of the federal funds provided, the planned tasks are designed to fully comply with federal requirements for metropolitan planning (23 CFR Part 450 / 49 CFR Part 613) and recommendations from the most recent federal review of the TPB work activities (June 4, 2019).² The scope of work for planned tasks also reflects enhancements, wherever viable and as appropriate, to reflect regional planning priorities/aspirations adopted by the TPB.

The recently enacted Bipartisan Infrastructure Law (Infrastructure Investment and Jobs Act, November 16, 2021) contains requirements affecting the metropolitan planning process. The UPWP will be reviewed and amended, as needed, to comply with these new requirements once federal regulations are promulgated.

The following table provides an outline of the 11 topic areas of work for FY 2024. Pending finalization of the revenues for FY 2024, these proposed tasks will be further refined.

² “Metropolitan Washington, D.C., Transportation Management Area, Summary Report,” Transportation Management Area Planning Certification Review (Washington, D.C.: U.S. Department of Transportation, Federal Highway Administration & Federal Transit Administration, June 4, 2019).

OUTLINE OF PROPOSED UPWP WORK ACTIVITIES FOR FY 2024

1. LONG-RANGE TRANSPORTATION PLANNING

- 1.1 Visualize 2045 Implementation
- 1.2 Environmental Justice and Equity
- 1.3 Future Plan Development
- 1.4 Federal Compliance
- 1.5 Policy Board-Directed Activities

2. TRANSPORTATION IMPROVEMENT PROGRAM

- 2.1 Transportation Improvement Program
- 2.2 TIP Database Support

3. PLANNING ELEMENTS

- 3.1 Performance-Based Planning and Programming
- 3.2 Congestion Management Process
- 3.3 Systems Performance, Operations, and Technology Planning
- 3.4 Transportation Emergency Preparedness Planning
- 3.5 Transportation Safety Planning
- 3.6 Bicycle and Pedestrian Planning
- 3.7 Regional Public Transportation Planning
- 3.8 Freight Planning
- 3.9 Metropolitan Area Transportation Operations Coordination Program Planning
- 3.10 Resiliency Planning

4. PUBLIC PARTICIPATION

- 4.1 Public Participation and Outreach
- 4.2 Communications

5. TRAVEL FORECASTING

- 5.1 Network Development
- 5.2 Model Development and Support

6. MOBILE EMISSIONS PLANNING

- 6.1 Air Quality Conformity and other LRTP Activities
- 6.2 Mobile Emissions Analysis, Including Climate Change Planning

7. TRANSPORTATION RESEARCH AND DATA PROGRAMS

- 7.1 Transportation Research and Analysis
- 7.2 Data Management and Visualization Services

8. REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION

9. MOBILITY AND ENHANCEMENT PROGRAMS

- 9.1 Enhanced Mobility Grant Program
- 9.2 Regional Roadway Safety Program
- 9.3 Transportation Alternatives Program
- 9.4 Transportation and Land Use Connection Program

10. TPB MANAGEMENT AND SUPPORT

- 10.1 TPB Committees Support and Management and UPWP

11. TECHNICAL ASSISTANCE PROGRAM

- 11.1 DDOT
- 11.2 MDOT
- 11.3 VDOT
- 11.4 Regional Transit Technical Assistance

CONTINUOUS AIRPORT SYSTEM PLANNING PROGRAM (CASP)

1. LONG-RANGE TRANSPORTATION PLANNING

Visualize 2045 Implementation

- Conduct general coordination and outreach to members to help members understand and implement the plan and the priority strategies supported by the TPB.
- Provide opportunities for consideration, coordination, and collaborative enhancement of the TPB's long-range transportation plan.
- Conduct analysis as necessary to support the TPB priorities.

Environmental Justice and Equity

- Coordinate with TPB public participation staff to improve data collection regarding disadvantaged populations.
- Provide analysis and support for other equity-related activities.
- Communicate equity findings from analysis and outreach activities
- Track and respond to USDOT equity initiatives applicable to the TPB

Future Plan Development - Visualize 2050

- Communicate to Board and other stakeholders the key planning activities for the next plan update – the update of Visualize 2045 to Visualize 2050, by 2024. This update is expected to take place over two fiscal years.
- Conduct coordination across all tasks to support plan development.
- Conduct planning and coordination activities related to PBPP and the federal planning factors (See Task 3 for more detail).

Federal Compliance

- Track, research, and respond to all federal activities and regulations that impact the metropolitan transportation planning process.

Policy Board-Directed Activities

- Support implementation of TPB Resolution R19-2021 to update the plan with a targeted completion date of 2024.
- Support implementation of TPB Resolution R4-2022 that focuses on building transit-oriented communities throughout the region around High-Capacity Transit (HCT) station areas using Equity Emphasis Areas as a key planning concept and tool to inform decision making and action.
- Produce all products through an 'equity lens' as directed by TPB Resolution R1-2021, which requires all TPB activities to be conducted with an equity lens.
- Carry out additional activities as directed by the TPB.

2. TRANSPORTATION IMPROVEMENT PROGRAM

Transportation Improvement Program (TIP) Programming

- Prepare, review, and process administrative modifications and amendments to the currently approved TIP.
- Review administrative modifications and amendments for fiscal constraint.

- Enhance documentation of the TIP with additional analysis as a part of the long-range plan/TIP publications and the Visualize 2050 website.
- Provide public access to long-range plan and TIP project data through an improved online searchable database with integrated GIS project mapping.
- Prepare an annual listing of projects for which federal funds have been obligated in the preceding fiscal year compared against the federal funding programmed for that year in the TIP of record.
- Prepare for FY 2025-2028 TIP inputs.

TIP Database Support

- Provide additional customizations to the system's forms, reports, and functionality.
- Provide assistance and guidance in using the Project InfoTrak system for the amendments and the new iteration of the plan.
- Provide ongoing help desk service for TPB staff and agency users to troubleshoot any technical issues that arise.
- Assist State DOT and other agency users with large-scale data transfer requests for major TIP amendments.
- Provide support for the development and maintenance of project data for the TPB's Bicycle and Pedestrian Plan.

3. PLANNING ELEMENTS

This task considers the following aspects of metropolitan transportation planning, in conjunction with federal surface transportation planning requirements. Also included for all elements will be coordination with related state, regional, and local efforts, as well as outreach to members, stakeholders, and subject matter experts, to gather information and collaborate to advise future planning and committee activities. Conduct all Planning Elements activities and related products through an 'equity lens' as directed by TPB Resolution R1-2021

Performance-Based Planning and Programming (PBPP)

- Develop data and reports for the TPB's setting and tracking of federally specified PBPP targets, in accordance with Letters of Agreement that have been signed between TPB and partner agencies.
- Coordinate with the states and public transportation providers on data collection and sharing, targets, and federally required reporting.
- Set annual highway safety targets.
- Set regional annual transit safety targets.
- Report on performance in relation to previously set targets, as required.
- Support TPB as it reviews data and sets required targets.

Congestion Management Process (CMP)

- Produce the biennial 2024 CMP Technical Report.
- Compile information and undertake analysis for the development of major CMP components, including application of "big data" sources, in conjunction with big data acquisition and analysis activities in Tasks 5 and 7.

- Produce the National Capital Region Congestion Report, released as a quarterly website “dashboard”, in conjunction with travel monitoring and data publishing activities undertaken in Task 7.
- Provide CMP technical input to the Performance-Based Planning task.
- Produce special CMP analyses, such as following a major event or roadway improvement, or examining short- to mid-range trends, such as for impacts of the COVID-19 pandemic, on an as-needed basis.
- Support the Vehicle Probe Data Users Group (VPDUG) in its role to foster technical and methodological coordination in the application of vehicle probe data by member agencies and jurisdictions.

Systems Performance, Operations, and Technology (SPOT) Planning

- Conduct regional planning activities regarding regional transportation systems management and operations (RTSMO) and emerging technologies, including information gathering and sharing, subcommittee briefings, and discussions among stakeholders; produce one or more summary memorandums/presentations for the TPB Technical Committee regarding this year’s findings and recommendations.
- Conduct Traffic Incident Management (TIM) planning as a component of RTSMO.
- Conduct regional planning activities regarding connected/autonomous vehicles (CAVs).
- Compile information on ITS and CAV deployments in the region; conduct an inventory of technology applications by member agencies.
- Maintain the Regional Intelligent Transportation Systems (ITS) Architecture.
- Conduct supporting activities as necessary on the above topics, potentially including in-depth studies, development of reports or white papers, or stakeholder workshops.
- Support the regional Systems Performance, Operations, and Technology Subcommittee (SPOTS).

Transportation Emergency Preparedness Planning

- Undertake transportation emergency coordination and response planning through the emergency management and Homeland Security Urban Area Security Initiative (UASI) processes.
- Conduct Traffic Incident Management (TIM) planning as it relates to transportation emergency preparedness planning.
- Support the regional Transportation Emergency Preparedness Committee (R-ESF 1).

Transportation Safety Planning

- Conduct regional roadway safety planning in a manner that emphasizes equity, including information gathering and sharing as well as subcommittee briefings and discussions among stakeholders; produce one or more summary memorandums/presentations for the TPB Technical Committee regarding this year’s findings and recommendations.
- Support engineering, education, and enforcement strategies to reduce fatalities, serious injuries, and crashes in the National Capital Region, including consideration of equity.
- Compile and analyze regional crash data to produce updated roadway safety performance measures and coordinate with member states to develop federally required regional roadway safety targets.
- Update crash data analysis from previous regional safety studies to develop new charts, graphs, and tables that include the latest available data; produce one or more

- memorandums/presentations for the TPB and the TPB Technical Committee regarding the findings. This effort will help inform local planning and programming efforts to improve transportation safety and achieve/exceed the region's PBPP targets.
- Participate in and coordinate with the Strategic Highway Safety Plan development and implementation efforts of the District of Columbia, Maryland, and Virginia, as well as other state, regional, and local safety efforts.
 - Coordinate regional transportation safety planning with the Regional Roadway Safety Program undertaken in Task 9.
 - Provide technical advice to the "Street Smart" regional pedestrian and bicycle safety public outreach campaign (Street Smart is supported by funding outside the UPWP).
 - Conduct one or more workshops, targeting member agency staff, regarding transportation/roadway safety.
 - Support the Transportation Safety Subcommittee in its coordination and advisory roles.

Bicycle and Pedestrian Planning

- Conduct regional planning regarding bicycle and pedestrian activities and infrastructure, incorporating consideration of equity, including information gathering and sharing, subcommittee briefings, and discussions among stakeholders; produce one or more summary memorandums/presentations for the TPB Technical Committee regarding this year's findings and recommendations.
- Conduct outreach and follow-up activities regarding the Regional Bicycle and Pedestrian Plan update published in FY 2022.
- Update the National Capital Trail Network map; monitor implementation of National Capital Trail Network projects.
- Monitor and update nonmotorized recommendations for the Transportation Improvement Program (TIP) and Project Info Tracker (PIT).
- Monitor Regional Complete Streets and Green Streets activities.
- Conduct regional planning regarding emerging mobility technologies, such as dockless bikesharing and electric scooters.
- Provide technical advice to the "Street Smart" regional pedestrian and bicycle safety public outreach campaign (Street Smart is supported by funding outside the UPWP).
- Conduct two or more regional bicycle and pedestrian planning or design training, outreach, or professional development opportunities for member agency staff.
- Support the Bicycle and Pedestrian Subcommittee in its coordination and advisory roles.

Regional Public Transportation Planning

- Conduct regional planning regarding public transportation activities and infrastructure, incorporating consideration of equity, including information gathering and sharing, subcommittee briefings, and discussions among stakeholders; produce one or more summary memorandums/presentations for the TPB Technical Committee regarding this year's findings and recommendations.
- Compile an inventory of regional transit-related electrification, including an inventory of transit operator plans as well as operator needs to be able to transition to clean fuel.
- Continue implementation of federal requirements for performance-based planning, specifically transit safety and transit asset management, including data collection, analysis of the performance measures, forecasting, and setting of targets.

- Conduct a regional survey gathering usage information on inter-city buses, commuter buses, rail transit, and commuter rail, to advise regional planning and coordination.
- Address Bus Rapid Transit (BRT) planning and coordination as part of regional public transportation planning activities.
- Address TPB-related recommendations from the 2019 regional Bus Transformation Project as well as the recently initiated WMATA Better Bus/Network Redesign effort, as part of regional public transportation planning activities.
- Produce an annual report on the “State of Public Transportation.”
- Provide support to private providers of transportation in the region, including organizing the annual Private Providers Annual Transit Forum.
- Conduct supporting activities as necessary on the above topics, potentially including in-depth studies, development of reports or white papers, or stakeholder workshops.
- Support the Regional Public Transportation Subcommittee in its coordination and advisory roles.

Freight Planning

- Conduct regional planning regarding freight and goods movement activities and infrastructure, incorporating consideration of equity, including information gathering and sharing, subcommittee briefings, and discussions among stakeholders; produce one or more summary memorandums/presentations for the TPB Technical Committee regarding this year’s findings and recommendations.
- Conduct outreach and follow-up activities regarding the Freight Plan update published in FY 2023.
- Compile and analyze data to support regional freight planning.
- Conduct a symposium/workshop on the topic of curbside management in the National Capital Region, across fields of planning for freight, safety, public transportation, and related areas.
- Coordinate with relevant jurisdictions and committees on regional rail issues.
- Address federal requirements related to regional freight transportation planning, including PBPP measures and targets.
- Conduct supporting activities as necessary on the above topics, potentially including in-depth studies, development of reports or white papers, or stakeholder workshops.
- Support the TPB Freight Subcommittee in its coordination and advisory roles.

Metropolitan Area Transportation Operations Coordination (MATOC) Planning

- Provide administrative support of the MATOC Steering Committee, including preparation of agendas and summaries and tracking of action items.
- Provide TPB staff input and advice to the MATOC Steering Committee and its subcommittees and working groups.
- Address Traffic Incident Management (TIM) as it relates to MATOC planning.
- Provide briefings to the TPB on MATOC Program progress as requested.

Resiliency Planning

- Continue resiliency planning Phase II study, including:
 - Developing a regional interactive map, using data provided by previous COG studies, that layers major resiliency hazards, to inform future planning and programming.
 - Conducting a TPB Transportation Resiliency Study (Phase II), to expand upon the Phase I study completed in FY 2021, informing future planning and programming.

- Conducting one or more regional resiliency planning or training, outreach, or professional development forums to strengthen regional awareness.

4. PUBLIC PARTICIPATION

Public Participation and Outreach

- Conduct public involvement as described in the TPB Participation Plan, which was approved by the TPB in October of 2020. The plan calls upon staff to integrate public engagement, as appropriate, into planning activities throughout the department. All such public involvement activities will be developed and implemented with consideration given to an equity perspective, as directed by TPB Resolution R1-2021, which called for equity, as a foundational principle, to be woven into all of the TPB's work.
- Provide regular opportunities for comment on TPB activities and products, including public comment sessions at the beginning of TPB meetings and official public comment periods prior to the adoption of key TPB plans and programs.
- Conduct outreach to support the update to the Long-Range Transportation Plan.
- Provide staff support for the TPB Community Advisory Committee (CAC), including organizing monthly meetings and outreach sessions, and drafting written materials for the committee. Staff will ensure that CAC comments are communicated to the TPB regarding transportation plans, projects, programs, and issues that are important to the committee and its members.
- Provide staff support for the TPB Access for All Advisory (AFA) Committee that includes leaders and representatives of traditionally underserved communities, including low-income communities, underrepresented communities, people with limited English proficiency, people with disabilities, and older adults as the TPB's primary strategy for engaging traditionally underserved population groups in the planning process and for providing guidance on Human Service Transportation Program activities. Feedback from the AFA Committee on transportation plans, projects, programs, services, and issues that are important to the communities the AFA represents will be shared with the TPB.
- Conduct training activities, as needed, to help community leaders learn how to get more actively involved in transportation decision making in the Washington region.
- Ensure that all public participation is consistent with and meets the Federal Civil Rights Act (Title VI) and Executive Order 12988 Environmental Justice.

Communications

- Develop written and visual materials to spread information about regional transportation planning issues, explain how transportation decision-making works, and engage the public.
- Support staff as they develop meeting materials and publications to communicate information developed in other tasks in the UPWP.
- Produce content for the TPB News and other digital publications.
- Regularly update information on the TPB's webpages, ensuring the site is timely, thorough, and user-friendly.
- Effectively use social media and other digital tools to engage the public in current TPB activities.

5. TRAVEL FORECASTING

Network Development

- Develop a base-year transit network representing recent conditions, which is used as the starting point for developing future-year transit networks used by the regional travel demand forecasting model. This typically represents a recent year, but the choice of year can be influenced by factors such as COVID-19-related disruptions.
- Produce a series of forecast-year transportation networks used as inputs to the regional travel demand forecasting model, in support of transportation planning studies, air quality studies, and mobile emissions planning work. Examples include scenario studies, project-planning studies, and air quality conformity (AQC) analyses of the TPB's Long-Range Transportation Plan (LRTP), State Implementation Plans (SIPs) for attaining or maintaining air pollution standards, and greenhouse gas (GHG) planning studies. The quadrennial update of the LRTP occurred in 2022. The next major update would normally be scheduled for 2026, but, under current plans, a moderate update of the LRTP is planned for 2024.
- Maintain, refine, and enhance both 1) the multi-year transportation network geodatabase used in regional travel demand modeling and 2) the software used to edit and update the geodatabase, known as COGTools.
- Develop transportation networks in formats that support both 1) the production-use travel models, such as the Gen2/Ver. 2.3 and Ver. 2.4 models, which require networks in Cube TRNBUILD format; and 2) developmental travel models, such as the Gen3 Model, which requires networks in Cube Public Transport (PT) format. As we transition from the aggregate, trip-based travel model (Gen2/Ver. 2.4) to the disaggregate, activity-based travel model (Gen3), transit networks will transition from having two time-of-day periods (peak and off-peak) to four time-of-day periods (AM peak, midday, PM peak, and nighttime).
- Maintain and update network development documentation, such as the COGTools User's Guide and the highway and transit network report.
- Respond to network-related technical data requests.

Model Development and Support

- Staff the TPB Travel Forecasting Subcommittee (TFS). Conduct about six meetings per year.
- Maintain, update, and implement a strategic plan for model development that directs the model development activities from a long-term perspective to support regional transportation planning.
- Maintain, update, and enhance the TPB's current production-use, trip-based, Gen2 Travel Demand Model, potentially with the 2017/2018 Regional Travel Survey (RTS) data.
- Support both internal and external users of the TPB's production-use travel demand forecasting models (i.e., the Gen2/Ver. 2.4 Model).
- Develop the TPB's next-generation travel demand forecasting model that is expected to provide enhanced modeling capabilities. TPB staff is currently working with a consultant to develop a disaggregate, activity-based travel model (ABM), to be known as the Generation 3, or Gen3, Travel Model. The Gen3 Model is to be implemented in both the open-source ActivitySim software platform and Bentley Cube software. Model development is planned to last three to four years (FY 2020-2024). Development will

occur via two main phases. Phase 1 development of the Gen3 Model concluded in February 2022. Phase 1 created a developmental model that had gone through an initial round of calibration and had been tested by TPB staff. Phase 2 of the Gen3 Model started in March 2022 (FY 22) and is planned to run through approximately September 2023 (FY 24). The goal of Phase 2 is to obtain a travel model that is calibrated, validated, and is production ready.

- Promote the regional coordination of future transit on-board surveys (TOBS) to ensure that the surveys provide information needed by both transit agencies and COG/TPB staff, who use the data to estimate, calibrate, and validate regional travel demand forecasting models. See Work Activity 7 (“Transportation Research and Data Programs”) for further details.
- Identify, and possibly obtain, data needed to support development of the Gen3 Model and/or its successor model, such as the Gen4 Model. This could include Big Data, such as passively collected origin-destination (O-D) data. See Work Activity 7 (“Transportation Research and Data Programs”) for further details.
- Attend the ActivitySim Consortium meetings, participate in the decision making representing MWCOG and coordinate with other member agencies, including MPOs, state DOTs, and other transportation agencies, on the maintenance and development of ActivitySim, the underlying software of the Gen3 Travel Model.
- Keep abreast of best practices in travel demand modeling.
- Develop knowledge of, and provide support for, other DTP staff in the use of strategic planning models, such as sketch and scenario planning models (e.g., VisionEval and RSPM). Coordinate with DTP’s Planning Data & Research (PDR) Team.
- Respond to travel-model related technical data requests from consultants, state/local agencies, and academics.
- Working with COG’s Office of Information Technology (IT), acquire and maintain the hardware and software needed to conduct regional travel demand modeling on computers and servers located at COG (on premises) and/or in the cloud (off premises). Assist COG IT with testing related to the planned agency-wide transition to cloud computing.
- Continue to use version control software, such as Git and GitHub, to manage the computer code for COG’s production-use and developmental travel models. Explore the possibility of using the version control software to manage code associated with COGTools.
- Possible consultant assistance to re-calibrate the Gen2 (trip-based) Regional Travel Demand Forecasting model to year-2018 conditions. Although the Gen3 (activity-based) Travel Model is expected to become the production-use travel model in FY 24, some stakeholders may prefer to continue to use the older Gen2 Model.

6. MOBILE EMISSIONS PLANNING

Air Quality Conformity and Other Activities Associated with the Long-Range Transportation Plan

- Provide technical support for activities related to the TPB’s 2024 Long-Range Transportation Plan interim update.

- Provide technical travel demand and mobile emissions modeling support for any off-cycle AQC analysis, if requested by implementing agencies. This task may be funded from Technical Assistance accounts.
- Keep abreast of federal requirements and legislation related to air quality conformity determinations and the EPA's MOtor Vehicle Emission Simulator (MOVES) software, especially the latest version of this tool, MOVES3.
- Continue working to incorporate Performance-Based Planning and Programming (PBPP) requirements pertaining to the Congestion Mitigation and Air Quality (CMAQ) Improvement Program into the planning process as it relates to the adopted LRTP.
- Maintain communication and consultation among transportation agencies, air agencies, and the public regarding air-quality-related matters in the region.

Mobile Emissions Analysis, Including Activities Associated with Climate Change Planning

- Support update of motor vehicle emissions budgets (MVEBs) related to the Maintenance Plan for the Washington DC-MD-VA 2008 Ozone National Ambient Air Quality Standards (NAAQS) Nonattainment Area. This would include developing inventories of on-road mobile emissions for volatile organic compounds (VOC) and nitrogen oxides (NOx) using EPA's MOVES3 model and coordination with the Metropolitan Washington Air Quality Committee (MWAQC) and its subcommittees.
- Support development of an Attainment/Maintenance State Implementation Plan (SIP) to address requirements of the 2015 ozone NAAQS. This would include developing inventories of on-road mobile emissions for VOC and NOx, and coordination with the MWAQC and its subcommittees to support development of new motor vehicle emissions budgets (MVEBs), if needed, to address requirements of 2015 ozone NAAQS.
- Revisit opportunities to refresh inputs to the EPA's MOVES software in consultation with regional environmental and transportation agency partners.
- Provide technical support to COG/DEP staff regarding regional climate change planning activities.
- Keep abreast of federal requirements and legislation related to climate change planning.
- Keep abreast of MOVES model updates and best practices and conduct sensitivity tests of new MOVES model versions that may be released by EPA (e.g., MOVES3 model updates).
- Respond to technical requests from COG's Department of Environmental Programs (DEP) and from TPB member jurisdictions for readily available mobile emissions information.
- Follow established TPB interagency and public consultation procedures and coordinate with COG/DEP staff to involve the MWAQC in the public and interagency consultation process.

7. TRANSPORTATION RESEARCH AND DATA PROGRAMS

Transportation Research and Analysis

This subtask entails conducting data collection, such as conducting surveys or acquiring external data, and analysis to support research that inform regional transportation planning policy development and decision-making.

- Evaluate and provide recommendations for future household travel surveys / travel diaries. This may involve moving away from conducting the once-a-decade Regional Travel Survey to more frequent data collection. Develop, seek support for, and conduct initial steps to implement a multi-year plan for data collection.
- Promote the regional coordination of future transit on-board surveys (TOBS) to ensure that the surveys: 1) Are largely consistent across agencies; 2) Provide transit agencies the customer satisfaction, subsidy allocation, and Title VI demographic information that transit agencies need to carry out their mission; and 3) Provide COG/TPB staff the data needed to estimate, calibrate, and validate regional travel demand models, which support many transportation planning studies. This effort would be coordinated with other DTP teams, the TPB Travel Forecasting Subcommittee, and the TPB Regional Public Transportation Subcommittee. This item is also noted under Work Activity 5 (“Travel Forecasting”).
- Conduct focused travel surveys and provide cross-program coordination support for all survey efforts. This may include, for example, collaborating with the Travel Forecasting and Emissions Analysis program staff, to develop and oversee a Transit On-board Survey (TOBS) to support regional travel demand forecasting activities, or with the Plan Development Coordination staff on public opinion survey(s) that may be conducted as part of the LRTP update.
- Perform and provide cross-program support to research and analysis efforts using a variety of analytical tools that support regional transportation planning activities and incorporate resulting data into department transportation data products and visualizations. This may include:
 - Research and update traffic volume data with AADT and AAWDT volume estimates, hourly directional traffic volume counts, and vehicle classification counts received from state DOTs and participating local jurisdiction agencies.
 - Performance Based Planning and Programming, bridge and pavement condition analysis
 - Baseline (existing) conditions for the LRTP performance analysis
- Perform travel monitoring studies based on programmatic needs of the regional travel demand forecasting model, PBPP requirements, and LRTP development activities.
- Develop a program to collect and report active transportation data along the National Capital Trail Network. This may include compiling data collected by other jurisdictions and/or collecting data in the field.
- Support use of planning tools in regional transportation planning practice and build staff technical capabilities to test and apply scenario planning tools in transportation planning studies and analyses. This may include the use of scenario planning tools intended to support complex “what if” analyses that examine the effects and impacts that could occur under varying future conditions.
- Provide briefings to the TPB, TPB Technical Committee, the Travel Forecasting Subcommittee, and other subcommittee and stakeholders, as appropriate, on analysis and findings of travel surveys and travel survey research, including comprehensive analysis of multiple surveys and the overall regional story they tell of travel in the region.
- Respond to inquiries from state and local government staff, survey participants, and the media concerning research, analysis, and findings developed in this task.

Data Management and Visualization Services

This subtask entails hosting and managing data collected and compiled across numerous programs and developing visualizations of these data as part of research and analysis activities.

- Develop and implement new plan to manage collection of important travel trends and travel behavior data and information on a more on-going basis. The plan will include 1) identifying and establishing a base set of data that can be refreshed and updated on a regular basis developing methodologies for more robust travel trends research and analysis, 2) developing plan and identifying resources to support continued update of data 3) leveraging appropriate data sources from partner agencies and other external sources, 4) evaluate new data management techniques and software that may be considered for future applications in transportation research
- Acquire Big Data to support travel trends and travel behavior analysis as well as supporting the estimating, calibrating, and validating the regional travel demand model. This could include passively collected origin-destination (O-D) data, roadway speed/volume data, roadway congestion data, transit speed/volume data, or other similar data for other travel modes, such as biking (see Task #5, “Travel Forecasting” and Task #3, “Planning Elements”).
- Maintain and improve the Regional Transportation Data Clearinghouse as a GIS web-based application to distribute RTDC Data to TPB member agencies by ongoing system administration and updates. Promote the availability and use of the RTDC to local, state, and transit agency partners. Regularly publish and update the following resources on the Regional Transportation Data Clearinghouse (RTDC), as available:
 - Traffic volume and vehicle classification count data.
 - Regional average weekday transit ridership data
 - Freeway and arterial road speed and level of service data
 - Performance Based Planning and Programming Requirements data including Bridge and pavement condition data
 - Socio-economic forecasting data
- Develop and maintain user-friendly and convenient travel trends information and visualizations, including a web-based dashboard that consolidates various regional transportation-related data and information products.
- Provide cross-program and/or cross-department support and coordination to
 - Identify opportunities to integrate additional datasets into the regional transportation data clearinghouse, travel monitoring dashboard, or other visualization products.
 - Connect internal and external stakeholders to data resources, including to support the development of the Gen3 Regional Travel Demand Model (see Task #5, “Travel Forecasting”).
 - Integrate data and products to be consistent across program areas to ensure consistency when presenting to TPB’s stakeholders/audience.
- Provide data and technical support to staff using GIS for development and distribution of data and information developed for TPB planning activities, including, among others, the development of the LRTP.
- Provide technical guidance and develop GIS-based products (web maps and applications, visualization, etc.) for TPB planning activities.

- Collaborate with other TPB staff on the development of new spatial data products that will enhance the visibility of TPB's programs and planning activities to TPB's stakeholders/audience. This may include an active transportation monitoring application for the National Capital Trail Network. Also, update existing products (e.g. "major projects map" and dashboard for LRTP).
- Respond to requests for TPB GIS metadata, databases, and applications.
- Coordinate regional GIS activities with state DOTs, WMATA, and the local governments through COG's GIS Committee and subcommittees.
- Maintain and update GIS-related hardware and software used by staff for regional transportation planning activities.

8. REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION

This activity coordinates local, state, and federal planning activities, develops population, household, and employment forecasts that are used as input into the TPB travel demand forecasting model, and facilitates the integration of land use and transportation planning in the region.

- Support initiatives of COG Board of Directors and the TPB on matters related to the coordination and analysis of regional transportation and land use planning to support important regional policy discussions and decisions. This may entail analyzing the relationship between regional land use and transportation using a variety of analytical tools. These may include the use of scenario planning tools intended to support complex "what if" analyses that examine the effects and impacts that could occur under varying future land use and transportation conditions.
- Support the COG Planning Directors Technical Advisory Committee (PDTAC) in the coordination of local, state, and federal planning activities and the integration of land use and transportation planning in the region
- Work with the CFDS and the region's Planning Directors to develop technical updates to the Round 10 Cooperative Forecasts (population, household, and employment forecasts), if necessary.
- Update and maintain Cooperative Forecasting land activity databases of TAZ-level population, household, and employment forecasts that are used as input into the TPB travel demand-forecasting model.
- Document key land use and transportation assumptions used in making updates to the Cooperative Forecasting land activity forecasts.
- Develop annual Baseline Employment Guidance update to support local governments preparing employment forecast estimates.
- Work with the CFDS to analyze results and implications of newly-released baseline data products such as the American Community Survey and the Bureau of Labor Statistics employment and labor force estimates for use in developing future updates to and assumptions in the Cooperative Forecasts. Continue to provide regular seminars and trainings on accessing and analyzing Census data and other data products to support local demographic analysis and small-area forecasting.
- Map and analyze updated Cooperative Forecasting growth forecasts in relation to COG Activity Centers, high-capacity transit locations, and Equity Emphasis Areas

- Respond to public and stakeholder comments on the Cooperative Forecasts and the Cooperative Forecasting process.
- Develop Travel Model Employment Definition Adjustment Factors, which are applied during post-processing to apply a consistent definition of employment to forecasts for use in the travel demand model.
- Provide continued support for the Transportation Analysis Zone (TAZ) system used in the regional travel demand forecasting model and the Cooperative Forecasting process, including any activities that may be necessary to make TAZ adjustments to support future model development processes.
- Conduct analysis related to regional land use and transportation in support of the development of the LRTP, as well as the consideration of equity in regional land use and transportation planning. This includes supporting LRTP performance analysis, baseline (existing conditions), and developing supporting graphics and visualizations to convey complex land use and transportation planning concepts to myriad stakeholders.
- Develop and publish economic, demographic and housing-related information products including the Regional Economic Monitoring System (REMS) reports, the annual "Commercial Development Indicators," the "Multi-family Rental Housing Construction" report, and economic and demographic data tables to be included in the Region Forward work program.
- Work with the PDTAC to update the Regional Activity Centers map.
- Use TPB transportation planning data to update information for the approved COG Region Forward Targets and Indicators.
- Develop and publish analyses and user-friendly visualizations and tools of land use, demographic, socioeconomic, and other applicable data to support the TPB's initiative to optimize high-capacity transit areas (HCTs) and elevating Equity Emphasis Areas (EEAs) in its planning program.

9. MOBILITY AND ENHANCEMENT PROGRAMS

Enhanced Mobility Grant Program

- Support the implementation of the Coordinated Plan by furthering the goals and strategies in the plan to provide an array of transportation services and options to older adults and people with disabilities.
- The UPWP does not provide financial support to implement the projects and oversee the grants that have been awarded. These activities are funded by the FTA Section 5310 Program.

Regional Roadway Safety Program

- Conduct a regional program that provides short-term consultant services to member jurisdictions or agencies to assist with planning or preliminary engineering projects that address roadway safety issues, including studies, planning, or design projects that will improve roadway safety and lead to a reduction in fatal and serious injury crashes on the region's roadways.
- Fund approximately three to eight technical assistance planning projects, or project design effort to achieve 30% completion at a level between \$30,000 and \$80,000 each, supported by UPWP core funding plus portions of the DDOT, MDOT, and VDOT Technical

- Assistance Programs (and potentially more projects if additional funding is provided by state or local agencies).
- Develop tools and activities to facilitate regional learning about roadway safety issues among TPB member jurisdictions through regional peer exchange.
 - Provide staff support for project proposal solicitation, review, and conduct.

Transportation Alternatives Program

- Conduct the selection process for small capital improvement projects using funding sub-allocated to the Washington metropolitan region through the state DOTs from the federal Transportation Alternatives Set-Aside Program (TAP).
- Promote TAP funding for projects that seek to complete the National Capital Trail Network (NCTN) or promote pedestrian and bicycle access in Transit Access Focus Areas (TAFAs). The TPB approved the NCTN and TAFAs concepts and maps in July 2020.

Transportation and Land Use Connection Program

- Fund at least six technical assistance planning projects.
- Fund at least one project to perform project design to achieve 30% completion.
- Develop tools and activities to facilitate regional learning about TLC issues among TPB member jurisdictions. Organize at least one regional meeting to facilitate an exchange of information about lessons learned from past TLC projects.
- Provide staff support for TLC Technical Assistance Projects to be conducted as part of the MDOT and VDOT Technical Assistance Programs and for other projects where additional funding is provided by state or local agencies.
- Promote TLC funding for projects that seek to complete the NCTN or promote pedestrian and bicycle access in TAFAs.

10. TPB MANAGEMENT AND SUPPORT

TPB Committee Support and Management and UPWP

- Make all administrative arrangements and provide staff support for TPB, the TPB Steering Committee, the State Technical Working Group, the TPB Technical Committee, and special TPB work groups meetings.
- Maintain TPB Committee membership rosters and distribution lists and prepare meeting materials for TPB Committee meetings.
- Prepare the monthly Director's Report.
- Respond to periodic requests from TPB members, federal agencies, Congressional offices, media, and others for information or data of a general transportation nature.
- Meet with TPB Board members and participating agency staff to discuss current and emerging regional transportation planning issues.
- Respond to TPB correspondence and draft correspondence requested by the Board.
- Participate in meetings of other agencies whose programs and activities relate to and impact the TPB work program.
- Draft Memoranda of Understanding with other agencies for the TPB's review and approval.
- Participate in the Association of Metropolitan Planning Organizations (AMPO) and meetings.
- Coordinate TPB Planning Activities with Program Directors.
- Day-to-day management of and allocation of staff and financial resources.

- Monitor all work program activities and expenditures.
- Develop a Unified Planning Work Program (UPWP) that complies with anticipated metropolitan planning requirements in the Fixing America's Surface Transportation (FAST) Act.
- Supervise the preparation, negotiation, and approval of the annual work program and budget involving the State Transportation Agencies, the TPB Technical Committee, the TPB Technical Committee, the Steering Committee, and the TPB.
- Prepare monthly UPWP progress reports for each of the state agencies administering planning funding and prepare all necessary federal grant applications submissions.
- Review all monthly UPWP invoices going to each of the state agencies administering planning funding.
- Prepare the FY 2025 UPWP.

11. TECHNICAL ASSISTANCE PROGRAM

The UPWP Technical Assistance Program provides assistance to state departments of transportation and regional transit agencies. Examples of past Technical Assistance projects have included the VRE-MARC Run-Through Study, support to the District of Columbia travel monitoring program, state- and mode-specific travel monitoring studies, technical support to state project pre-planning activities, and supplemental support to the Transportation Land-Use Connections (TLC) Program, among others.

- 11.1. DDOT Technical Assistance**
- 11.2. MDOT Technical Assistance**
- 11.3. VDOT Technical Assistance**
- 11.4. Regional Transit Technical Assistance**

THE UNIFIED PLANNING WORK PROGRAM – SIMPLIFIED

Lyn Erickson
Plan Development and Coordination Program Director

Transportation Planning Board
January 18, 2023

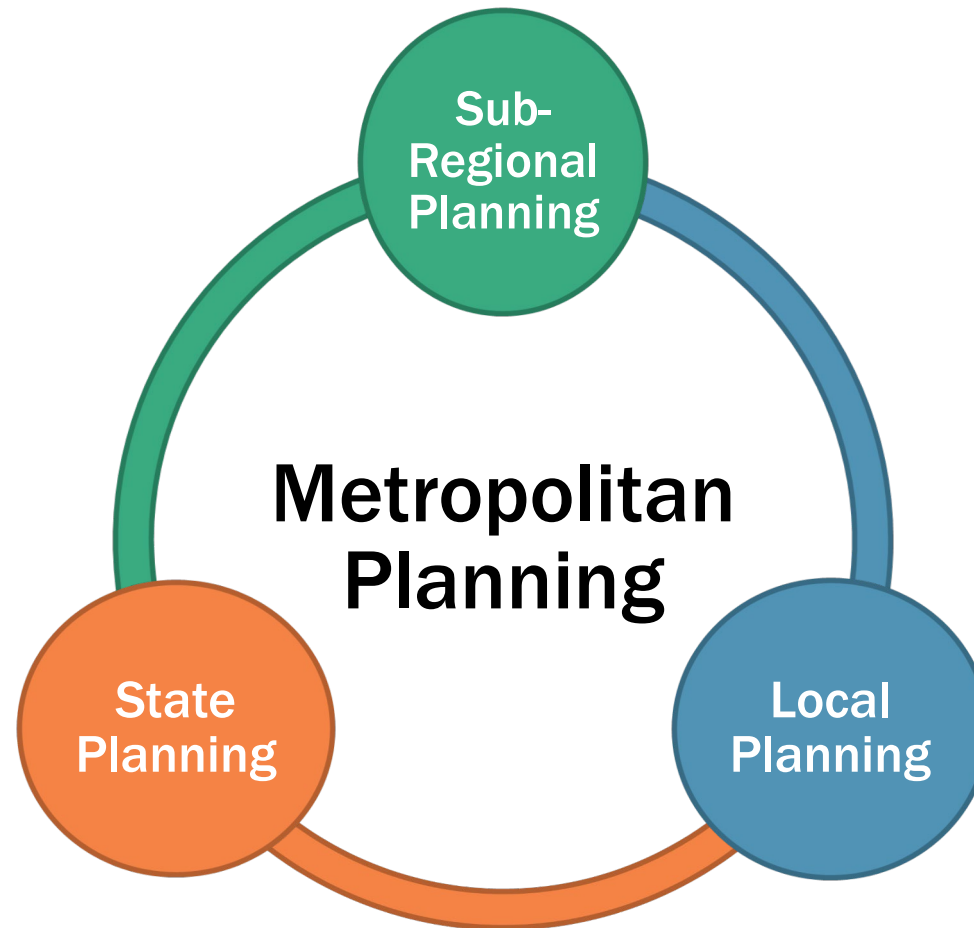


Presentation Overview

- MPO Responsibilities
 - What are the structures, functions, purposes, and products of an MPO?
 - How does the TPB synchronize required products with Board member interests and needs?
- Board to approve FY 2024 UPWP on March 15

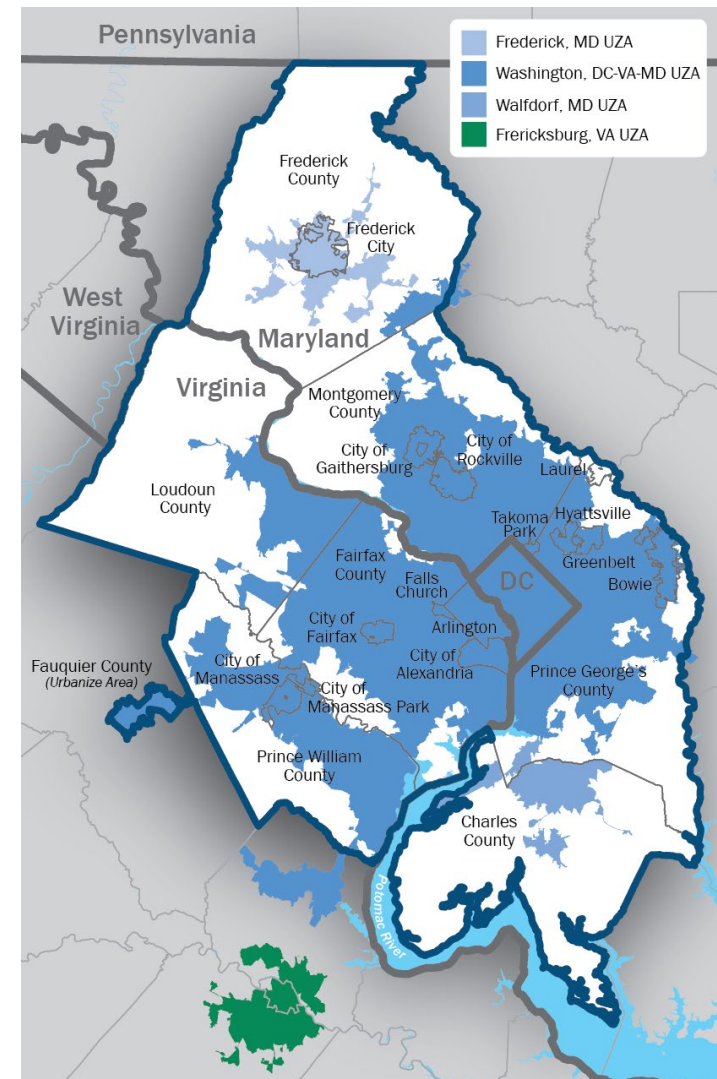


Transportation Planning Process



Federal Requirements for MPOs

- Federally designated MPO for the Washington region
- Federal requirements: products and process (23 CFR Part 450 / 49 CFR Part 613 / 40 CFR Part 93)
 - UPWP, LRTP, TIP, AQC, PBPP
 - “3C Process” – “Continuing, cooperative, and comprehensive” consultation process
 - Develop plans and programs that consider all transportation modes and support metropolitan community and economic development
 - Work in conjunction with state air and transportation agencies to meet federal Clean Air Act standards



About the TPB

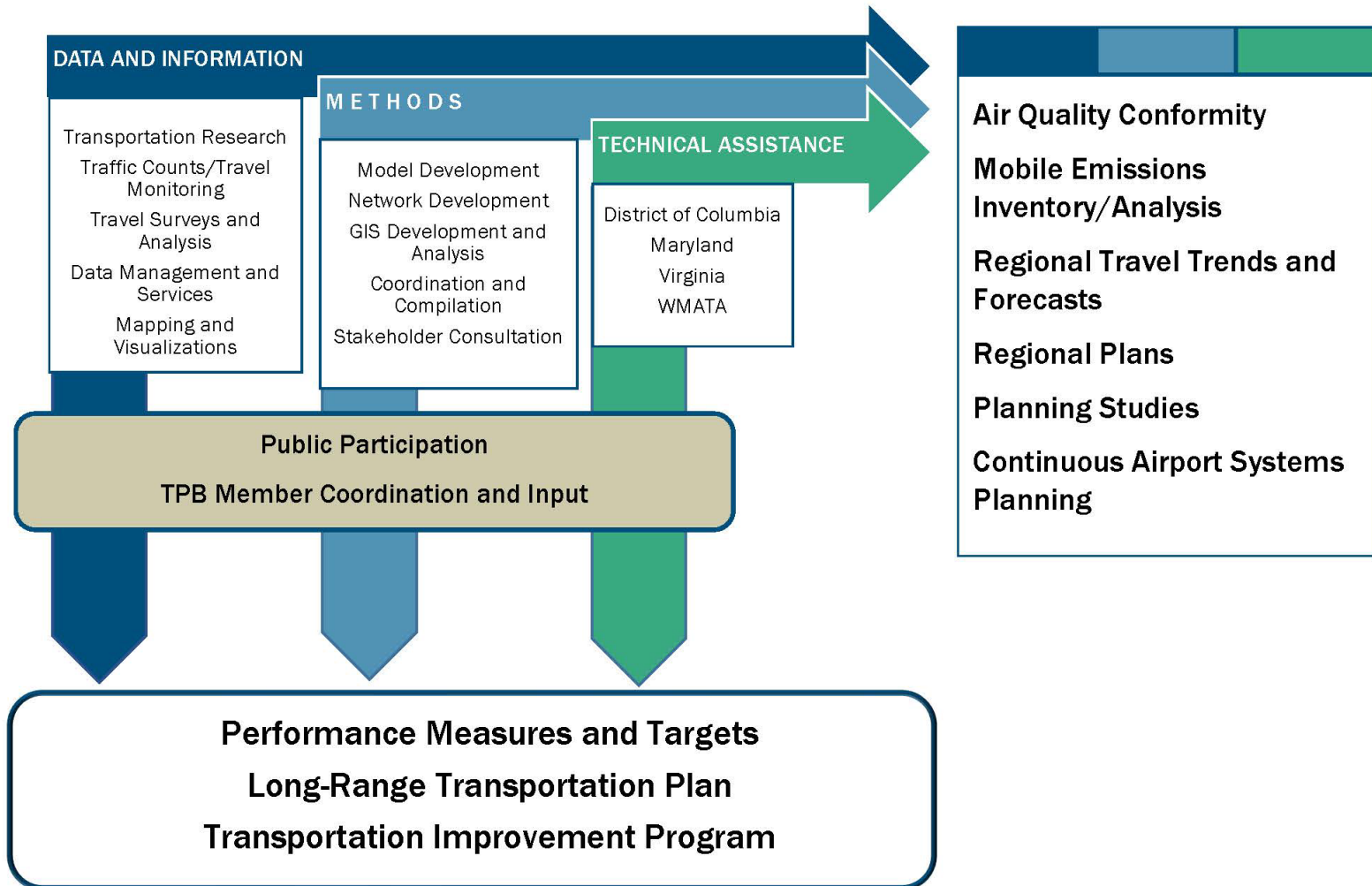
- 44 members (Federal, state, regional, local agencies - 24 jurisdictions)
- 3,500 square miles in area; Nearly 6 million people and more than 3 million jobs
- Serves as a representative group of local stakeholders of the region
- Develops consensus-based *REGIONAL* transportation priority principles
- Prepares plans and programs that the federal government must approve in order for federal-aid transportation funds to flow to metropolitan Washington
- Provides technical resources for consensus building / decision-making; forum for regional coordination

Unified Planning Work Program – “How” the work is done

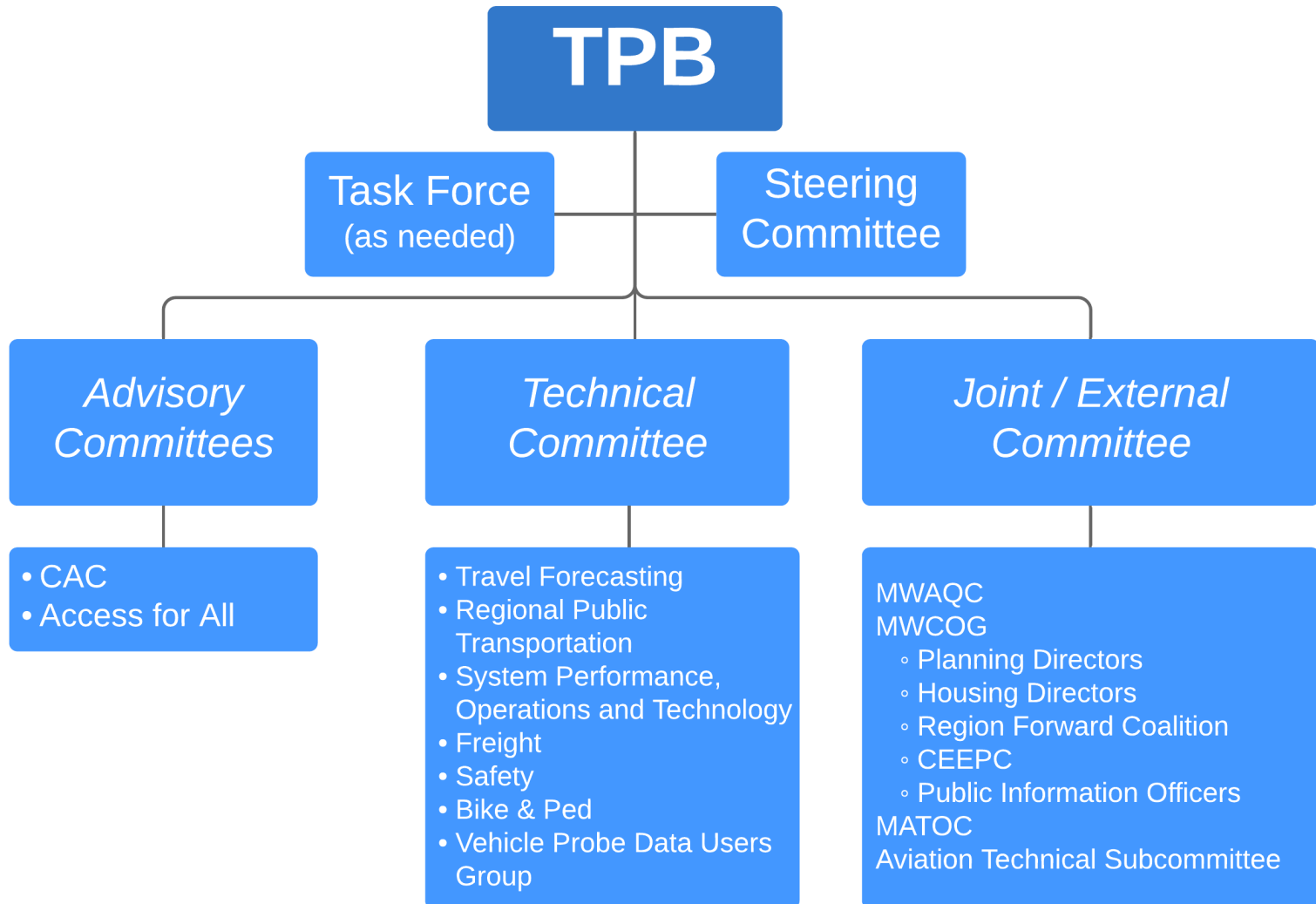
- A Unified Planning Work Program (UPWP) is an annual statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area
- MPOs are required to develop UPWPs to govern work programs for the expenditure of FHWA and FTA planning funds [23 CFR 450.308)(b)]
- Federal Certification Review March 8-9, 2023, to audit all TPB’s work to ensure requirements are met
- TPB approval on March 15 helps ensure FHWA and FTA approval by the June 30, 2023 deadline



TPB Resources and Approach to Execute Metropolitan Planning



Regional Coordination and Consultation



TPB Role in Regional Initiatives

- Fund and implement regional programs
 - Transportation Land Use Connections Program
 - Regional Roadway Safety Program
 - Transit Within Reach Program
- Implement on behalf of members
 - Regional Travel Demand Management: Commuter Connections
 - Street Smart Safety Campaign
 - Enhanced Mobility Grants
 - Transportation Alternatives Program
 - Workshops on topics of interest including Transportation Resiliency, CAV, Curbside Management



TPB Role in Regional Initiatives (2)

- Studies/data analyses on regional scale
 - Equity Emphasis Areas
 - High-Capacity-Transit Station Areas
 - Transportation Aspirational Initiatives
 - National Capital Trails Network
 - Mobile emissions analysis
 - MWAQC, 2008 & 2015 ozone NAAQS, & MOVES3
 - CEEPC
 - TPB climate change planning activities
 - Air quality conformity analysis



TPB Role in Regional Initiatives (3)

- Policy priorities and templates
 - Regional greenhouse gas reduction goals
 - Strategies to improve region's roadway safety outcomes
 - Connected and Automated Vehicle Principles
 - Complete Streets
 - Green Streets
 - Recommendations to enhance Traffic Incident Management
 - Value Pricing Guidelines
- Emergency Preparedness and Management & Operations
 - Planning activities in support of the MATOC Program



Technical Resources for Decision-Making On-Going Activities

- Travel conditions, travel demand, demographic datasets and analysis
- Travel forecasting – models and estimates
- Mobile emissions analysis
- Travel monitoring
- Data and methods to set transportation system performance targets
- Multimodal initiatives
- Variety of communication tools to help us and you get the word out



Next Steps

- Develop FY 2024 budget (revenue and expenses)
- Determine “carry-over” from FY 2023 (activities unable to be completed by June 30)
- Provide detailed information on proposed FY 2024 products and projects
- TPB to approve FY 2024 UPWP March 15

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National Capital Region
Transportation Planning Board

ITEM 9 – Information
January 18, 2023

Environmental Justice Analysis

Background:

The committee will be briefed on the results of the federally required environmental justice analysis of the 2022 update of Visualize 2045. Using the TPB-approved Equity Emphasis Areas, the plan does not have a disproportionately high or significantly adverse impact on low-income and racial and ethnic minority population groups.



MEMORANDUM

TO: Transportation Planning Board
FROM: Sergio Ritacco, Transportation Planner
SUBJECT: Results of the Environmental Justice analysis of Visualize 2045 (2022)
DATE: January 12, 2023

The 2022 update to Visualize 2045 (Visualize 2045) must be analyzed at the regional level for compliance with federal Environmental Justice (EJ) requirements. The EJ analysis is conducted to examine if the impact of Visualize 2045 and the projects in it would have a disproportionately high and adverse impact on two required demographics: individuals with income reported as “low-income” or racial and ethnic “minority” populations. After examining thirty-five measures on mobility and accessibility, this analysis determined that Visualize 2045 would not have a disproportionately high and adverse impact on “low-income” and racial and ethnic “minority” populations. Further, after examining the impact of the two primary elements within Visualize 2045 (the planned projects and forecast change in land use), this analysis finds that the project themselves have a positive impact on mobility and accessibility that would otherwise not exist.

The determination of this analysis is based on the TPB-approved EJ Analysis phase 2 methodology (see enclosed “Visualize 2045: Appendix N Environmental Justice Analysis” for methodology and full technical documentation) which found that the identified benefits and burdens in Equity Emphasis Areas (EEAs) would not be predominately borne nor appreciably more severe or greater in magnitude than the burdens experienced by persons in the rest of the region. When examining the impact of the planned projects and land use changes, twelve measures had results identified as marginal or within the travel demand models margin of error (defined as +/- 1% change between Today and 2045), seventeen measures identified benefits for both EEAs and the rest of the region (a positive plan impact), and six identified similar burdens for EEAs and the rest of the region (a negative plan impact).

This analysis does identify notable equity findings, particularly on the interrelationship of land use changes and the transportation investments, for the TPB to consider as it prepares for the next long-range metropolitan transportation plan, Visualize 2050. More of the new jobs we be in western portions of the region, further away from our larger EEA clusters, and the share of jobs in Activity Centers are more likely to be in the western side of the region and in non-EEAs rather than the eastern side or in EEAs. These changes in the location of people and jobs lead to a condition where job accessibility and mobility measures decline due to needing longer commutes through more congested roadways, even after accounting for the benefits associated from new transportation projects. For auto-based travel, plan forecasts of more people and jobs locating in the region increases congestion and delay and impacts EEAs ability to access and travel to where jobs are increasing. For transit-based travel, accessibility and mobility improve as the region maximizes the use of the existing system and benefits from new transit projects.

Consistent with its commitment to establish equity as a fundamental value and integral part of all its work activities, the TPB will continue to provide a forum to further explore the findings of this analysis, through ongoing consultation with member jurisdictions, to enhance the equitable distribution of benefits and elimination of any burdens to “low-income” and racial and ethnic “minority” populations groups.

visualize
2045 A long-range
transportation plan
for the National
Capital Region

APPENDIX N

Environmental Justice Analysis

January 19, 2023



National Capital Region
Transportation Planning Board

**ENVIRONMENTAL JUSTICE ANALYSIS
FOR THE 2022 UPDATE TO VISUALIZE 2045 LONG-RANGE TRANSPORTATION PLAN
FOR THE NATIONAL CAPITAL REGION**

January 2023

ABOUT VISUALIZE 2045 & THE TPB

Visualize 2045 is the federally required long-range transportation plan for the National Capital Region. It identifies and analyzes all regionally significant transportation investments planned through 2045 to help decision makers and the public “visualize” the region’s future.

Visualize 2045 is developed by the National Capital Region Transportation Planning Board (TPB), 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).

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INTRODUCTION AND SUMMARY

Introduction

The 2022 update to Visualize 2045 (herein Visualize 2045), the long-range transportation plan for the National Capital Region Transportation Planning Board (TPB), must be analyzed at the regional level for compliance with federal Environmental Justice (EJ) order. EJ analysis examines if Visualize 2045 would have a disproportionately high and adverse impact on “low-income” or “minority” populations. The TPB analysis of Visualize 2045 determined that the planned projects in the 2022 update of the plan would not have a disproportionately high and adverse impact on “low-income” and “minority” populations. This determination is based on the finding that the identified benefits and burdens in Equity Emphasis Areas (EEAs) would not be predominately borne nor appreciably more severe or greater in magnitude than the burdens experienced by persons in the rest of the region.

The results of this analysis meet applicable Environmental Justice guidance, policies, and regulations that the TPB is responsible for implementing as an agent of government that receives federal funding. Consistent with its commitment to establish equity as a fundamental value and integral part of all its work activities, the TPB will continue to provide a forum to further explore the findings of this analysis, through ongoing consultation with member jurisdictions, to enhance the equitable distribution of benefits and elimination of any burdens to “minority” and “low-income” populations groups.

Purpose and Requirements

FEDERAL REQUIREMENTS

In 1994, President Clinton signed Executive Order 12898, “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations,” that further amplifies the requirements of Title VI and states that federal agencies must identify and address “disproportionately high and adverse human health and environmental effects, including social and economic effects, of their programs, policies, and activities on “minority” populations and “low-income” populations.”¹ Similar Orders from the U.S. Department of Transportation (DOT) in 1997 and the Federal Highway Administration in 1998 called upon those agencies to consider Environmental Justice in their programs, policies, and procedures.²

In August 2011, a Memorandum of Understanding signed by 17 federal agencies reinforced and renewed the federal government’s efforts in Environmental Justice.³ As a result, DOT, FHWA, and FTA, communicated additional guidance reinforcing their programs and policies related to Environmental Justice and improved requirements for engaging “low-income” and “minority”

¹ Executive Order 12898. February 11, 1994. “Federal Actions To Address Environmental Justice in Minority Populations and Low-Income Populations.” Federal Register, Vol. 59, No. 32.

² U.S. Department of Transportation. April 1997. “Environmental Justice in Minority Populations and Low-Income Populations.” Order 5610.2.

United States Federal Highway Administration. 1998. “FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.” Order 6640.23.

³ United States Environmental Protection Agency. August 4, 2011. “Memorandum of Understanding on Environmental Justice and Executive Order 12898.”

populations.⁴ The guidance defines three fundamental Environmental Justice principles that are consistent with the Executive and DOT Orders:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

The DOT Orders further defines “disproportionately high and adverse effect on minority and “low-income” populations” as an effect that:

1. Is predominately borne by a minority population and/or a low-income population, or
2. will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

For MPOs to meet EJ requirements, DOT guidelines suggest the following elements be included. This Appendix complete elements #3 through #5. The TPB’s Title VI Program provides a regional demographic profile of “low-income” populations and “minority” populations (see Title VI Program page 26). The TPB’s Participation Plan identifies and describes the TPB’s policies and procedures under element #2 to provide public access and involvement under a true collaborative planning process:⁵

1. A regional demographic profile of low-income populations and minority populations,
2. Documentation of public involvement activity as it relates to low-income and minority populations,
3. An analytical process and mapping,
4. Determination of any disproportionate and adverse impact on low-income and minority populations based on benefits and burdens identified in the analytical process, and
5. If present, a demonstration for how plans, programs, and projects can avoid or minimize disproportionately high and adverse effects.

Title VI Plan and Program

The Metropolitan Washington Council of Government (COG) and its Department of Transportation, as the administrative agent of the TPB (the region’s MPO): must meet a variety of Title VI requirements.

⁴ U.S. Department of Transportation. May 2, 2012. “Department of Transportation Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.” Order 5610.2(a).

United States Federal Highway Administration. June 14, 2012. “FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.” Order 6640.23A.

United States Federal Transit Administration. August 12, 2012. “Environmental Justice Policy Guidance for Federal Transit Administration Recipients.” FTA C 4703.1. Docket No. FTA-2011-0055.

⁵ United States Federal Highway Administration. April 1, 2015. “Environmental Justice Reference Guide.” Pg. 26.

Through its Title VI Plan and Program, COG and the TPB outline the nondiscrimination assurances and policies for all its programs and activities. COG's Title VI Plan, which encompasses the TPB, provides necessary policies and practices to ensure non-discrimination and compliance with FHWA and FTA Title VI requirements. These are available at mwcog.org/TitleVI.

DOT's Federal Transit Administration (FTA) requires COG, as a Designated Recipient of the FTA Section 5310 Enhanced Mobility program, to submit a Title VI Program to "document compliance with DOT's Title VI regulations by submitting a Title VI Program to its FTA regional civil rights officer once every three years or as otherwise directed by FTA".⁶ The Title VI Program is specific to the FTA requirements and includes general requirements for an MPO. These are available at mwcog.org/TitleVI.

TPB POLICY FRAMEWORK

The TPB Vision and the Regional Transportation Priorities Plan make up the regional policy framework meant to help guide transportation planning and decision-making in the Washington region, including considerations for fairness and accessibility.⁷ The TPB Vision states that "The Washington metropolitan region's transportation system will provide reasonable access at reasonable cost to everyone in the region." In addition, one of the three priorities in the TPB's Regional Transportation Priorities Plan is "Strengthen Public Confidence and Ensure Fairness" by pursuing greater accountability, efficiency, and accessibility for all people, with particular attention to accessibility for persons with disabilities, low incomes, and limited English proficiency.

Further, in July 2020, the TPB unanimously passed a resolution to codify TPB's sentiments on equity so that equity considerations are always a part of the conversation. The resolution resolves:

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.

Several other TPB and COG policy documents and studies provide additional policy context. The TPB strongly encourages agencies to consider this regional policy framework as they develop and select projects and implement policies.

Public participation

The TPB's Participation Plan identifies and describes the TPB's policies and procedures to provide public access and involvement under a true collaborative planning process in which the interests of

⁶ Title Vi Requirements And Guidelines For Federal Transit Administration Recipients. FTA C 4702.1B. October 1, 2012. Page III-1.

⁷ TPB Policy Framework. October 2019. <https://www.mwcog.org/documents/2019/10/16/tpb-policy-framework/>

all of the stakeholders - public and private - are reflected and considered. Accordingly, it is the TPB's intent to make both its policy and technical process inclusive of and accessible to all of its stakeholders. The Participation Plan was last updated in 2020. The plan is available at mwkog.org/tpb-participation-plan/.

Two citizen committees regularly advise the TPB: The Citizens Advisory Committee (CAC) and the Access for All Advisory Committee (AFA). The CAC is a group of 15 people from throughout the Washington metropolitan region who represent diverse viewpoints on long-term transportation policy. The mission of the CAC is to promote public involvement in transportation planning for the region, and to provide independent, region-oriented citizen advice to the TPB on transportation plans and issues. The AFA is made up of community leaders from around the region and advises the TPB on issues and services that are important to "low-income" communities, "minority" communities, people with limited English skills, individuals with disabilities, and older adults.

Methodology

TPB staff developed an Environmental Justice analysis methodology which reflects two key elements:

Phase 1: Identifying small geographic areas with higher-than-average concentrations of "low-income" populations, "minority" populations, or both. Labelled as Equity Emphasis Areas (EEA) to denote an emphasis to place on these areas while making transportation investment decisions. The TPB approved this methodology in March 2017 and the EEAs for this analysis were identified using this methodology in July 2022.

Phase 2: Examining the projects in Visualize 2045 for changes in accessibility and mobility, using several different measures; determining if the changes were benefits or burdens; comparing benefits and burdens within EEAs relative to the rest of the region and determine if a disproportionately high and adverse impact on "low-income" and "minority" populations exists.

PHASE 1: EQUITY EMPHASIS AREAS

The TPB methodology to identify EEAs, approved by the TPB at its March 2017 meeting, relies on the most recently available U.S. Census Bureau data on income, race, and ethnicity to determine which Census tracts are considered Equity Emphasis Areas. For this analysis, tract-level data from the 2016-2020 5-year American Community Survey estimates for each of the following four population groups are used to identify areas that have above average concentrations of "low-income" populations, "minority" populations, or both, compared to the TPB planning area (see Figure 1).

- "Low-Income": Individuals with household income less than one-and-a-half times the federal government's official poverty threshold, depending on household size.⁸
- Black or African American: A person having origins in any of the Black racial groups of Africa.
- Asian: A person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent.
- Hispanic or Latino: A person of Mexican, Puerto Rican, Cuban, South or Central American, or other Spanish culture or origin regardless of race.

⁸ For example, income less than \$36,509 for a family of four would be considered low-income. For more info see: <https://www.census.gov/data/tables/time-series/demo/income-poverty/historical-poverty-thresholds.html>

Racial and ethnic “minority” populations identified by the U.S. Census includes American Indian and Alaska Native, Native Hawaiian and Pacific Islander, Some Other Race, and Two or More Races, that were not used for identifying Equity Emphasis Areas. Black or African American, Asian, and Hispanic or Latino were used as they represent the largest racial and ethnic “minority” populations in the study area.⁹ Further, statistical margin of errors for tract-level population estimates of these groups provided high levels of uncertainty for this regional analysis and were omitted for this reason, as well.

To identify tracts with above average concentrations of “low-income” or “minority” population groups, as well as to normalize and compare results across the four groups and the region, an Index Score was calculated for every tract in the region based on each group’s regional concentration in each tract. Index Scores for each population group were aggregated to reach an uncapped Total Index Score for each tract (see Table 1 and Table 2). Areas with Total Index Scores greater than or equal to 4.00 are considered Equity Emphasis Areas. A map of the identified areas is presented in Figure 1. An online interactive map is available with detailed data information at <https://gis.mwcog.org/webmaps/tpb/clrp/ej>.

Table 1: Scoring for Criteria 1 - “Low-Income” Population Concentration

RATIO OF CONCENTRATION (ROC or times the regional average)	INDEX SCORE
	“Low-Income” ¹⁰
Between 1.5 and 3.0	4.5 to 9.0
Greater than 3.0	9.0
Index Score	4.5 to 9.0
<input checked="" type="checkbox"/> Equity Emphasis Area (Total Index ≥ 4.00) <input type="checkbox"/> Not an Equity Emphasis Area (Total Index < 4.00)	

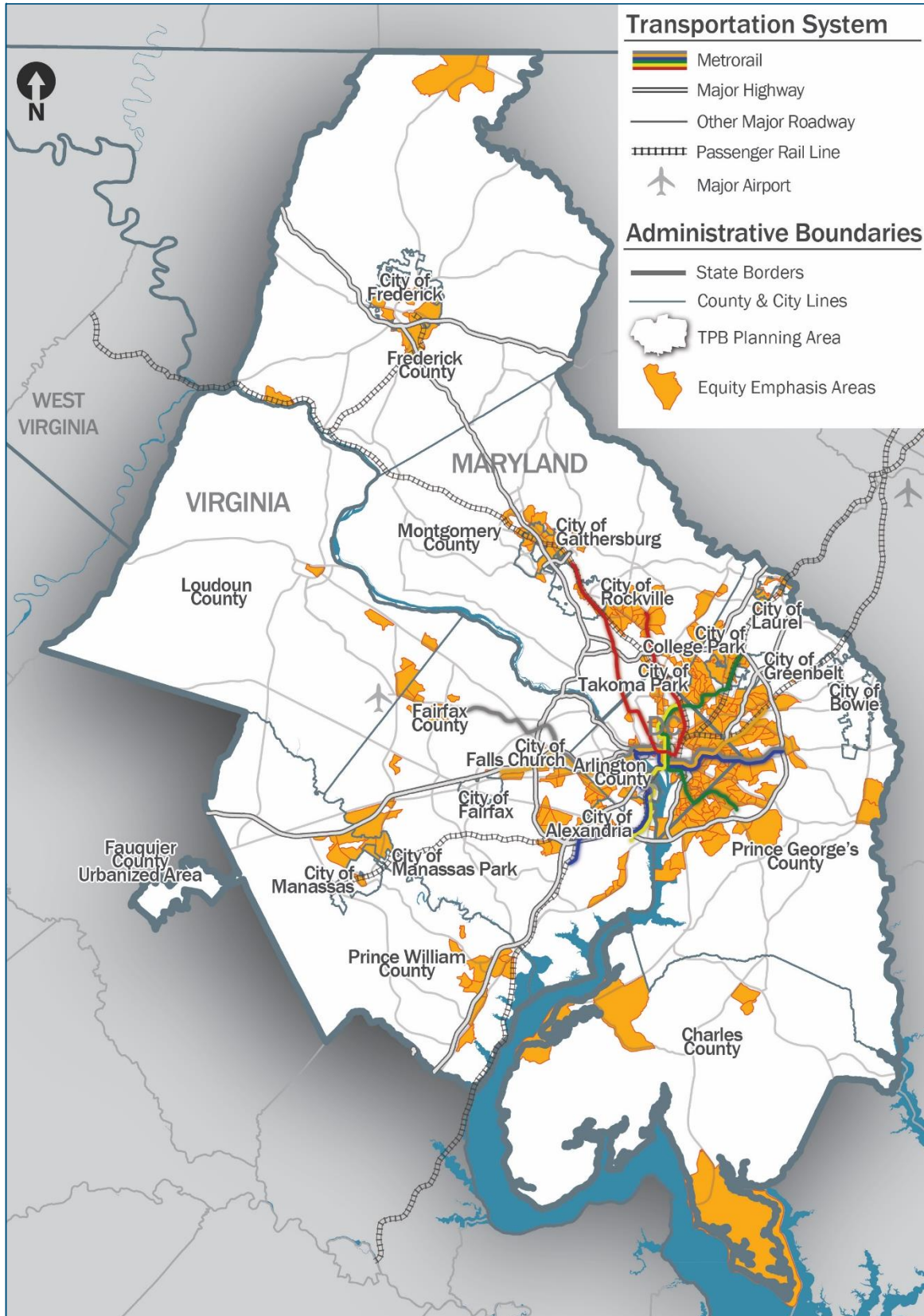
Table 2: Scoring for Criteria 2 - “Minority” Population Concentration and Secondary “Low-Income” Thresholds

RATIO OF CONCENTRATION (ROC or times the regional average)	INDEX SCORE			
	“Low-Income” ³	African American	Asian	Hispanic or Latino
Less than 1.0	0	0	0	0
Between 1.0 and 1.49	1.0 to 1.49	0	0	0
Between 1.5 and 3.0	See Criteria 1 (4.5 to 9.0)	1.5 to 3.0	1.5 to 3.0	1.5 to 3.0
Greater than 3.0	See Criteria 1 (9.0)	3.0	3.0	3.0
Total Index Score	Index scores are totaled			
<input checked="" type="checkbox"/> Equity Emphasis Area (EEA) (Total Index ≥ 4.00) <input type="checkbox"/> Not an Equity Emphasis Areas (EEA) (Total Index < 4.00)				

⁹ Region is defined as the TPB Planning Area: <http://www.mwcog.org/transportation/tpb/jurisdictions.asp>.

¹⁰ The ROC for low-income is multiplied by three to determine the index score but capped at 9.0.

Figure 1: Equity Emphasis Areas and the TPB Planning Area



PHASE 2: ANALYSIS OF VISUALIZE 2045

Phase 2 of the Environmental Justice analysis of Visualize 2045 uses output from the TPB's travel demand model which forecasts where, when, and how people will travel around the region throughout the future years covered by the Visualize 2045. To make its predictions, the model relies on the latest regional population, household, and job growth forecasts prepared by COG, information on existing travel patterns from the TPB's 2017/2018 Regional Household Travel Survey, and the future transportation system laid out in Visualize 2045.¹¹

This analysis primarily compares changes in transportation system performance from 2023 (Today) to a future, labelled "2045 Plan-Build" scenario, using a variety of accessibility and mobility measures. The changes in mobility and accessibility are attributable to the planned transportation projects included under the plan's financially constrained element and the forecasts change in population and employment. The analysis also includes "2045 No-Build" scenario data, which represents a future in which no new transportation projects would be constructed, but anticipated population and job growth would still occur. This additional scenario allows the analysis team to better understand if the changes in accessibility and mobility measures are due to the impact of the transportation projects in Visualize 2045 or if they result from anticipated population and job growth.

The first step is to identify Transportation Analysis Zone-equivalencies for the U.S. Census tract-level Equity Emphasis Areas identified in Phase 1. Transportation Analysis Zone (TAZ) is the level of analysis used by the TPB for conducting the classic, "four-step" regional travel demand model.¹² Using a geographic information system, a TAZ is identified as an Equity Emphasis Area tract-level equivalent when its centroid is located within an Equity Emphasis Area tract. Additional staff review was completed to confirm these locations and make technical adjustments, when necessary.

Next, the TPB Planning Area as-a-whole, the aggregated TAZ-level EEA equivalents, and the aggregated rest of the region are used as unique geographies to calculate average accessibility and average mobility measures for the three identified scenarios. For accessibility measures, the average for an origin zone is calculated by averaging the number of opportunities (e.g., jobs) for all destination zones weighted by the household population of each zone. This "weighted-average accessibility" approach is consistent with the methodology used in the performance analysis of Visualize 2045.

Mobility measures are the average model-estimated commute travel times for the residents of Equity Emphasis Areas and for the rest of the region. This measure is based on the mode choice output and evaluates travel times for the specific EEA-based and non-EEA-based (rest of the region) commute trip origins and destinations generated by the model. All residents of Equity Emphasis Areas are included in calculations regardless of their income and race and ethnicity since model-generated output cannot be disaggregated to that level.

The analysis developed quantitative estimates for the above measures for three geographic areas: (1) the entire TPB planning area, (2) the Equity Emphasis Areas as a whole and for (3) the rest of the region (excluding the EEAs). These estimates were then examined to identify benefits and burdens in

¹¹ The results of this analysis use the following input data: MWCOC's Round 9.2 Cooperative Land-Use Forecasts and TPB's Version 2.4 Travel Demand Model. These findings are based on regional model estimates that come with a degree of uncertainty.

¹² Additional detail: <https://www.mwcog.org/transportation/data-and-tools/modeling/model-documentation/>

all three areas. For accessibility measures, a benefit is identified as an increase in average accessibility or an increase in the population with access to transit services between today and 2045. Conversely, a burden is identified when a decrease in average accessibility or a decrease in the population with access to transit services between today and 2045 is identified. For mobility measures, a benefit is identified when the average commute time or average travel time declines between today and 2045. A burden is identified when the average commute time or average travel time increases between today and 2045. Finally, results are considered marginal or within travel demand model margin of error if the “Plan Build” and/or “No-Build” results fall within +/- 1% from their base, “Today” scenario.

Using the results and established benefits and burdens, the final step is to determine if any of the estimated impacts, due to planned projects in Visualize 2045, results in a disproportionately high and significantly adverse impact on “low-income” and “minority” populations. The impact would be considered disproportionately high and significantly adverse when the adverse effect, or burden, is predominately borne by the Equity Emphasis Areas or will be suffered by the Equity Emphasis Areas and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the rest of the region.

LIMITATIONS

The methodology of this analysis is limited by available tools and data. Racial and ethnic groups tend to be undercounted in the U.S. Census surveying, relative to the general population. The number of individuals with disabilities may also be underestimated, because the Census relies on self-reports of disability status and some individuals may be reluctant to identify themselves as having a disability.

The analysis assumes that the areas identified as Equity Emphasis Areas today will remain unchanged in 2045. However, the location of these areas will most likely change by 2045 as changes in land uses, housing prices, and migration patterns alter the demographic profile of the region over the next 23 years. Given the multiple variables and the difficulties in predicting how these variables will change in this region in the future, the current geographic distributions are assumed to remain constant through 2045.

Finally, the measures used in the analysis are limited. To measure benefits and burdens of Visualize 2045, the analysis considers quantifiable aspects of the regional transportation system, such as the location of major highways and transit routes. The analysis does not consider more qualitative aspects of the system that affect the accessibility of the transportation system to “low-income” and “minority” populations. These may include:

- Safety and comfort
- Reliability
- Availability of off-peak service
- Availability of information and ease of use
- Language barriers

In addition, the analysis focuses specifically on the impact of the transportation system and the forecasted impact of Visualize 2045 on various accessibility and mobility measures. It does not consider non-transportation-related benefits and burdens, such as air, water, or noise pollution.

Environmental Justice Analysis Results

This analysis finds that implementing the projects in Visualize 2045 would not have a disproportionate and adverse impact on “low-income” and “minority” populations. This determination is based on the findings from the analysis documented in the Phase 2 methodology. Of the thirty-five measures analyzed, twelve measures had results marginal or within the travel demand models margin of error, seventeen measures identified benefits for both EEAs and the rest of the region, and six identified similar burdens for EEAs and the rest of the region (see Table 3). No measure identified a disparate impact that is predominately borne by a “minority” population and/or a “low-income” population or suffered by the “minority” population and/or “low-income” population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the “non-minority” population and/or “non-low-income” population.

Beyond the “disparate impact” requirement this analysis does identify notable findings for the TPB to consider in its long-range metropolitan transportation planning process. For auto-based travel, plan forecasts of more people and jobs locating in the region increases congestion and delay and impacts EEAs ability to access and travel to where jobs are increasing. For transit-based travel, accessibility and mobility are improving as the region maximizes the use of the existing system as well as adding more transit projects.

This analysis examines the impact of the projects in the constrained element along with the expected job and population growth in the region. When analyzing the impact of these two elements on the region’s transportation network together, on auto-based figures beyond the model’s margin of error, we find that EEAs often benefit slightly less and, if burdened, do so slightly greater. This is due to the limited positive impact of the planned roadway projects’ ability to accommodate expected increase in people and jobs, particularly as they locate to western portion of the regions. For transit-based figures, they improve for EEAs and the rest of the region as the region continues to add people and jobs near existing transit while also adding more transit to this region.

The region expects large growth of people and jobs by 2045, placing greater demand on the transportation system, adding 19 and 22 percent more by 2045, respectively. Activity Centers will contain 67% of all jobs and 35% of the population and more than a quarter of all people and half of all jobs will be close to High-Capacity Transit. Further, more of the new jobs we be in western portions of the region, further away from our larger EEA clusters, and the share of jobs in Activity Centers are more likely to be in the western side of the region and in non-EEAs rather than the eastern side or in EEAs. These changes in the location of people and jobs lead to a condition where job accessibility and mobility measures decline due to needing longer commutes through more congested roadways, even after accounting for the benefits associated from new transportation projects.

Examining the role of the transportation projects, the region’s financial obligations to maintain and operate the existing system limit the availability of funds for system expansions and enhancements. Funding available to expand the roadways systems leads to an additional five percent in roadway miles. As a result, the increase in people and jobs increases demand at rates greater than the improvements associated with the new roadway projects can accommodate, increasing delay and congestion for EEAs and non-EEAs and limiting benefits (improve accessibility or mobility) or identifying burdens on some roadway measures (decreases in accessibility or mobility).

For the transit network, a 27 percent increase in high-capacity transit miles compared to 2023 improves mobility and accessibility measure across most transit measures for EEAs and the rest of the region. The region is bringing online various transit projects and forecasting more people and jobs near existing high-capacity transit stations. As a result, both EEAs and the rest of the region are expected to see benefits to accessibility and mobility associated with various forms of transit travel.

Table 3: List of Environmental Justice Measures

<i>Measure</i>	<i>Geography</i>	<i>Time Period</i>	<i>Plan Impact</i>
<i>Access to All Jobs, Auto</i>	EEAs	AM Peak	Marginal or within Margin of Error
	Non-EEAs	AM Peak	Benefit
<i>Access to Retail Jobs, Auto</i>	EEAs	AM Peak	Benefit
	Non-EEAs	AM Peak	Benefit
<i>Access to Medical Care Facilities, Auto</i>	EEAs	AM Peak	Burden
	Non-EEAs	AM Peak	Burden
<i>Access to Higher Education, Auto</i>	EEAs	AM Peak	Burden
	Non-EEAs	AM Peak	Burden
<i>Access to All Jobs, Transit</i>	EEAs	AM Peak	Benefit
	Non-EEAs	AM Peak	Benefit
<i>Access to Retail Jobs, Transit</i>	EEAs	AM Peak	Benefit
	Non-EEAs	AM Peak	Benefit
<i>Access to Medical Care Facilities, Transit</i>	EEAs	AM Peak	Benefit
	Non-EEAs	AM Peak	Marginal or within Margin of Error
<i>Access to Higher Education, Transit</i>	EEAs	AM Peak	Benefit
	Non-EEAs	AM Peak	Benefit
<i>Access to All Jobs, Walk to Bus</i>	EEAs	AM Peak	Benefit
	Non-EEAs	AM Peak	Benefit
<i>Access to Retail Jobs, Walk to Bus</i>	EEAs	AM Peak	Benefit
	Non-EEAs	AM Peak	Benefit
<i>Access to Medical Care Facilities, Walk to Bus</i>	EEAs	AM Peak	Benefit
	Non-EEAs	AM Peak	Marginal or within Margin of Error
<i>Access to Higher Education, Walk to Bus</i>	EEAs	AM Peak	Marginal or within Margin of Error
	Non-EEAs	AM Peak	Marginal or within Margin of Error
<i>Access to All Jobs, Walk to Transit</i>	EEAs	AM Peak	Benefit
	Non-EEAs	AM Peak	Benefit
<i>Access to Retail Jobs, Walk to Transit</i>	EEAs	AM Peak	Benefit
	Non-EEAs	AM Peak	Benefit
<i>Access to Medical Care Facilities, Walk to Transit</i>	EEAs	AM Peak	Benefit
	Non-EEAs	AM Peak	Benefit
<i>Access to Higher Education, Walk to Transit</i>	EEAs	AM Peak	Benefit
	Non-EEAs	AM Peak	Benefit
<i>Access to All Jobs, Walk to Bus</i>	EEAs	OFF Peak	Benefit
	Non-EEAs	OFF Peak	Benefit
<i>Access to Retail Jobs, Walk to Bus</i>	EEAs	OFF Peak	Benefit
	Non-EEAs	OFF Peak	Benefit
<i>Access to Medical Care Facilities, Walk to Bus</i>	EEAs	OFF Peak	Marginal or within Margin of Error
	Non-EEAs	OFF Peak	Marginal or within Margin of Error
<i>Access to Higher Education, Walk to Bus</i>	EEAs	OFF Peak	Marginal or within Margin of Error
	Non-EEAs	OFF Peak	Marginal or within Margin of Error

Measure	Geography	Time Period	Plan Impact
Access to All Jobs, Walk to Transit	EEAs	OFF Peak	Benefit
	Non-EEAs	OFF Peak	Benefit
Access to Retail Jobs, Walk to Transit	EEAs	OFF Peak	Benefit
	Non-EEAs	OFF Peak	Benefit
Access to Medical Care Facilities, Walk to Transit	EEAs	OFF Peak	Benefit
	Non-EEAs	OFF Peak	Marginal or within Margin of Error
Access to Higher Education, Walk to Transit	EEAs	OFF Peak	Marginal or within Margin of Error
	Non-EEAs	OFF Peak	Benefit
Change in Share of Population with Access to HCT	EEAs	n/a	Benefit
	Non-EEAs	n/a	Benefit
Change in Share of Pop. With Bus Service	EEAs	AM Peak	Marginal or within Margin of Error
	Non-EEAs	AM Peak	Marginal or within Margin of Error
Change in Share of Pop. With Bus Service	EEAs	OFF Peak	Marginal or within Margin of Error
	Non-EEAs	OFF Peak	Marginal or within Margin of Error
% Change in Avg. Commute Time, Auto	EEAs	AM Peak	Burden
	Non-EEAs	AM Peak	Burden
% Change in Avg. Commute Time, Transit	EEAs	AM Peak	Benefit
	Non-EEAs	AM Peak	Marginal or within Margin of Error
% Change in Avg. Access Time to Closest Med Facility, Auto	EEAs	AM Peak	Burden
	Non-EEAs	AM Peak	Burden
% Change in Avg. Access Time to Closest Med Facility, Auto	EEAs	OFF Peak	Burden
	Non-EEAs	OFF Peak	Burden
% Change in Avg. Access Time to Closest Med Facility, Transit	EEAs	AM Peak	Burden
	Non-EEAs	AM Peak	Burden
% Change in Avg. Access Time to Closest Med Facility, Transit	EEAs	OFF Peak	Marginal or within Margin of Error
	Non-EEAs	OFF Peak	Burden
% Change in Avg. Access Time to Closest Med Facility, Walk to Transit	EEAs	AM Peak	Benefit
	Non-EEAs	AM Peak	Benefit
% Change in Avg. Access Time to Closest Med Facility, Walk to Transit	EEAs	OFF Peak	Benefit
	Non-EEAs	OFF Peak	Benefit

Conclusion

While this Environmental Justice analysis was conducted to meet federal requirements on transportation equity for “low-income” and “minority” populations, it can also contribute to important and ongoing transportation policy discussions for promoting the fair and equitable treatment of all individuals, including “low-income” population, racial and ethnic “minorities,” people with disabilities, and older adults. Equity Emphasis Areas will most likely change by 2045 as land-use, housing prices, and migration patterns alter the demographic profile of the region. As it is difficult to predict where changes will occur, the current geographic distributions are assumed to remain constant through 2045. As a result, it will be important for policy makers and future analysis to monitor how accessibility and mobility measures shift based on these assumptions.

Environmental Justice Analysis

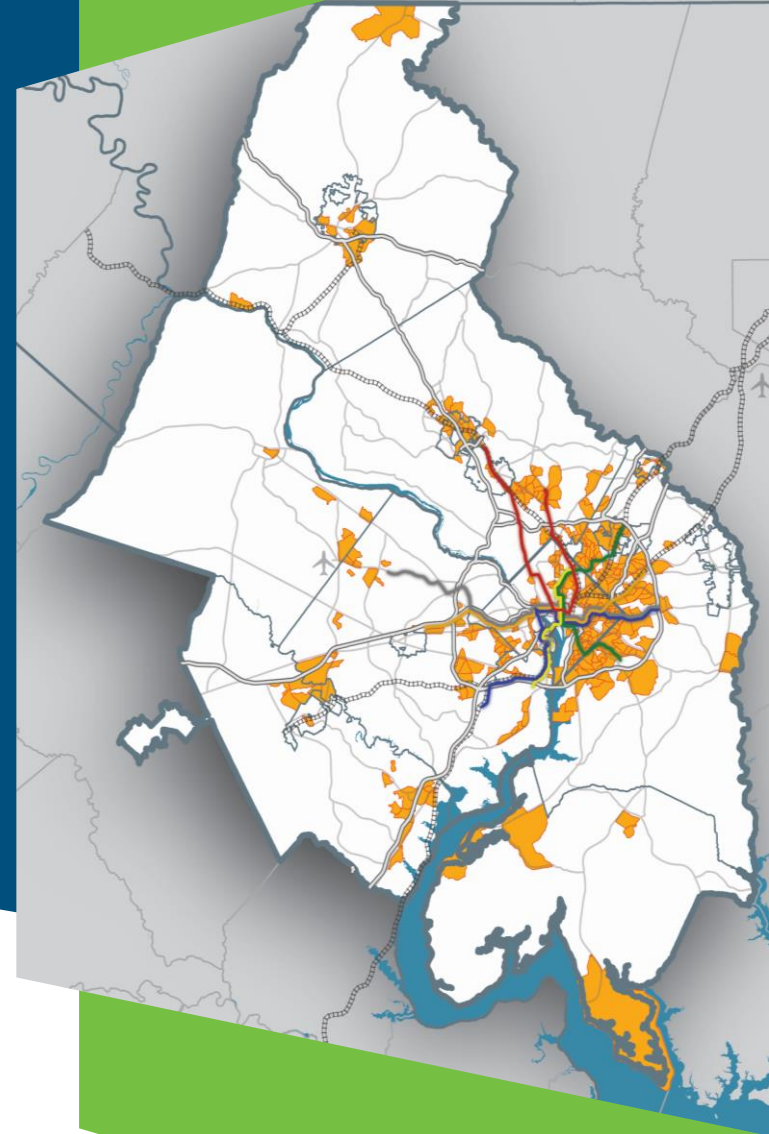
Sergio Ritacco
Transportation Planner

Transportation Planning Board
January 18, 2023

Agenda Item #9

visualize
2045

**A long-range
transportation plan
for the National
Capital Region**



Environmental Justice (EJ) Analysis Requirements

- **What is the federal requirement?**
Analyze the impact of the LRTP (Visualize 2045) on “minority” populations and “low-income” populations (EJ population) to identify and address adverse ‘**disparate impact**’
- **What is a ‘disparate impact’?**
An adverse plan impact that will be predominately borne or suffered by EJ populations and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-EJ population
- **How does this fit with the TPB’s policy priorities?**
“...The TPB affirms that equity, as a foundational principle, will be woven throughout TPB’s analyses, operations, procurement, programs, and priorities...”

How does the TPB comply with its Environmental Justice requirements?

Today!

Phase I

- Identify small geographic areas in the region with high concentration of EJ populations called Equity Emphasis Areas (EEAs)
 - Methodology adopted in 2017
 - Latest mapping update July 2022

Phase II

- Use TPB's model to examine changes between today and 2045 in mobility and accessibility within EEA and non-EEA areas
- Determine if Visualize 2045 imposes a disparate impact on EEAs in comparison to Non-EEAs

EJ Analysis Phase II Methodology

- Use land use changes and transportation projects from our current LRTP (Visualize 2045 approved in July 2022)
- Analyze 35 accessibility and mobility measures to examine the impact of those land use changes and transportation projects
- Analysis assumes static location of EEAs, Medical facilities, and Higher-Ed institutions through 2045
- Analysis is limited to regional-level findings (EEAs as a whole vs non-EEAs) and not to any individual/subset of EEAs
- Typical uncertainties associated with forecast-like analyses

EJ Analysis Phase II Measures

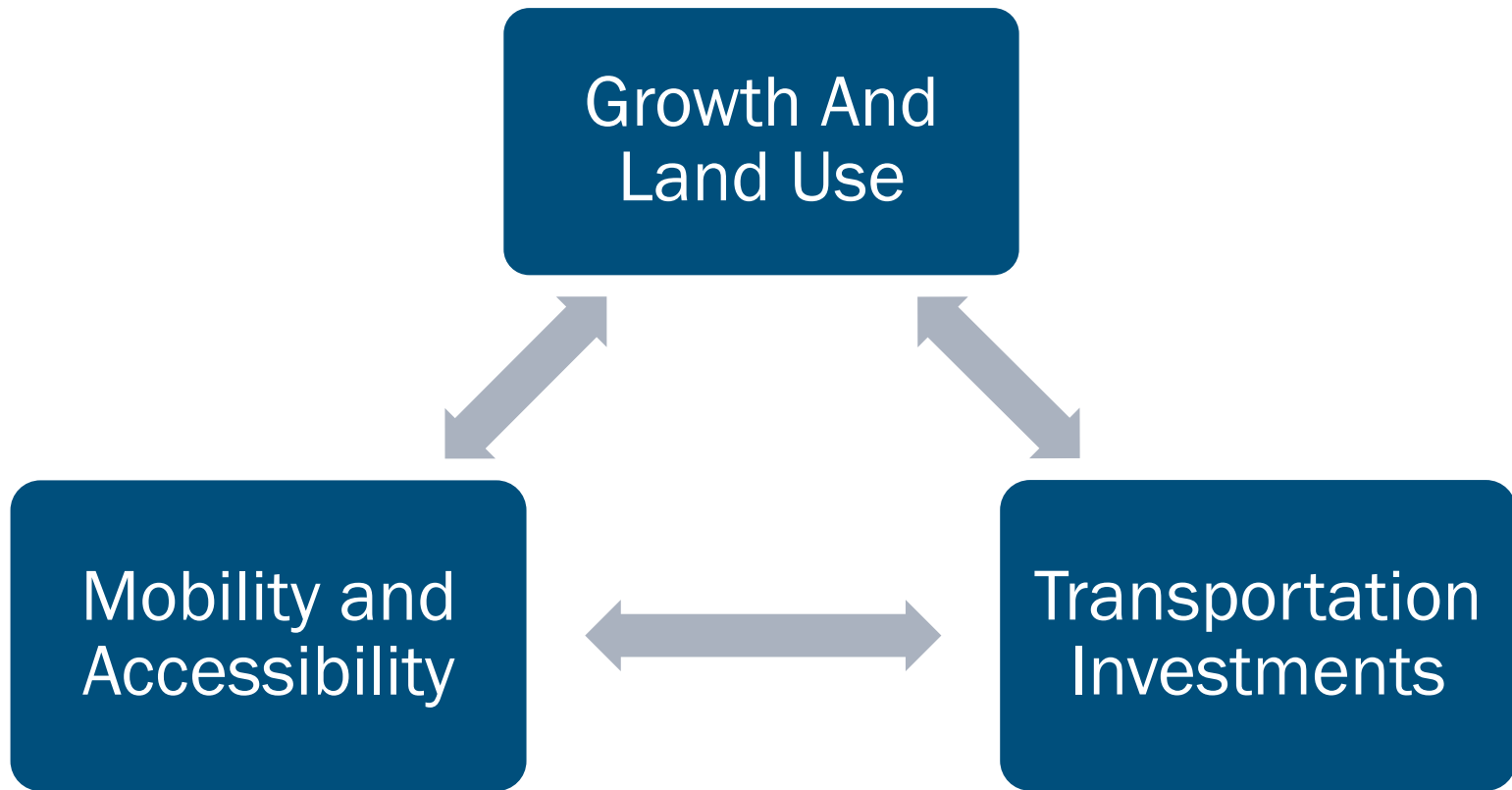
- 35 measures in total examining the impact of land use changes and transportation projects in various ways:
 - Access to All Jobs, Retail Jobs, Medical Facilities, & Higher Education institutions using various modal options and times of day
 - Commute times to work and travel times to Medical Facilities and Higher Education institutions using various modal options and times of day
 - Percent of Population with access to High-Capacity Transit and access to Bus service

Environmental Justice Determination

Visualize 2045 (2022 LRTP update)

- **Determination:** The 2022 LRTP, Visualize 2045, does not have an adverse disparate impact on “low-income” and “minority” populations
- The planned transportation projects of Visualize 2045 will have a positive impact on mobility and accessibility that would otherwise not take place
- Depending on the measure, the magnitude of change in burden or benefit are different between EEAs and Non-EEAs

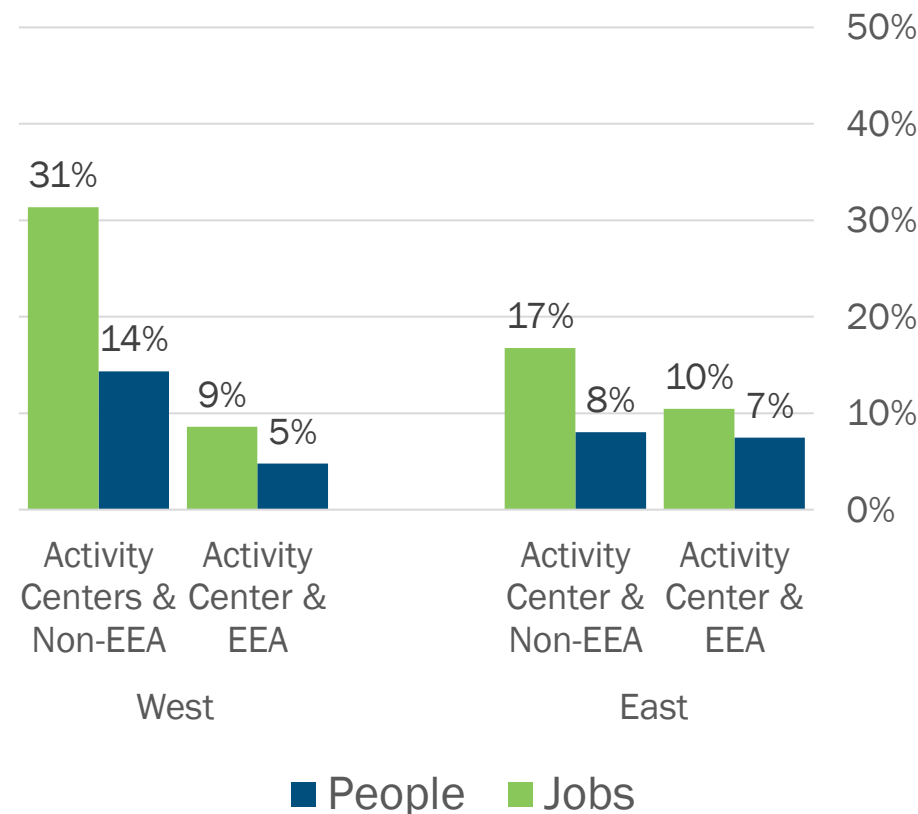
L RTP Elements and EJ Analysis



Land Use and Growth in LRTP

- Present: 5.7M people, 3.4M jobs, and 141 Regional Activity Centers (RAC)
- By 2045: Additional 1.3M people and 0.9M jobs
- By 2045: 67% of all jobs and only 35% of the population will be in RACs
- By 2045: 50% of all jobs and only 25% of people will be within ½ mile of a High-Capacity Transit stations
- Additionally, the distribution of this growth is uneven between the eastern and western parts of this region.

Share of Region's People and Jobs located within geography (2045)



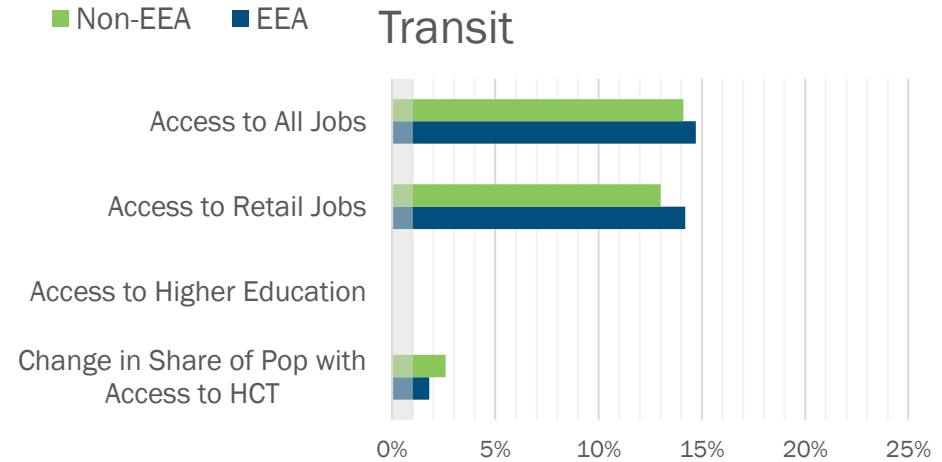
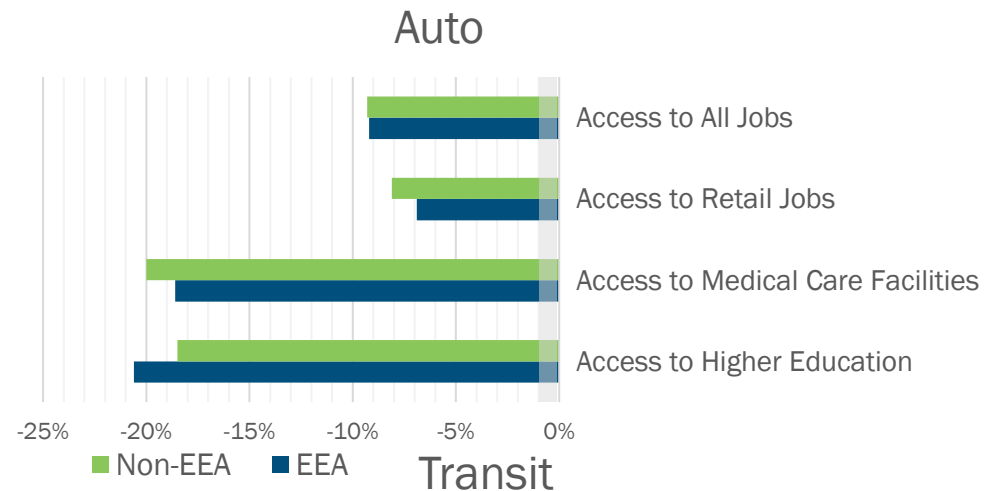
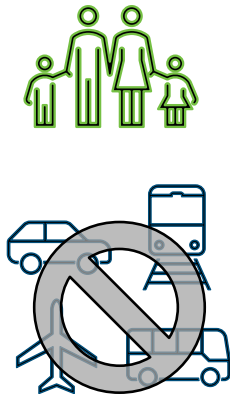
Environmental Justice Analysis Results

Growth Impact, Accessibility

Growth Impact Only

Burdens across all Auto measures

Transit measures see benefits as jobs & people are added close to existing transit



Decrease = **Burden** Increase = **Benefit**

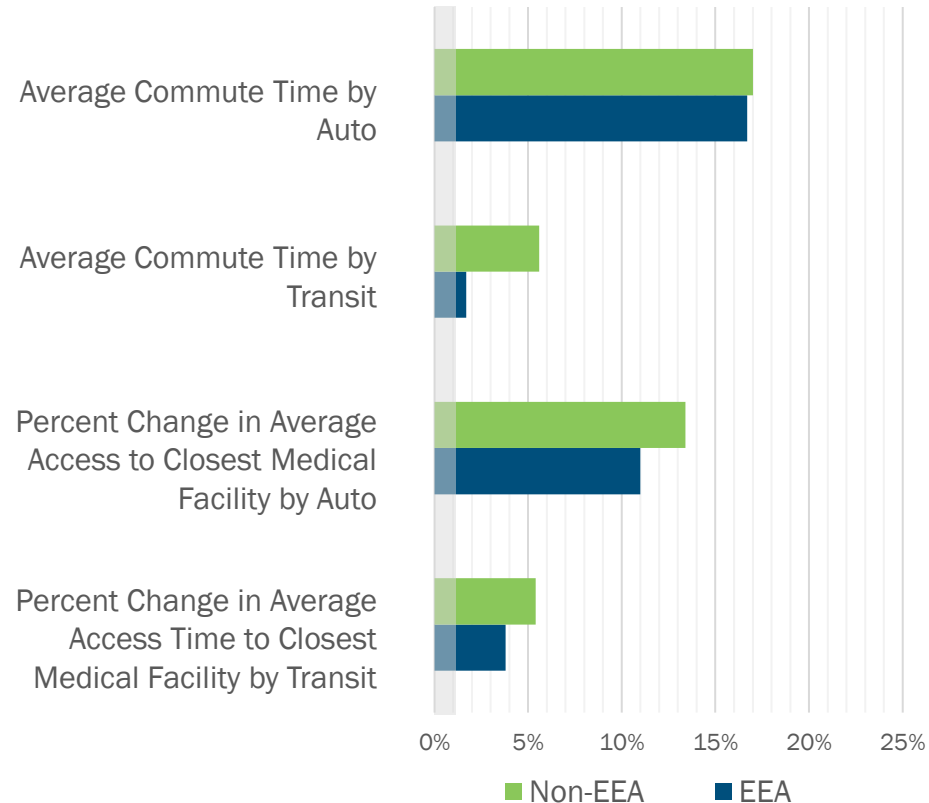
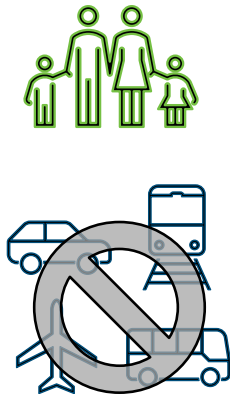
Environmental Justice Analysis Results

Growth Impact, Mobility

Growth Impact Only

Burdens across all Auto measures

Transit experiences crowding & delay as more jobs & people use existing transit



Decrease = Benefit

Increase = **Burden**

Environmental Justice Analysis Results

Transportation Investments

- In Visualize 2045, only 19% of expenditures are available for system expansion and enhancement, providing a 5% and 27% increase in roadway and high-capacity transit miles, respectively

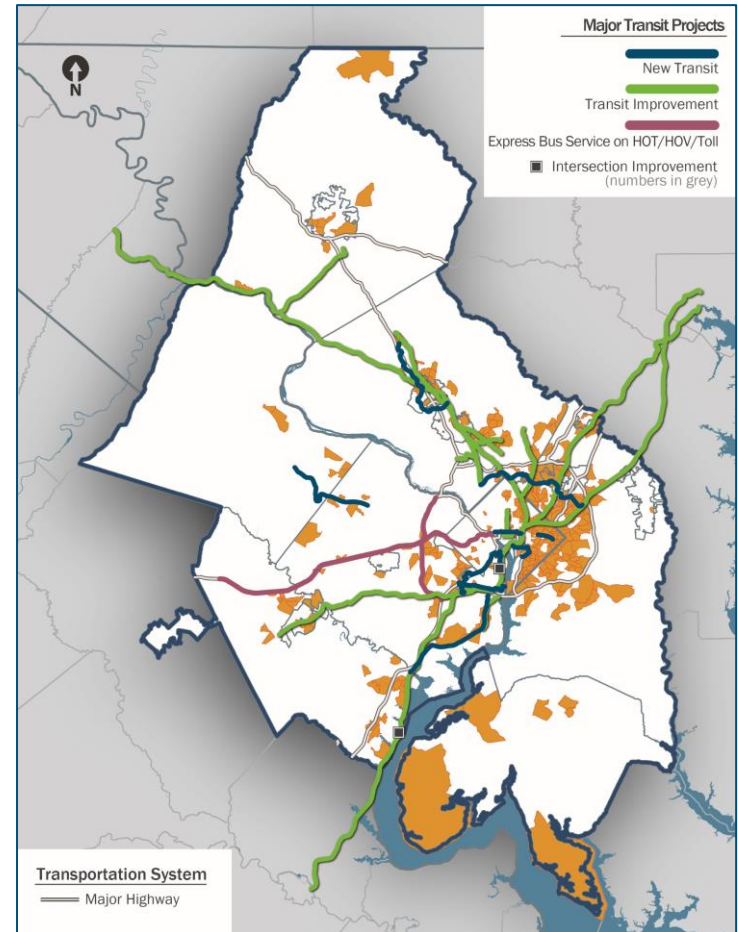
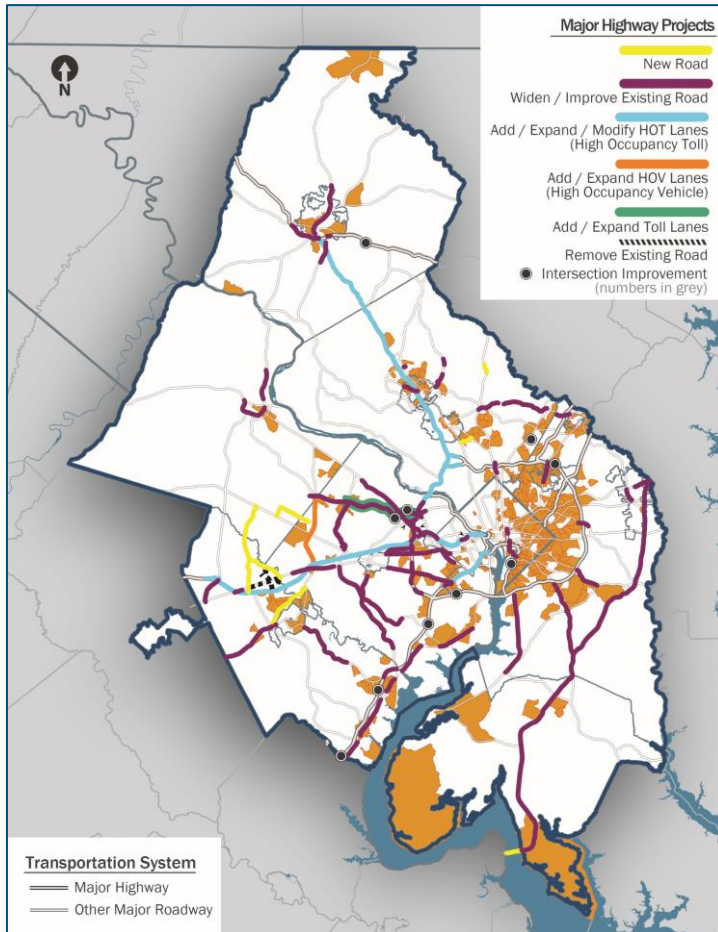
	System	Existing (2023)	Added by Visualize 2045 update	Total 2045
Roadway (Lane Miles)	Freeways/Expressways	3,802	682	4,484
	Arterials	13,479	211	13,690
	Total	17,281	893	18,174
Tolled Lanes (Lane Miles)*	Total	532	221	753
High-Capacity Transit (Miles)	Metrorail	129	0	129
	Light Rail/Streetcar	18	5	23
	Bus Rapid Transit	19	87	106
	Commuter/Regional Rail	173	**	173
	Total	339	92	431

* Tolled lanes are a subset of freeways/expressways

** An approximate additional 16 miles of rail are included in the plan, not presented in the table as they are not reflected in the model outputs.

Environmental Justice Analysis Results

Transportation Investments

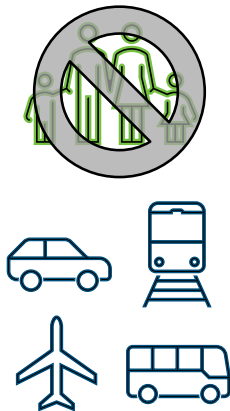


Environmental Justice Analysis Results

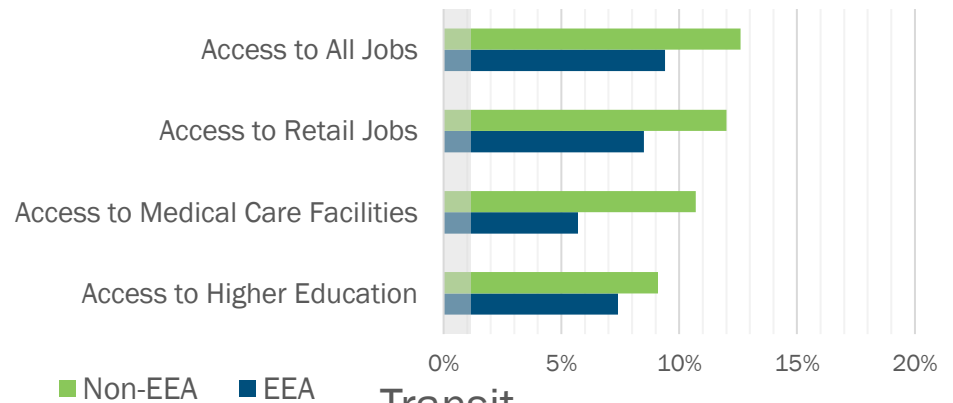
Projects Impact, Accessibility

Project Impact Only

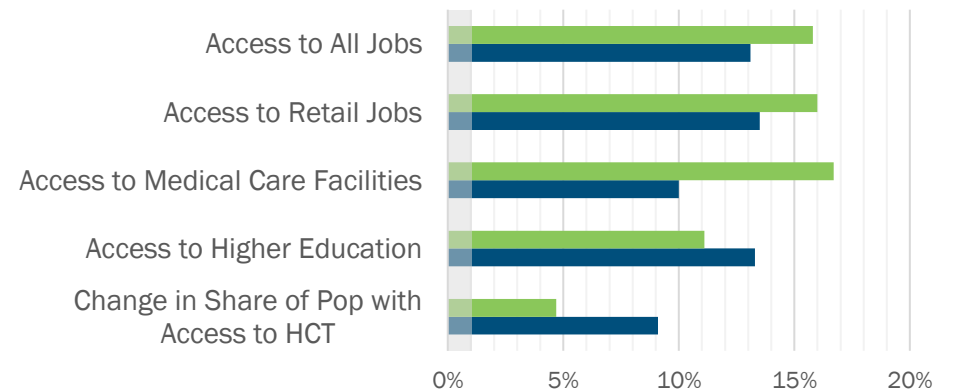
Benefits across all Auto and Transit measures
Improved accessibility to jobs, medical care facilities, and post-secondary education



Auto



Transit



Decrease = **Burden** Increase = **Benefit**

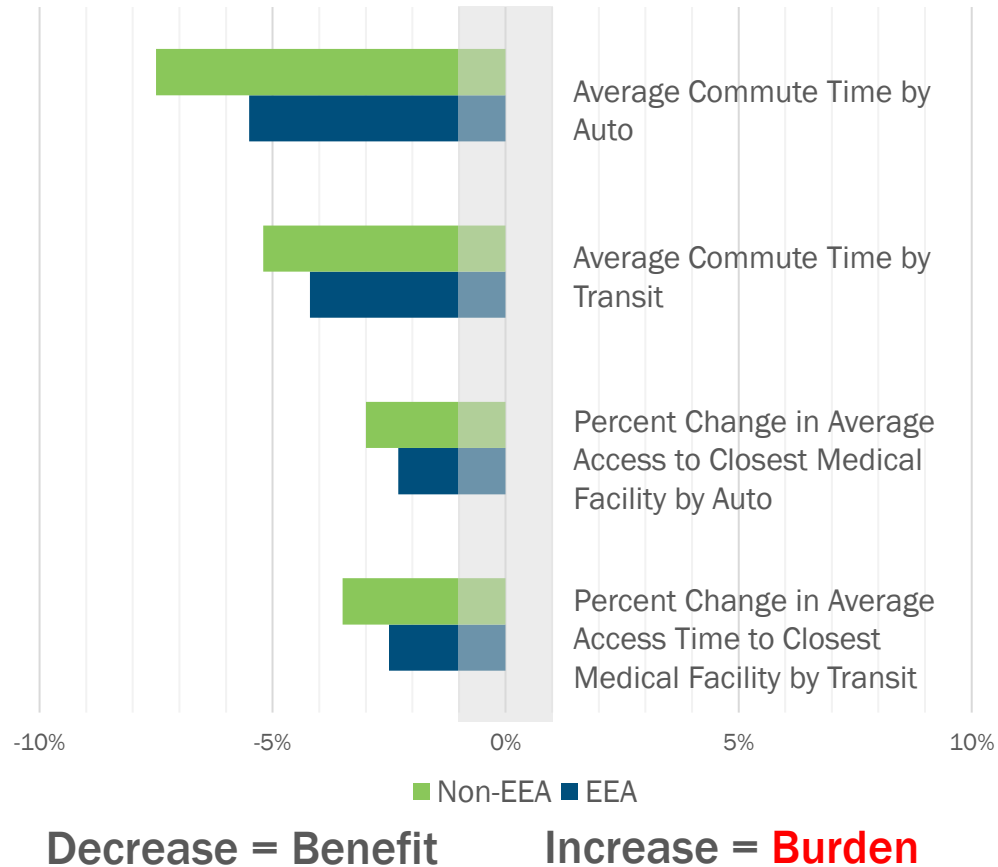
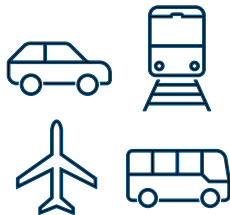
Environmental Justice Analysis Results

Projects Impact, Mobility

Project Impact Only

Benefits across all Auto and Transit measures

Help provide shorter travel times to commutes and nearest medical care



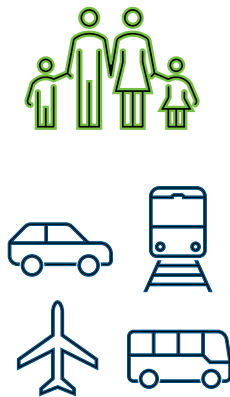
Environmental Justice Analysis Results

Visualize 2045 Impact, Accessibility

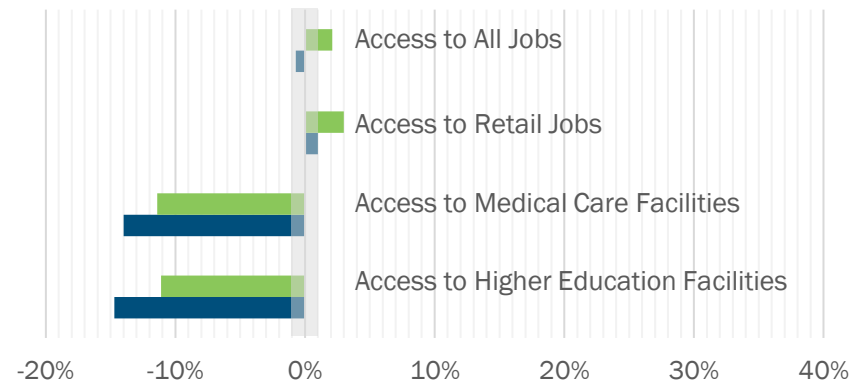
Visualize 2045 Impact

Congestion and delay negatively impact auto-based measures

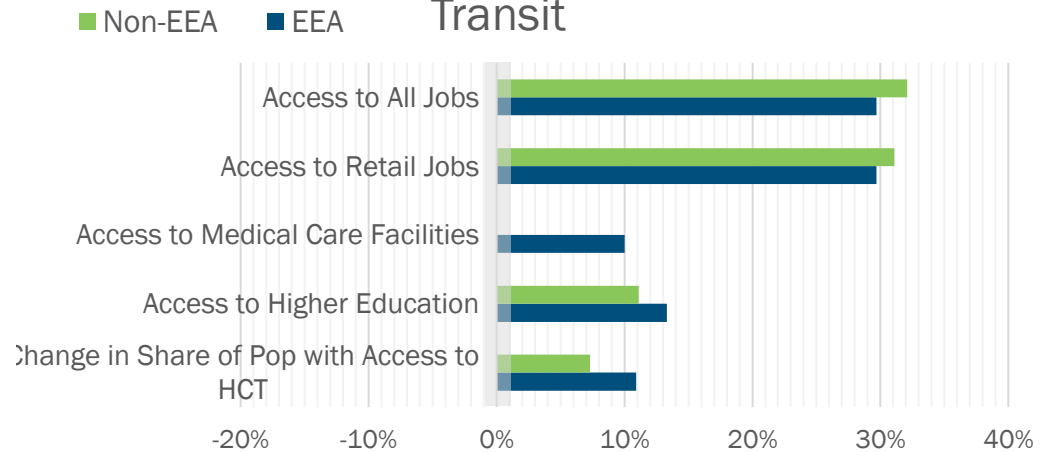
EEAs and Non-EEAs track similarly though EEAs often benefit slightly less and burden slightly more



Auto



Transit



Decrease = **Burden** Increase = **Benefit**

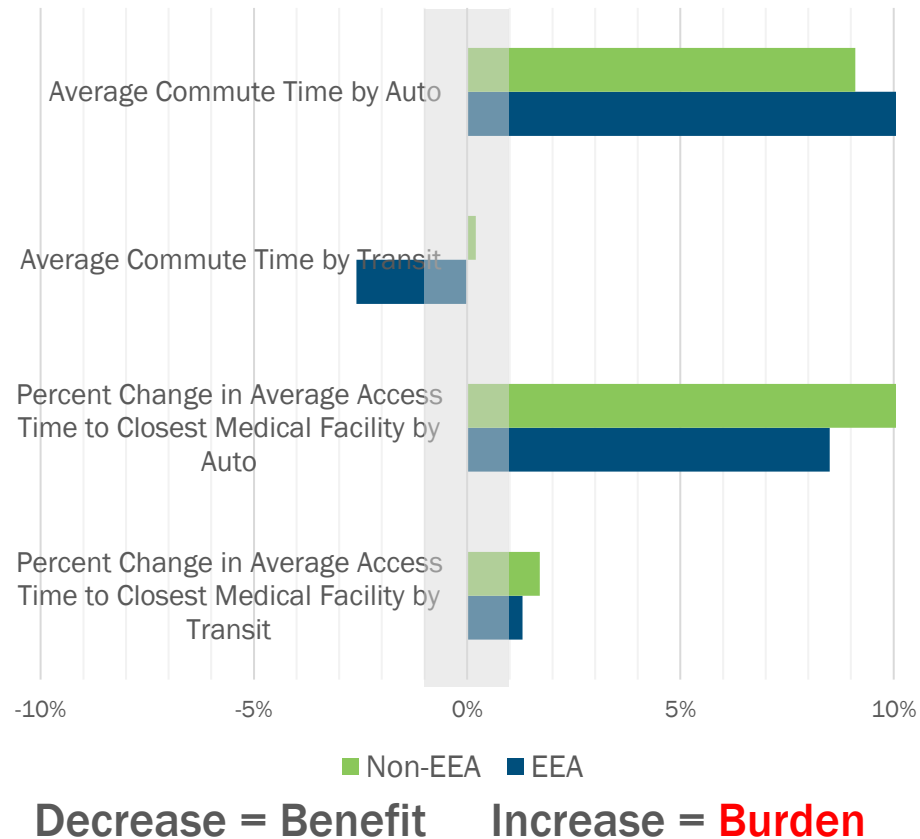
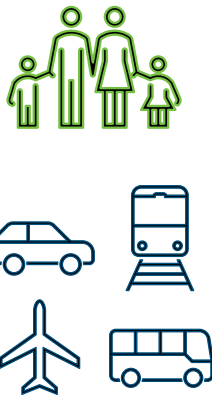
Environmental Justice Analysis Results

Visualize 2045 Impact, Mobility

Visualize 2045 Impact

Congestion and delay negatively impact auto-based measures

EEAs and Non-EEAs track similarly though EEAs often benefit slightly less and burden slightly more



Environmental Justice Analysis Summary

- Visualize 2045 complies with the federal EJ requirement for disparate impact on “minority” and “low-income” populations and the impact of its transportation projects are positive
- For auto-based travel, more people and jobs increases congestion and delay impacting EEAs ability to access and travel to where jobs are increasing
- For transit-based travel, accessibility and mobility are improving as the region maximizes the use of the existing system as well as adding more transit projects
- The interrelationship between land use changes and the transportation projects it aims to serve can lead to implicit regional equity challenges
- Assumptions used to conduct this analysis (future location of EEAs and confidence levels of model results) provide important context to results.

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Council of Governments

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visualize
2045



Frequently Asked Questions

The TPB's Long-Range Transportation Plan – 2024 Update (Visualize 2050)

1. When will the plan be updated? Why is it updated on this schedule?

- The TPB plans to adopt an updated long range transportation plan (LRTP) in December 2024. The new plan will be called Visualize 2050.
- The plan is being updated ahead of its federally required quadrennial schedule of 2026 for two primary reasons:
 - TPB Resolution R19-2021 called for the plan to be updated sooner than 2026, with a target date of 2024.
 - To maintain a required 20-year horizon past year 2025, the TPB needs to update the plan to include a year 2050 planning horizon. (Doing so was not possible for the 2022 plan as the 2050 Cooperative Forecasts were not complete for that plan cycle).
- The TPB will review detailed work activities for the 2024 update at its January 2023 meeting.

2. What is different about this update? Isn't the plan updated on a regular basis anyway?

- The TPB approved its current plan and TIP on June 15, 2022. The federal agencies approved the conformity determination for the plan and TIP on August 25, 2022. The plan and TIP approved in 2022 were based on project submissions that were approved by the TPB in Resolution R19-2021 in June 2021 for inclusion in the plan and TIP analysis. As part of Resolution R19-2021, the TPB further directed its staff to initiate an update to the 2022 plan with a target completion date of 2024 and said that the updated Plan “will be based on the concept of ‘zero-based budgeting’ where all projects, including those currently included in the Plan, must be resubmitted for consideration in such Plan.”

3. What is the “zero-based budgeting” approach to be used for Visualize 2050?

- Using a zero-based budgeting approach means that the TPB member agencies will re-examine all projects, programs, and policies from the current LRPT (Visualize 2045) and determine if those will be resubmitted for inclusion in the Visualize 2050 Plan and TIP.
- The intent of this approach is to initiate a re-examination of the projects previously selected for implementation by the member agencies to determine if they reflect the findings from various scenario studies conducted by the TPB and would be better at advancing the TPB's goals and priorities. Factors, including the changing prospects for travel in the future as a result of the pandemic related disruptions and the urgency to address the impacts of climate change by reducing on-road greenhouse gas emissions, should be considered as part of this re-examination.
- Projects in the plan are in various stages of project development. Those that are currently funded and/or under construction are carried in the plan until they are completed and are far enough along where the likelihood of change is small. There are also projects for which funding is reasonably expected to be available, yet no funding has been committed or spent. A zero-based budgeting approach will help focus efforts on projects that are in a developmental stage where the TPB goals and priorities can be used to influence the scope of such projects, including dropping them from further consideration if they do not meet TPB goals and objectives.



4. What projects are included in the agencies' review under the "zero based budgeting" approach?

- All currently approved projects from the financially constrained element of Visualize 2045 will be reviewed, and all data for all projects must be re-entered into the TPB's database.
- TPB Resolution, R19-2022, which called for a "zero-based budgeting" approach to update projects, also stated that "that projects currently under construction or currently funded with federal, state, regional, local or private funds shall be exempt from such (re-examination) requirement."
- Consistent with TPB Resolution R19-2021, step one of the zero based budgeting approach is to determine which projects are under construction or currently funded and those that are not. The set of projects under construction OR have funding would be exempt from TPB member agencies re-examining the decision to implement these projects. This does not preclude the TPB member agency from a re-examination and subsequent change to the project. Member agencies will be asked to re-examine the need, scope, and plans to implement the remaining projects that are not under construction and have no funds expended and to propose changes as appropriate.
- Projects that are unfunded are not exempt and require re-examination and re-submission.

5. How will the TPB consider how projects respond to the TPB policy priorities and summary of TPB's scenario studies?

- TPB members, and the transit and highway agencies they represent, submit projects to the TPB's LRTP. Many of these projects also include environmental, bicycle, and pedestrian components, and more. Each project submission requires a project description form containing policy and technical questions and the corresponding agency's responses. The agency submitting the project for inclusion in Visualize 2050 can use a variety of supporting studies, analysis, and technically reasonable assumptions in responding to the policy questions. TPB staff reviews all the responses and works with the agency staff to seek clarifications/corrections as warranted. Agencies are welcome, but are not required, to submit data or analysis to support the comment. For every project in the current approved plan, the responses to these questions are reported in the [Regional Policy Alignment documentation](#).

6. In the Regional Policy Alignment documentation (mentioned previously) for the projects in the 2022 update, it suggested that some roadway capacity adding projects reduce rather than increase GHG. How is this possible? How are these responses developed?

- As noted previously, each project submission requires a project description document that includes a series of policy and technical questions and agency responses that are reported in the Regional Policy Alignment documentation. The agency submitting the project for inclusion in Visualize 2050 can use a variety of supporting studies, analysis, and technically reasonable assumptions in responding to the policy questions.



National Capital Region Transportation Planning Board

- Emissions of pollutants, including greenhouse gases, have a complex relationship with vehicles, vehicle occupancy, and the operating conditions of the vehicles. As such, it would be incorrect to generalize that all roadway capacity adding projects will increase emissions. For example, vehicles operating at low/congested speeds emits higher number of certain pollutants; they also consume more fossil fuel, which results in higher levels of GHG emissions. Improvements to relieve such congested travel can help to reduce emissions. Please view the TPB Summary of Scenario Studies for examples on this topic.
- The following resources provide more information about the projects in the currently approved plan:
 - [The Project InfoTrak database](#): the TPB's online publicly available database of all project records. Note that a single project may have numerous associated records.
 - [The Regional Policy Documentation for all projects in the Visualize 2045 update](#): webpage that includes a document for each state-level agency, member counties, and the City of Alexandria. Detailed information about how each project advances the TPB policy priorities is provided.
 - [Visualize 2045 Update, Appendix B](#); and the [FY 2023-2026 Transportation Improvement Program](#): documents providing detailed project information.

7. Will the public have an opportunity to comment during the Zero-Based Budgeting Approach re-examination?

- Yes, the public can comment in step one of the zero-based budgeting process, which will involve the currently approved list of Visualize 2045 plan projects. The list of projects published and made available to the public will include projects that are under construction or have funding and projects that are not underway or are yet to be funded. It must be noted that an agency's ability to make changes to a project that is under construction or already funded may be limited.
- Members of the public are encouraged to send comments directly to the jurisdiction or agency responsible for planning, programming, and implementing each project. Comments should indicate if the commenter supports or does not support the project's inclusion in the plan, or if the commenter proposes any changes to the project.
- Members of the public can also direct comments to the TPB. Please visit the Visualize 2045 Get Involved Page or the TPB Comment Page (look for updates in 2023) for guidance on resources to support commenting. Since the TPB does not make project level decisions, these comments will be received by the TPB and directed to the appropriate member agency for consideration.

8. Do we expect the final 2050 plan and mix of projects to be very different from the current plan?

- The focus of the new plan will be on the projects that are not under construction or already funded (the non-exempt list), while not precluding changes to projects that are funded yet not under construction. The extent and nature of changes to the project mix will depend on how far the agency is with project implementation.
- The TPB is providing a comprehensive list of resources to inform decisionmakers and agency representatives as they decide on the projects to implement – resources that describe the transportation system's performance under the current plan (Visualize 2045), the region's goals around mobility, accessibility, equity, and sustainability, as well as the results of scenario studies that evaluated alternative strategies to improve the transportation system.



National Capital Region
Transportation Planning Board

Additionally for this Plan update, TPB member agencies are being provided considerably more time to review and select projects they submit for inclusion in Visualize 2050.

- Given the length of time it takes for an agency to take a project from its concept stage to implementation and the associated challenges to fully fund the project before it can be added to the TPB's long range plan, regular updates of the plan do not include many new projects. Many of the projects in the current LRTP, Visualize 2045, are either under construction OR have already expended funds towards implementing the projects.

ITEM 10 – Notice

January 18, 2023

Visualize 2050: Draft Technical Inputs Solicitation

Background:

TPB is updating its long-range transportation plan, which will be called Visualize 2050. The first step of the update is to define the process and schedule for including projects, programs, and policies in the air quality conformity analysis. The Technical Inputs Solicitation (TIS) document defines the process and schedule and TPB will be asked to approve the TIS at its February meeting to kick off the plan and TIP development.



The TPB's Long-Range Transportation Plan and Transportation Improvement Program: **Technical Inputs Solicitation**

Policy Guide

Draft for TPB Approval February 2023



Purpose of this Technical Inputs Solicitation Document

The Technical Inputs Solicitation is a process used by the TPB to solicit technical inputs for two federally required documents: the long-range transportation plan (LRTP) and the biennial Transportation Improvement Program (TIP). The LRTP represents a collection of both motorized (highway and transit) projects and non-motorized (walk and bike) projects as well as travel demand management programs that TPB member agencies plan to invest transportation funds in and implement over the next 20 years (at a minimum). The TIP is a federal obligation document that describes the planned schedule in the next four years for distributing federal, state and local funds to construct or implement specific projects that are in the LRTP.

The TPB's current LRTP is called Visualize 2045 and its TIP covers FY 2023-2026. When either of these documents are updated, the federal government requires the TPB to conduct an in-depth analysis to ensure projected emissions of certain pollutants generated by users of the region's future transportation system will not exceed (or will "conform to") the air quality emissions budgets set forth in the region's air quality plans. This is known as air quality conformity. Based on the results of the analysis, a determination is made to confirm conformity.

The TPB intends to update its LRTP, to be called Visualize 2050, and its TIP. This solicitation document requests technical inputs from the TPB member agencies for Visualize 2050 and the FY 2025-2028 TIP. It also provides a brief overview of the plan and TIP update including: 1) the technical inputs solicitation process, 2) requirements, 3) information to consider when examining and submitting projects, and 4) the schedule.

1. Technical Inputs Solicitation Process for the Next Update

The TPB approved its current plan and TIP on June 15, 2022. The federal agencies approved the conformity determination for the plan and TIP on August 25, 2022. The plan and TIP approved in 2022 were based on project submissions that were approved by the TPB in Resolution R19-2021 in June 2021 for inclusion in the plan and TIP analysis. As part of Resolution R19-2021, the TPB further directed its staff to initiate an update to the 2022 plan with a target completion date of 2024. If the process takes longer (beyond first quarter of 2025); out of term amendments should be considered.

One of the major activities for the development of Visualize 2050 and the FY 2025-FY 2028 TIP, as outlined in the Resolution R19-2021, is using a zero-based budgeting approach for this technical inputs solicitation, and consideration of scenario study findings to inform the submissions.

Using a zero-based budgeting approach means that the TPB member agencies will re-examine all projects, programs, and policies in the current Plan and TIP and resubmit them for the Plan and TIP update. Specifically, the intent is to enable the submissions to better reflect TPB planning priorities, be more aligned with the TPB's policy framework, be more reflective of TPB scenario findings, and be more responsive to other findings from related TPB analysis. Documents that the TPB sponsoring agencies should review and consider prior to resubmitting their technical inputs are described and linked in this document.

Resolution R19-2021 also noted that projects that are under construction or have funding allocations would be exempt from a re-examination and re-submission for this update. TPB member agencies are being provided a comprehensive list of projects

that are in the current LRTP, Visualize 2045, with those that are under construction or have funding identified.

Pages 5-7 present a proposed schedule for Visualize 2050 and the TIP. This schedule is in part driven by requirements related to the Air Quality Conformity requirements and is subject to change. For due dates for the technical inputs please see the schedule included herein.

2. What's Required

This Technical Inputs Solicitation requires that agencies undertake the following:

- Step 1. Financial Plan and Fiscal Constraint Analysis: Submit updated projected revenues and estimated expenditures to expand, operate, and maintain the region's transportation system through 2050.
- Step 2. LRTP and Air Quality Conformity Analysis: Review and update existing projects, programs, and policies to be included in the conformity analysis.
- Step 3. LRTP and Air Quality Conformity Analysis: Add new projects, programs, and policies to be included in the conformity analysis.
- Step 4. LRTP and Air Quality Conformity Analysis: Add additional operational and service details to be included in the conformity analysis

Each sponsoring agency will be provided specific data entry details in the Technical Input Solicitation Instructional Guide and Transit Memorandum.

Review, Comment, and Approval Process

The submissions to this solicitation (draft technical inputs) will undergo a process of review, comment, and approval before initiating the air quality conformity analysis. The steps of this process are outlined on the next page.

REGIONALLY SIGNIFICANT PROJECT

What is a 'regionally significant project?'

To meet federal guidelines, the TPB defines it with respect to the air quality conformity analysis as:

- 1) Any project on a facility that is included in the coded regional network that adds or removes at least one continuous vehicular lane from one major road to the next, or adds a new access/egress location or capacity; or
- 2) Any transit project that adds or modifies fixed-guideway transit facilities (heavy rail, light rail, streetcar, bus rapid transit).



Board and Committee Review

It is the TPB's responsibility to approve project, program, and policy submissions for inclusion in the LRTP and TIP. The LRTP and TIP inputs have typically undergone local review, however, the TPB is responsible for a regional review. The TPB's tasks are to:

- Become acquainted with project and program details
- Review for consistency with regional planning goals and priorities
- Review for consistency with locally adopted plans and priorities
- Ensure that opportunity for input from the public and local officials has been provided
- Discuss whether and how submissions support the concept "think regionally, act locally"

3. Information that TPB sponsor agencies should consider when re-examining, resubmitting, or submitting new projects, programs, and policies

The TPB's actions to set regional goals, priorities and its various studies and analysis are intended to inform regional planning and to influence the decision-making process of its member agencies as to the most effective projects, programs and policies in which to invest. Therefore, as part of the Technical Inputs Solicitation, the TPB staff are making readily available documents for consideration as agencies re-evaluate what inputs to submit for Visualize 2050.

The TPB Synthesized Policy Framework and the TPB Summary of Scenario Studies Findings will be considered part of the TPB's Technical Inputs Solicitation for the Visualize 2050. These documents are expected to be used by TPB member agencies to develop inputs for Visualize 2050. Additionally, the TPB produces other analysis and information that should also be considered as

agencies examine the potential inputs to Visualize 2050, such as the performance analysis, public comment, and environmental justice analysis of the 2022 LRTP (Visualize 2045). Brief descriptions of these resources and links to where each can be reviewed are on the new Visualize 2050 webpage (Visualize2050.org) and below:

To inform regional planning, the TPB sponsor agencies should review and consider the following resources:

- [Visualize 2050, Synthesized Policy Framework](#)
- [Visualize 2050, Scenario Planning Studies – Summary of Findings](#)
- [Visualize 2050, Scenario Planning Studies – Appendix A: Detailed Findings](#)
- [Visualize 2045 Update, Environmental Justice Analysis \(forthcoming\)](#)
- [Visualize 2045 Update, Air Quality Conformity Determination Summary](#)
- [Visualize 2045 Update, Performance Analysis of the Transportation System](#)
- [Visualize 2045 Update, Voices of the Region Outreach](#)
- [Visualize 2045 Update, Public Comments](#)
- [Visualize 2045 Update, list of all projects in the plan by jurisdiction, and how each sponsor agency indicates the projects advance the TPB policy priorities and federal planning factors](#)
- [Visualize 2045 Update, key elements of the Air Quality Conformity policy and technical approach](#)
- [Equity Emphasis Areas \(EEAs\)](#)
- [High-Capacity Transit Station and EEA interactive planning tool](#)

4. Visualize 2050 Schedule

Timeframe		Activity
CY 2023	January 2023	<ul style="list-style-type: none"> TPB staff present to TPB and its Technical Committee the complete draft Technical Inputs Solicitation document for review TPB staff publish new LRTP 2024 update (Visualize 2050) and Technical Inputs Solicitation webpage with resources to support the update
	February 2023	<ul style="list-style-type: none"> Staff present to the TPB and its Technical Committee the complete final and Technical Inputs Solicitation document for review and approval The TPB releases the Technical Inputs Solicitation document to initiate the Call for Projects The list of exempt and non-exempt projects will be published for board and public review, the TPB will receive public comments from March-June on the non-exempt projects and will provide the comments to the members of the board and their technical agencies Coordination begins with members of the board and technical staff to schedule policy priority discussions and non-exempt projects InfoTrak training will be provided for technical staff of the sponsor agencies
	March - April 2023	<ul style="list-style-type: none"> Sponsor agencies will review and consider the TPB priorities/synthesized policy framework, scenario findings, and other resources provided by the TPB for consideration as they consider what to submit for Visualize 2050 TPB staff will facilitate meetings with board members and their technical agency staff to discuss potential inputs during applied ZBB approach (3 meetings, one for each DC, MD, VA) Agency technical staff will begin to input technical information into Project InfoTrak (fresh start- re-entry of data) for ZBB Approach-Exempt projects Continue financial analysis: repeat high-level revenue and expenditure forecast process with local jurisdictions and all agencies' InfoTrak project cost review
	May - June 2023	<ul style="list-style-type: none"> TPB staff will continue to facilitate meetings with board members and their technical agency staff as necessary to discuss potential inputs during applied ZBB approach (3 meetings, one for each DC, MD, VA) Agency technical staff will begin to input technical information into Project InfoTrak (fresh start- re-entry of data) for ZBB Approach-Non-Exempt projects and new projects Through June 2023 board meeting: continue accepting public comments received on projects that are non-exempt from the zero-based budgeting approach, and transmitting to members of the board and their technical agencies

CY 2023	July - August 2023	<ul style="list-style-type: none"> • Preliminary inputs due June 30 for the LRTP and Air Quality Conformity (AQC) analysis due to TPB staff for staff review and internal coordination: and staff review/compilation of the conformity table showing changes, August 1 staff send draft table with changes to agencies for review, corrections due August 15 • Sponsor agencies submit technical corrections to preliminary inputs and updates based on TPB/interagency consultation to produce final inputs for comment period • Final project inputs for the LRTP and Air Quality Conformity (AQC) analysis due to TPB staff for presentation in comment period documentation (August 15) • Continue financial analysis: (through July) in tandem with InfoTrak database project cost review, (July-September) reconcile draft analysis results and produce preliminary financial plan to reflect project submissions
	September 2023	<ul style="list-style-type: none"> • The TPB Technical Committee will review the conformity project inputs table and the draft inputs to the plan and the draft AQC scope of work, as well as the results of the preliminary financial analysis • The TPB will receive a briefing on the draft inputs to the plan/AQC analysis and the draft AQC scope of work and the preliminary financial analysis • Public comment period on inputs to the plan/AQC analysis, and AQC scope of work. MWAQC TAC will review this information during its fall meeting
	October 2023	<ul style="list-style-type: none"> • The TPB will receive a summary of the public comments on the draft inputs to the plan and AQC analysis; agencies sponsoring the projects will have the opportunity to discuss and advise staff on responses • The TPB will review responses to comments and updates to inputs to the plan and scope of work for the AQC analysis
	November 2023	<ul style="list-style-type: none"> • The TPB will be asked to accept the comments and approve the inputs and scope, authorizing staff to begin analysis • MWAQC approves updated MVEBs associated with 2008 ozone maintenance plan (December drop-dead date) • Continue financial analysis: (November 2023-September 2024) final revisions, report production
	December 2023	<ul style="list-style-type: none"> • TPB staff commence Air Quality Conformity technical analysis
	Spring 2024	<ul style="list-style-type: none"> • Spring 2024 EPA anticipated to find MVEBs adequate for use in conformity • TPB staff continue Air Quality Conformity technical analysis and other technical work

CY 2024	Spring 2024	<ul style="list-style-type: none"> • Spring 2024 EPA anticipated to find MVEBs adequate for use in conformity • TPB staff continue Air Quality Conformity technical analysis and other technical work
	Summer 2024	<ul style="list-style-type: none"> • Transportation Improvement Program (TIP) inputs due for the FY 2025-2028 TIP July 26, 2024 • TPB staff complete financial analysis: (November 2023-September 2024) final revisions, report production • TPB staff complete Air Quality Conformity technical analysis and draft report • TPB staff draft performance analysis for the plan and TIP
	October 2024	<ul style="list-style-type: none"> • Public comment period on the plan, TIP and the results of AQC analysis determination for the updated plan and FY 2025-2028 TIP • The TPB Technical Committee and MWAQC and MWAQC TAC will review the draft results of AQC analysis for the updated plan and FY 2025-2028 TIP during their meetings • The TPB will receive a briefing on the draft results of the AQC analysis for the plan and TIP
	November 2024	<ul style="list-style-type: none"> • The TPB will receive a summary of the comments received on the analysis, the agencies sponsoring the projects will have the opportunity to advise staff on responses to comments
	December 2024	<ul style="list-style-type: none"> • The TPB will review and be asked to accept the responses to the comments on the results of the AQC analysis • The TPB will be asked to approve the results of the AQC analysis and adopt the updated plan and the FY 2025-2028 TIP



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National Capital Region
Transportation Planning Board

VISUALIZE 2050 AND THE 2025-2028 TIP

Draft Technical Inputs Solicitation

Lyn Erickson, TPB Plan Development and Coordination Program Director

Transportation Planning Board
January 18, 2023

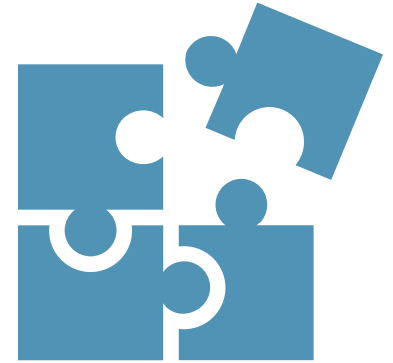


- Visualize 2050 (new name!) and 2025-2028 TIP Development
- Technical Inputs Solicitation - February TPB approval
- Plan and TIP Schedule
- Roles and Responsibilities
- Frequently Asked Questions



Visualize 2050 Development Major Tasks

1. Re-examination of Projects/Programs/Policies
Current approved Plan and TIP
2. Financial Plan Revisions (Plan and TIP)
3. Submission of Projects/Programs/Policies
For Regional Air Quality Conformity Analysis
4. Regional Air Quality Conformity (RAQC) Analysis
Using updated Motor Vehicles Emissions Budgets
5. Board approval of RAQC Analysis, Visualize 2050, and
FY 2025-2028 TIP – December 2024



Technical Inputs Solicitation

Document Revised – Reflects TPB Resolution / Feedback

- ✓ .. a target completion date of 2024
- ✓ .. where all projects, including those currently included in the Plan, must be resubmitted for consideration
- ✓ .. projects currently under construction or currently funded with federal, state, regional, local or private funds are intended to be kept in the plan
- ✓ .. consideration of multiple build scenarios
- ✓ ..identify TPB's regional goals and priorities
- ✓ ..additional time for agency review and decision making
- ✓ ..performance of current Plan
- ✓ ..public input received on current approved Plan (Visualize 2045)
- ✓ ..opportunities for public input at beginning of current update



TIS Document Contents

- Purpose (*of the document*)
- Process (*for updating inputs*)
- What is Required (*of member agencies and of TPB*)
- Information to inform inputs from member agencies
- Schedule (*for developing Visualize 2050/FY 25 TIP*)
 - *Added more time up front for agency reexamination and resubmission of projects*
- Frequently Asked Questions



PURPOSE DEFINED

This solicitation document requests technical inputs from the TPB member agencies for Visualize 2050 and the FY 2025-2028 TIP

PROCESS INCLUDES, AMONG OTHER THINGS

Will use a “zero based budgeting” approach – all projects in the currently approved Plan must be re-examined and re-submitted with revisions as appropriate

- Identify and acknowledge projects eligible to be exempt in the “zero based budgeting” approach (*does not preclude changes to these projects*)
- TPB intends to keep “exempt/funded” projects in the Visualize 2050 Plan



2. WHAT'S REQUIRED, WHO IS DOING WHAT?

Member agencies

- Review/Update revenue estimates for Plan period (2025 – 2050)
- Review and Update Plan period costs for Operations and Maintenance and ID funds for expansion
- Review projects in current approved Plan and ID projects for re-submission with updates (including project costs)
- Propose new projects to the Plan (including project costs)
- Review/update funding allocations for TIP period (FY 2025-2028)

TPB

- Communicate / coordinate with respective transportation agencies
- Review proposed updates considering local priorities with regional goals and public input
- Approve inputs to be used for regional air quality conformity analysis of the new Plan and TIP



3. DOCUMENTS TO INFORM MEMBER AGENCY DECISIONS

- TPB Goals and Policy Priorities
- Findings of TPB Scenario analyses
- Performance analysis of current Plan (*Visualize 2045*)
- Environmental Justice analysis of current Plan (*Visualize 2045*)
- Voices of the Region (*public input for current Plan*)
- Public Comments on current Plan (*Visualize 2045*)
- TPB Equity Emphasis Areas (*Map and GIS tool*)
- TPB High Capacity Transit Stations (*Map and GIS tool*)
- Frequently Asked Questions
- Listing of all projects in the current Plan (*Visualize 2045*)
 - *Projects under construction or funded are exempt*



Schedule - 1

4. SCHEDULE *(for the entire Plan and TIP update process)*

- Fall 2022: determine exempt and non-exempt projects
- February: TPB approves TIS and the Call for Projects begins
- January-March: Sponsor agencies will
 - Review and consider synthesized Policy Framework
 - Review and consider Scenario findings summary
 - Examine inputs re: zero-based budgeting approach
 - Meet with board members, TPB staff and agency staff to discuss potential inputs during ZBB approach process
- Summer 2023:
 - Sponsor agency staff to re-enter every single project record (tons of data entry involved)
 - **June 30** preliminary inputs due for plan and Air Quality Conformity (AQC) analysis



Schedule - 2

- September 2023:
 - Public comment period on plan inputs /AQC analysis, and AQC scope of work
- October 2023:
 - TPB receives a summary of the public comments on the draft plan inputs and AQC analysis; sponsoring agencies have the opportunity to discuss and advise staff on responses
- November 2023:
 - TPB approves the draft inputs to the plan and AQC analysis
- December 2024:
 - TPB approves Visualize 2050 and FY 2025-2028 TIP



Next Steps

- January 27 – Comments due on TIS document.
- February 15 – Final TIS document to be approved by TPB and Call for Projects begins.
- February 15 – Publish list of exempt/funded and non-exempt projects (*current plan list re-organized*). Staff will begin to forward public comments to project owners.
- Spring 2023 – TPB staff will facilitate meetings with board members and their technical agency staff to discuss potential inputs.
- June 30 – Preliminary inputs due for the LRTP and Air Quality Conformity (AQC) analysis due to TPB staff for staff review and internal coordination.



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National Capital Region
Transportation Planning Board

2024 LONG RANGE PLAN UPDATE FINANCIAL ANALYSIS OVERVIEW

Eric Randall
TPB Transportation Engineer

TPB Technical Committee
January 6, 2023



Outline

- Federal Requirement
- Objectives and Methodology
- Revenues and Expenditures from previous (2022) analysis
- 2024 Plan Update Analysis
- Local Inputs
- Next Steps



Federal Requirement

Federal planning regulations (§450.324(f)(11)) require:

- A financial plan that demonstrates how the adopted long-range plan can be implemented
- The forecast revenues which are reasonably expected to be available must cover the estimated costs of adequately maintaining and operating and of expanding the highway and transit system in the region
- All revenue and cost estimates are in year of expenditure (YOE) dollars



Objectives for the 2024 Update Financial Analysis

The analysis will use the framework of previous analyses. The 2024 Update analysis will cover the period 2025 to 2050

- The Financial Analysis should demonstrate that the forecast revenues are reasonably expected to be available to implement the long-range plan through 2050.
- Should demonstrate the region's commitment to maintaining a State of Good Repair by fully-funding projects required to keep highways and public transportation systems in Good Repair.
- Should provide for operations and maintenance of the existing transportation system.
- Should provide for focused capacity expansion to address forecasted growth in the region's population and economy.

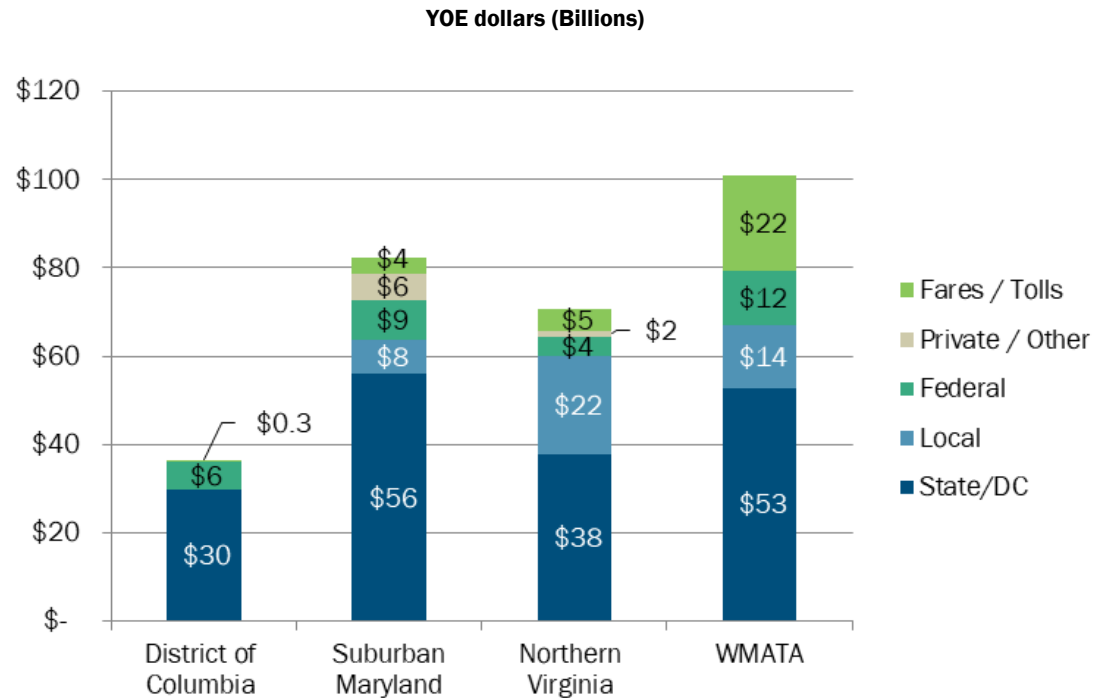
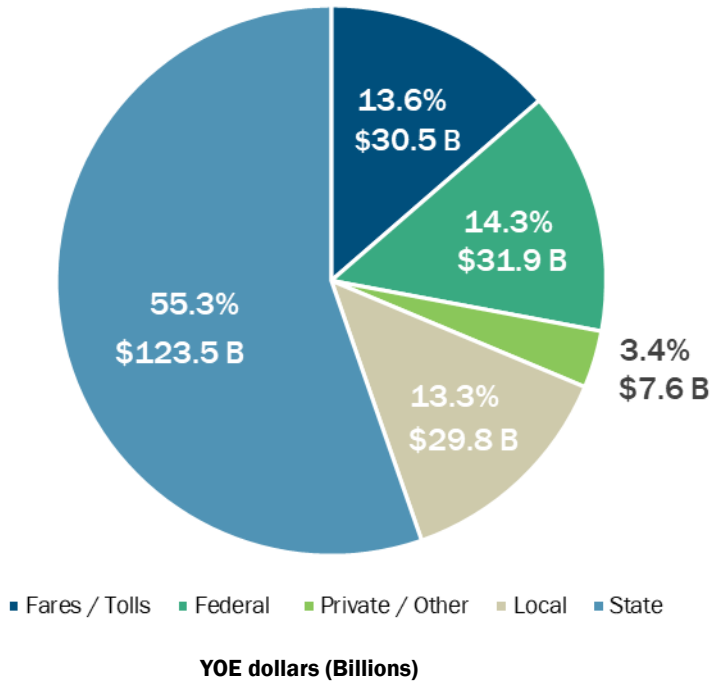


Methodology

- For the near-term years, agencies use revenue and expenditure budgets from Capital Improvement Programs (CIPs), the approved TIP and other approved budget documents
- For long-term years:
 - Revenues are estimated from extrapolation of past trends as well as assumptions about future increases (beyond current legislation and appropriations)
 - Expenditures are developed from project costs in the LRTP project database as well as extrapolated costs for maintenance and operations
- Estimated inflation rates are applied to convert estimates of revenues and expenditures to year of expenditure (YOE) dollars



2022 Update - Revenues

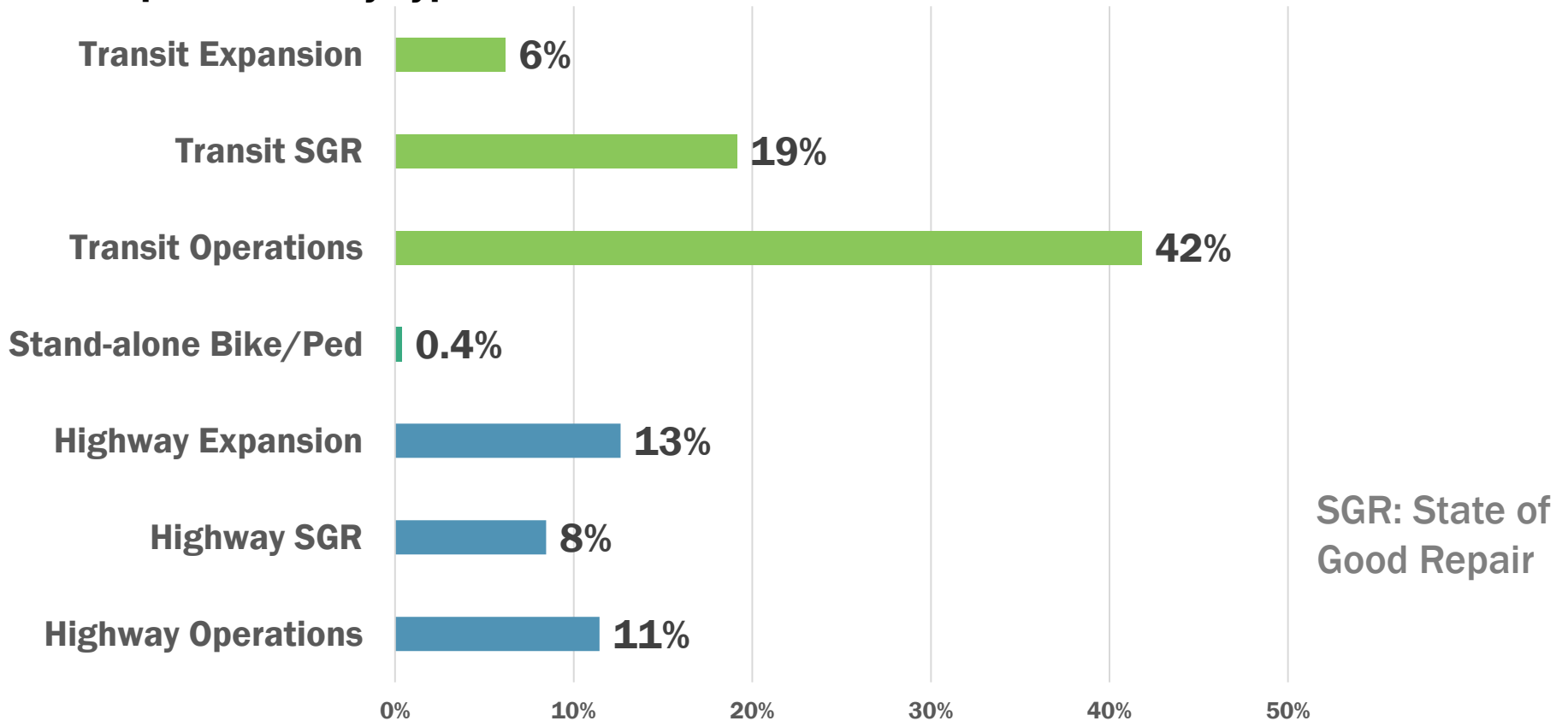


Total (2023-2045) = \$223.3 Billion



2022 Update - Expenditures

Expenditures by Type and Mode



Total (2023-2045) = \$223.3 Billion



2024 Update

Period of analysis: 2025 – 2050 (twenty-six years)

- Five more “out” years > new projects?
- Continuing impacts of pandemic on travel demand, especially commute / peak period
- Increased federal funds through BIL/IIJA and IRA
- Increased inflation and construction costs
- Climate adaptation and changes in vehicle power (electrification)

Scope of Work

Revenue & Expenditure Determination

Revenues projected through 2050 by category:

Federal, State, Local, Private+Other, Fares+Tolls

Expenditures projected through 2050 by category:

Operations, State of Good Repair, Expansion

Validation of all project costs in TIS submittals > InfoTrak database project cost review



Local Inputs

The financial analysis needs revenue and expenditure inputs from local jurisdictions, transit agencies, and other transportation organizations. Typically, information is provided via a spreadsheet.

Maryland Counties

- Individually forecast revenues from federal, state, and local sources, based on recent years and near-term projections.
- Forecast expenditures for highway and transit projects and O&M costs, including local transit and bike & pedestrian expenditures.

Virginia Jurisdictions and Agencies

- Similar to above with added factor of support for WMATA operating & capital needs.



Next Steps

Financial Analysis next steps

- State DOTs and WMATA are already working to provide preliminary figures
- Local high-level inputs – requested by March 31
- Coordinate with ZBB process and technical inputs to Project InfoTrack database – April through June
- Review & Reconciliation– July and August
- Preliminary Results – September 2023



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National Capital Region
Transportation Planning Board

COMMUNITY ADVISORY COMMITTEE (CAC)

Nominations for the 2023 – 2024 CAC

Marcela Moreno
TPB Transportation Planner

Transportation Planning Board
January 18, 2023



Applications Received

- Staff received applications from October 27 until December 5.
 - Applications were advertised via the TPB website, newsletter, and social media (including a boosted Facebook post).
- 77 completed applications were received.
- Residents from 17 TPB member jurisdictions submitted applications.
- 71 applications were from people who have not previously served on the CAC.
- 11 applications were received from people who live in Equity Emphasis Areas.



Applications Selected

- 24 total members, with at least 5 members from each jurisdiction.
 - 9 selected applications from Maryland, 9 selected applications from Virginia, 6 selected applications from DC.
- 13 member jurisdictions represented.
- All age categories represented, except 'Under 18'.
- 6 selected applicants that have previously served on the CAC.
- 5 selected applicants from Equity Emphasis Areas.



TPB Officer Nominations

Name	Jurisdiction	State
Alison Horn	DC - Ward 4	DC
Ashley Hutson*	City of Manassas	VA
Carolyn Wilson	Montgomery County	MD
Christina Farver	Loudoun County`	VA
Daniel Papiernik*	Fairfax County	VA
Felipe Francisco Millán	Prince George's County	MD
Gail Sullivan	DC - Ward 6	DC
Heather Goana	City of Rockville	MD
Jacqueline Overton Allen	Charles County	MD
Jason Stanford	Arlington County	VA
Jeff Parnes*	Fairfax County	VA
Kalli Krumpas	DC - Ward 5	DC

Name	Jurisdiction	State
Larkin Turman	DC - Ward 3	DC
Lorena Rios*	Loudoun County	VA
Maribel Wong	City of Frederick	MD
Mark Scheufler	Prince William County	VA
Nancy Abeles*	Montgomery County	MD
Noell Evans	Prince William County	VA
Ra Amin*	DC - Ward 5	DC
Richard Wallace	Charles County	MD
Rick Rybeck	DC - Ward 1	DC
Tafadzwa Gwitira	Fairfax County	VA
Tim Davis	Frederick County	MD
Vanesa Hercules	City of College Park	MD

* = previously served on the CAC



Next Steps

- **Approval:** The board is asked to approve or make changes, and then approve the nominations for the 2023 to 2024 CAC.
- **CAC Chair:** After approval, the TPB Chair will announce the CAC Chair for 2023.
- **First meeting:** The 2023 – 2024 CAC meets for the first time on February 9th.



Marcela Moreno

TPB Transportation Planner

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THE UNIFIED PLANNING WORK PROGRAM – SIMPLIFIED

Lyn Erickson
Plan Development and Coordination Program Director

Transportation Planning Board
January 18, 2023

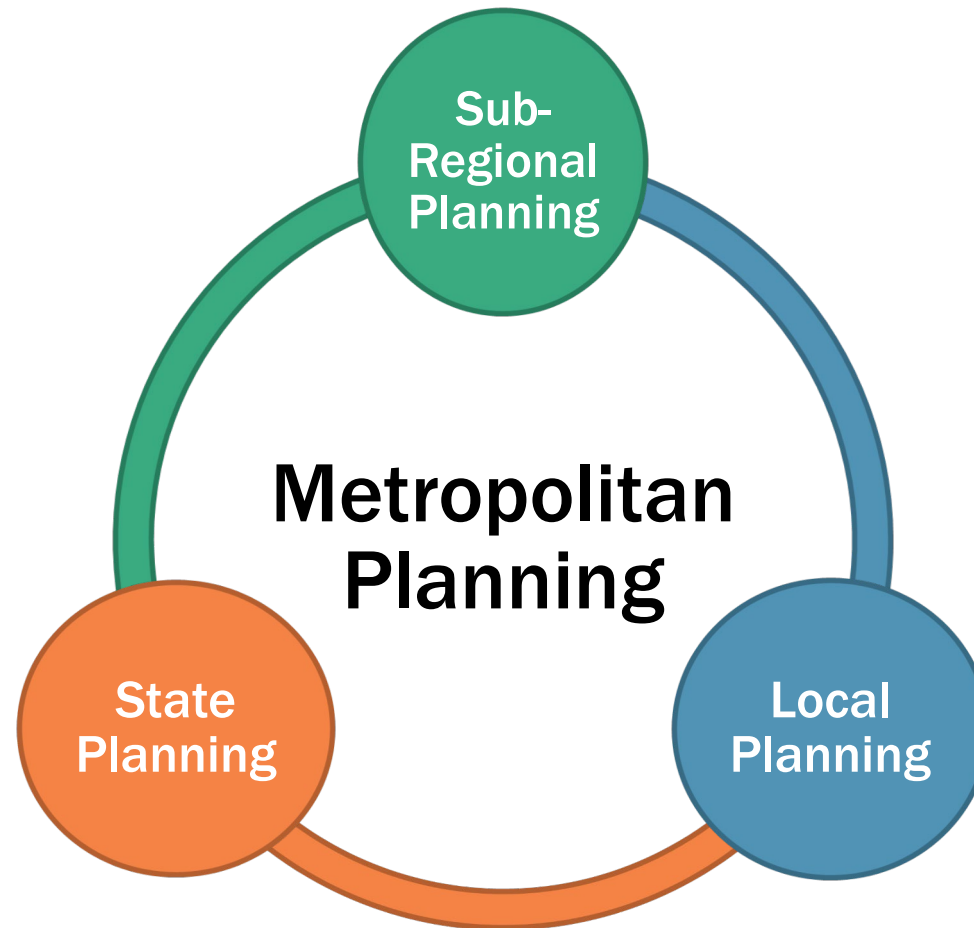


Presentation Overview

- MPO Responsibilities
 - What are the structures, functions, purposes, and products of an MPO?
 - How does the TPB synchronize required products with Board member interests and needs?
- Board to approve FY 2024 UPWP on March 15

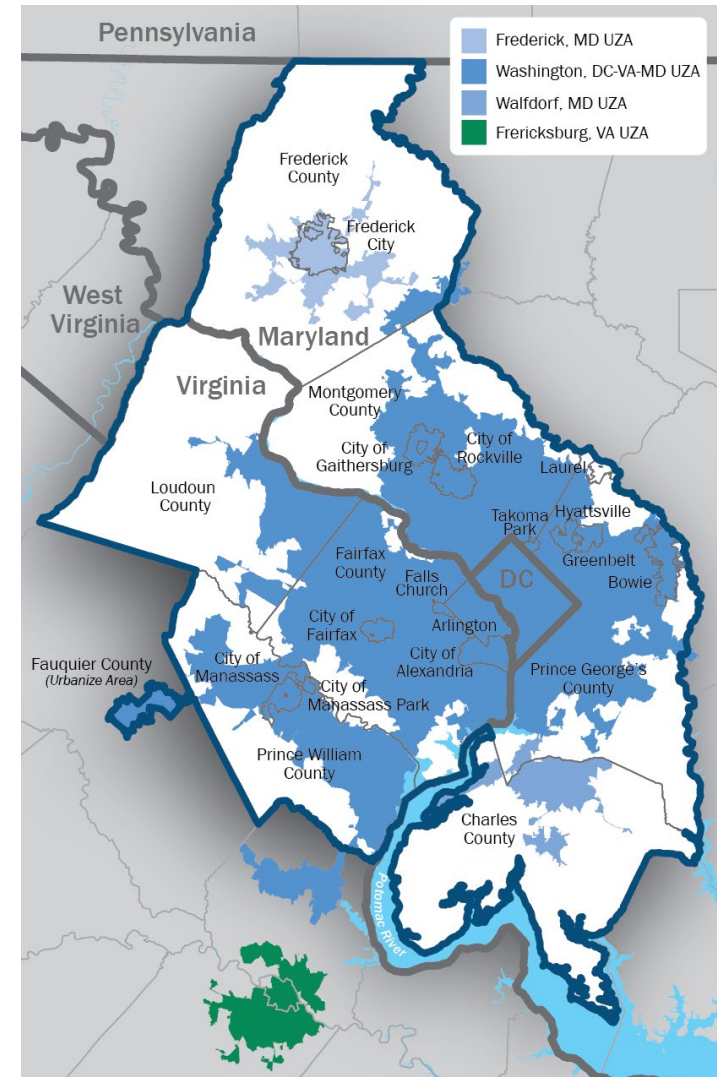


Transportation Planning Process



Federal Requirements for MPOs

- Federally designated MPO for the Washington region
- Federal requirements: products and process (23 CFR Part 450 / 49 CFR Part 613 / 40 CFR Part 93)
 - UPWP, LRTP, TIP, AQC, PBPP
 - “3C Process” – “Continuing, cooperative, and comprehensive” consultation process
 - Develop plans and programs that consider all transportation modes and support metropolitan community and economic development
 - Work in conjunction with state air and transportation agencies to meet federal Clean Air Act standards



About the TPB

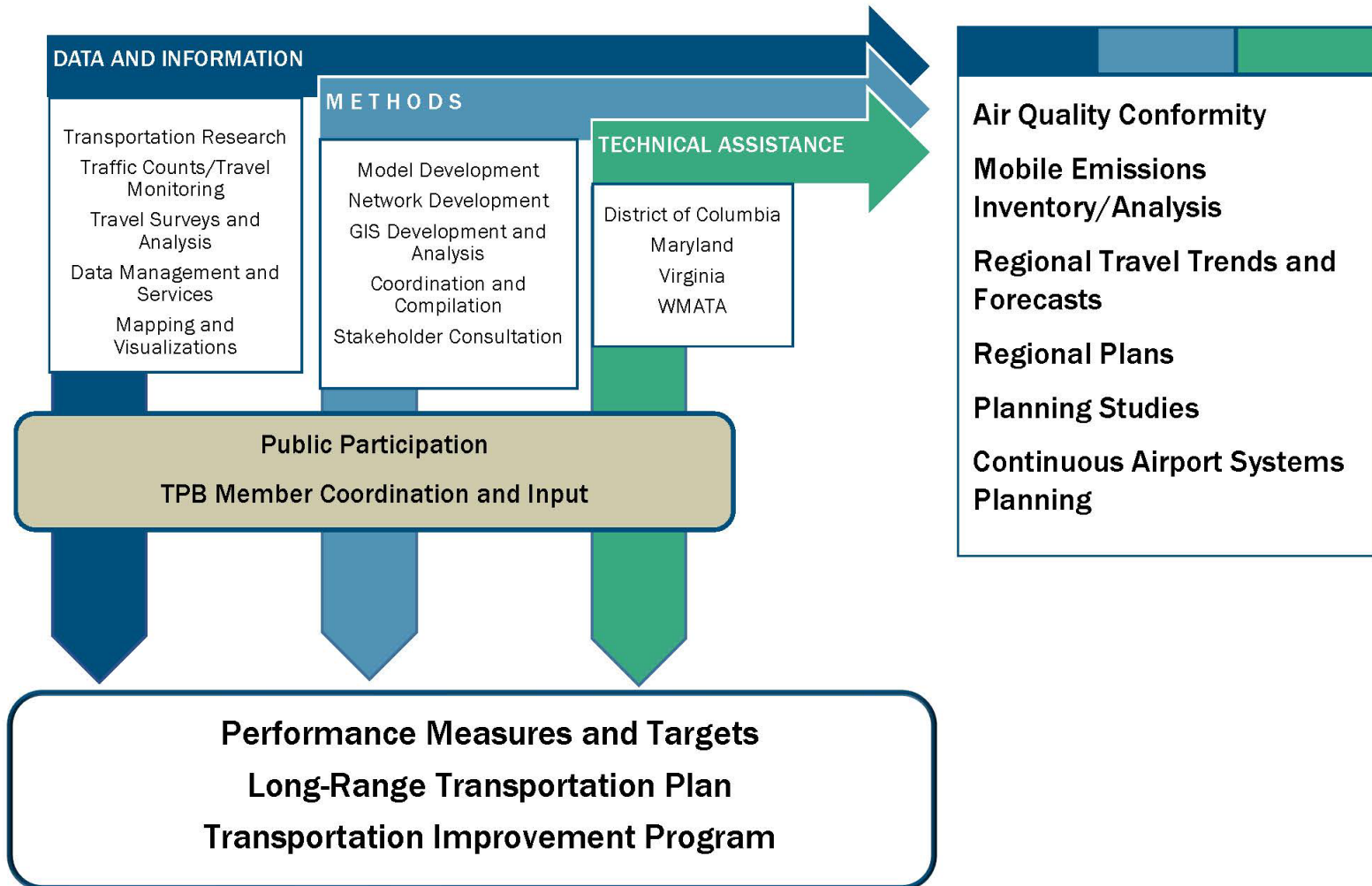
- 44 members (Federal, state, regional, local agencies - 24 jurisdictions)
- 3,500 square miles in area; Nearly 6 million people and more than 3 million jobs
- Serves as a representative group of local stakeholders of the region
- Develops consensus-based *REGIONAL* transportation priority principles
- Prepares plans and programs that the federal government must approve in order for federal-aid transportation funds to flow to metropolitan Washington
- Provides technical resources for consensus building / decision-making; forum for regional coordination

Unified Planning Work Program – “How” the work is done

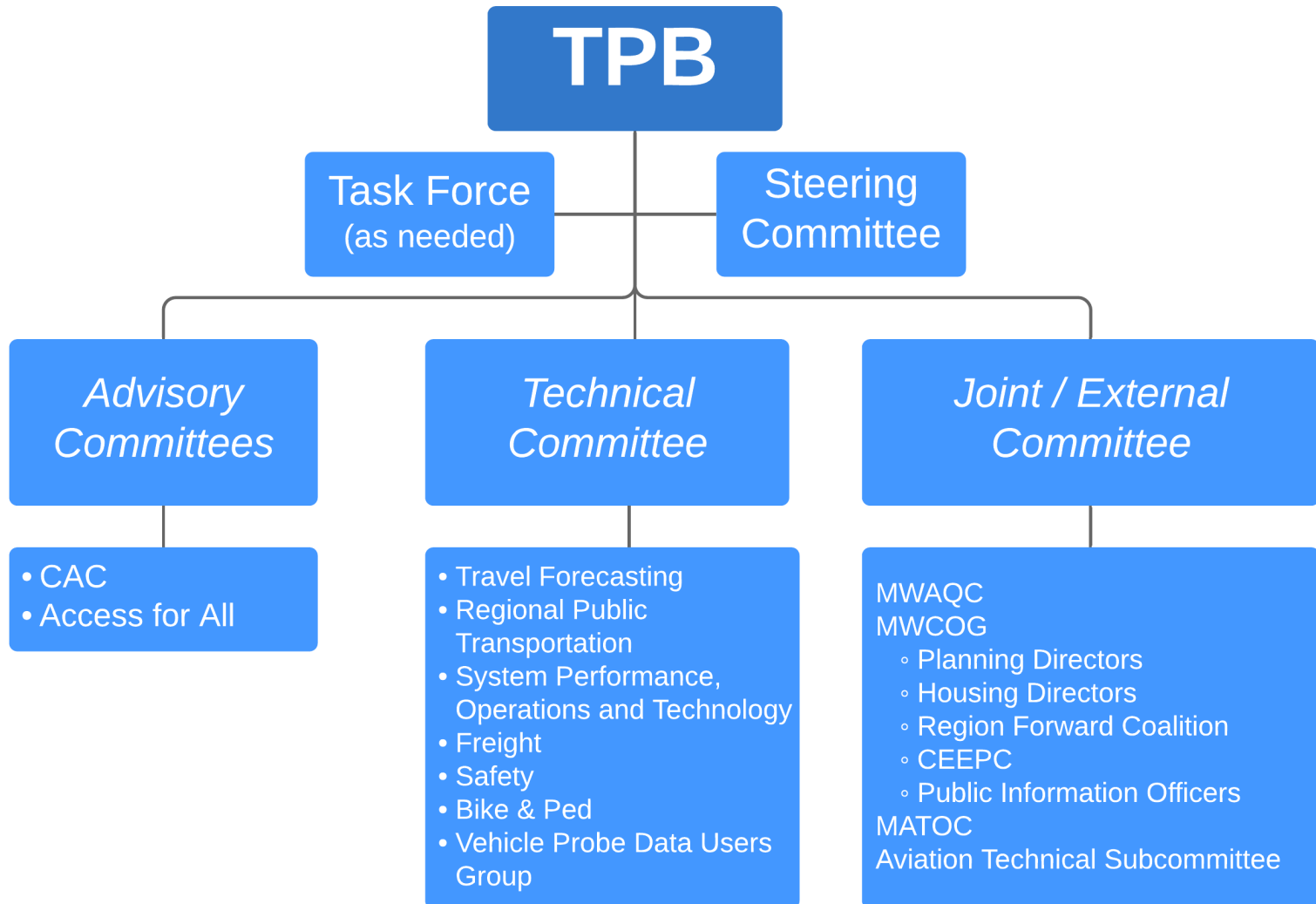
- A Unified Planning Work Program (UPWP) is an annual statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area
- MPOs are required to develop UPWPs to govern work programs for the expenditure of FHWA and FTA planning funds [23 CFR 450.308)(b)]
- Federal Certification Review March 8-9, 2023, to audit all TPB’s work to ensure requirements are met
- TPB approval on March 15 helps ensure FHWA and FTA approval by the June 30, 2023 deadline



TPB Resources and Approach to Execute Metropolitan Planning



Regional Coordination and Consultation



TPB Role in Regional Initiatives

- Fund and implement regional programs
 - Transportation Land Use Connections Program
 - Regional Roadway Safety Program
 - Transit Within Reach Program
- Implement on behalf of members
 - Regional Travel Demand Management: Commuter Connections
 - Street Smart Safety Campaign
 - Enhanced Mobility Grants
 - Transportation Alternatives Program
 - Workshops on topics of interest including Transportation Resiliency, CAV, Curbside Management



TPB Role in Regional Initiatives (2)

- Studies/data analyses on regional scale
 - Equity Emphasis Areas
 - High-Capacity-Transit Station Areas
 - Transportation Aspirational Initiatives
 - National Capital Trails Network
 - Mobile emissions analysis
 - MWAQC, 2008 & 2015 ozone NAAQS, & MOVES3
 - CEEPC
 - TPB climate change planning activities
 - Air quality conformity analysis



TPB Role in Regional Initiatives (3)

- Policy priorities and templates
 - Regional greenhouse gas reduction goals
 - Strategies to improve region's roadway safety outcomes
 - Connected and Automated Vehicle Principles
 - Complete Streets
 - Green Streets
 - Recommendations to enhance Traffic Incident Management
 - Value Pricing Guidelines
- Emergency Preparedness and Management & Operations
 - Planning activities in support of the MATOC Program



Technical Resources for Decision-Making On-Going Activities

- Travel conditions, travel demand, demographic datasets and analysis
- Travel forecasting – models and estimates
- Mobile emissions analysis
- Travel monitoring
- Data and methods to set transportation system performance targets
- Multimodal initiatives
- Variety of communication tools to help us and you get the word out



Next Steps

- Develop FY 2024 budget (revenue and expenses)
- Determine “carry-over” from FY 2023 (activities unable to be completed by June 30)
- Provide detailed information on proposed FY 2024 products and projects
- TPB to approve FY 2024 UPWP March 15

Lyn Erickson

Plan Development and Coordination Program Director

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National Capital Region
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Environmental Justice Analysis

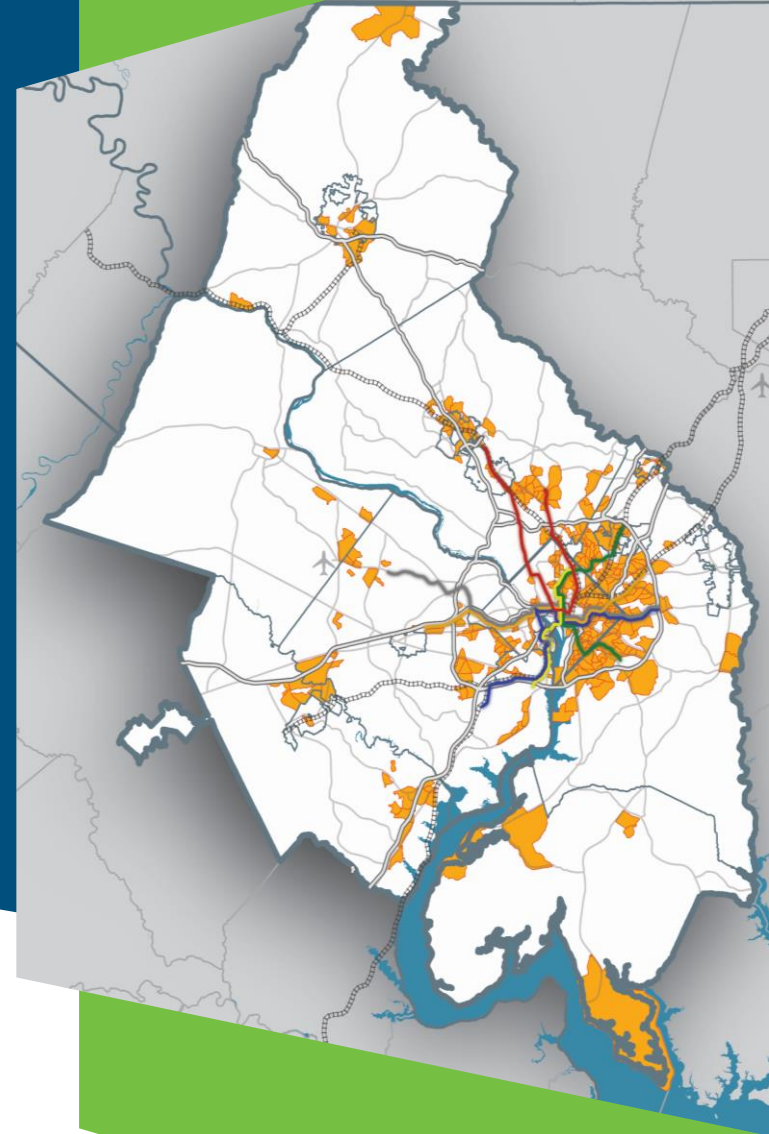
Sergio Ritacco
Transportation Planner

Transportation Planning Board
January 18, 2023

Agenda Item #9

visualize
2045

**A long-range
transportation plan
for the National
Capital Region**



Environmental Justice (EJ) Analysis Requirements

- **What is the federal requirement?**
Analyze the impact of the LRTP (Visualize 2045) on “minority” populations and “low-income” populations (EJ population) to identify and address adverse ‘**disparate impact**’
- **What is a ‘disparate impact’?**
An adverse plan impact that will be predominately borne or suffered by EJ populations and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-EJ population
- **How does this fit with the TPB’s policy priorities?**
“...The TPB affirms that equity, as a foundational principle, will be woven throughout TPB’s analyses, operations, procurement, programs, and priorities...”

How does the TPB comply with its Environmental Justice requirements?

Today!

Phase I

- Identify small geographic areas in the region with high concentration of EJ populations called Equity Emphasis Areas (EEAs)
 - Methodology adopted in 2017
 - Latest mapping update July 2022

Phase II

- Use TPB's model to examine changes between today and 2045 in mobility and accessibility within EEA and non-EEA areas
- Determine if Visualize 2045 imposes a disparate impact on EEAs in comparison to Non-EEAs

EJ Analysis Phase II Methodology

- Use land use changes and transportation projects from our current LRTP (Visualize 2045 approved in July 2022)
- Analyze 35 accessibility and mobility measures to examine the impact of those land use changes and transportation projects
- Analysis assumes static location of EEAs, Medical facilities, and Higher-Ed institutions through 2045
- Analysis is limited to regional-level findings (EEAs as a whole vs non-EEAs) and not to any individual/subset of EEAs
- Typical uncertainties associated with forecast-like analyses

EJ Analysis Phase II Measures

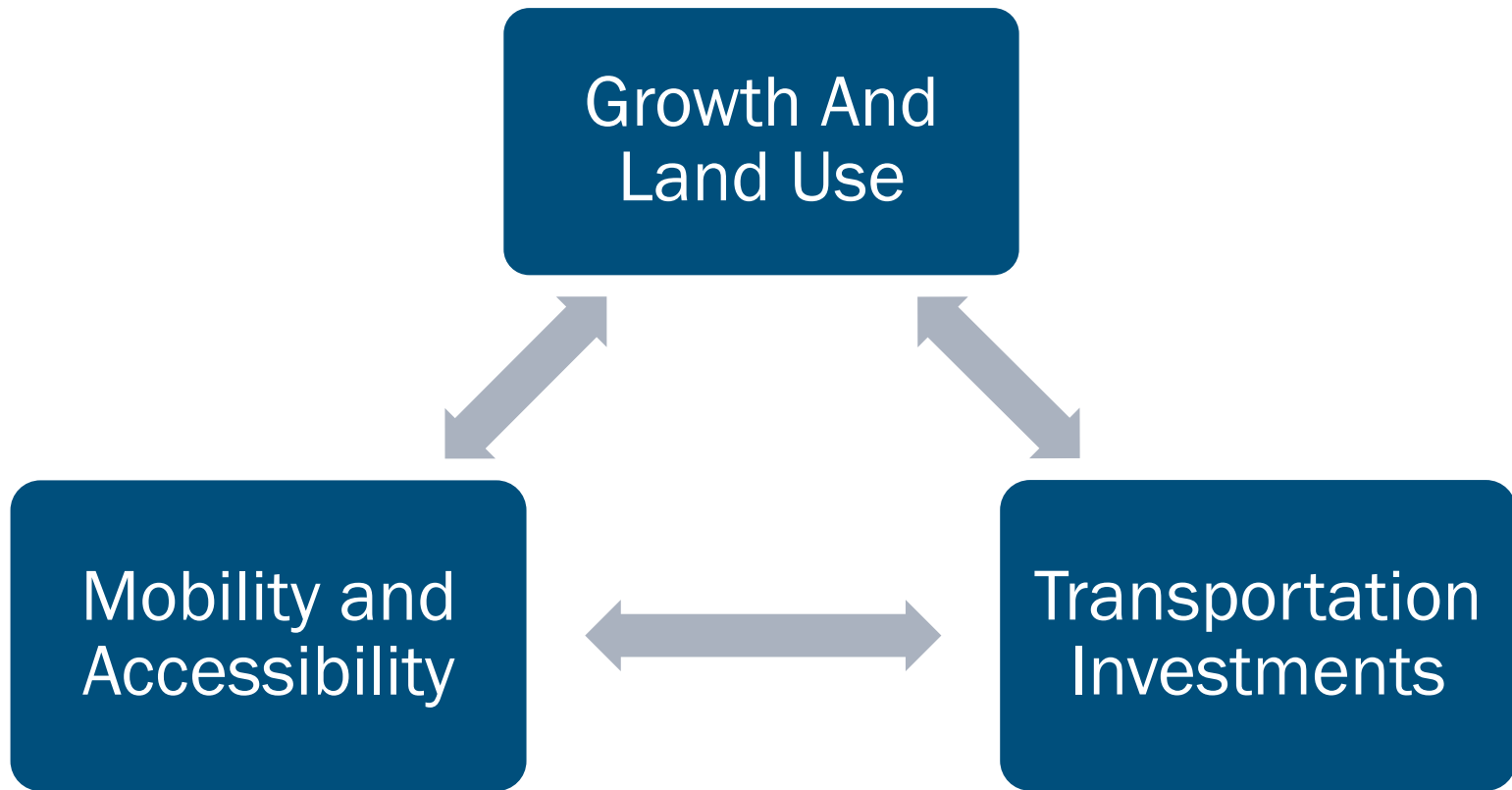
- 35 measures in total examining the impact of land use changes and transportation projects in various ways:
 - Access to All Jobs, Retail Jobs, Medical Facilities, & Higher Education institutions using various modal options and times of day
 - Commute times to work and travel times to Medical Facilities and Higher Education institutions using various modal options and times of day
 - Percent of Population with access to High-Capacity Transit and access to Bus service

Environmental Justice Determination

Visualize 2045 (2022 LRTP update)

- **Determination:** The 2022 LRTP, Visualize 2045, does not have an adverse disparate impact on “low-income” and “minority” populations
- The planned transportation projects of Visualize 2045 will have a positive impact on mobility and accessibility that would otherwise not take place
- Depending on the measure, the magnitude of change in burden or benefit are different between EEAs and Non-EEAs

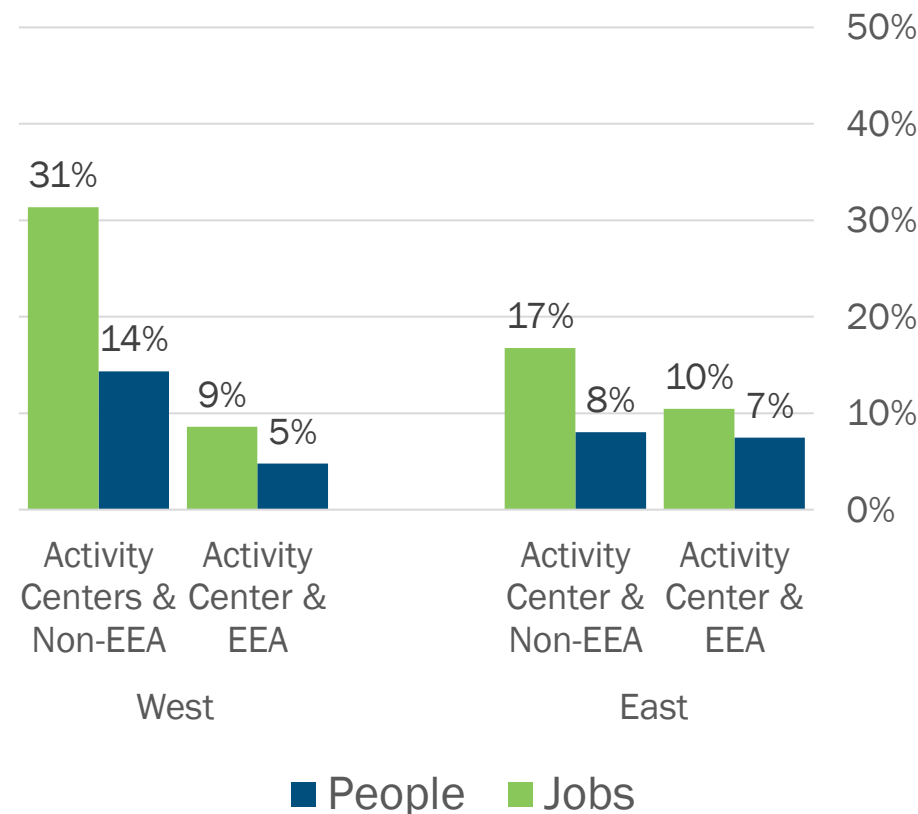
L RTP Elements and EJ Analysis



Land Use and Growth in LRTP

- Present: 5.7M people, 3.4M jobs, and 141 Regional Activity Centers (RAC)
- By 2045: Additional 1.3M people and 0.9M jobs
- By 2045: 67% of all jobs and only 35% of the population will be in RACs
- By 2045: 50% of all jobs and only 25% of people will be within ½ mile of a High-Capacity Transit stations
- Additionally, the distribution of this growth is uneven between the eastern and western parts of this region.

Share of Region's People and Jobs located within geography (2045)



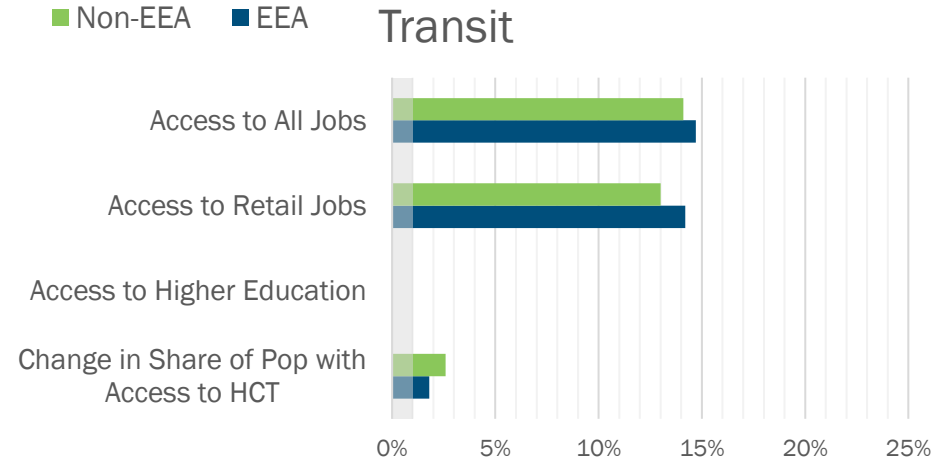
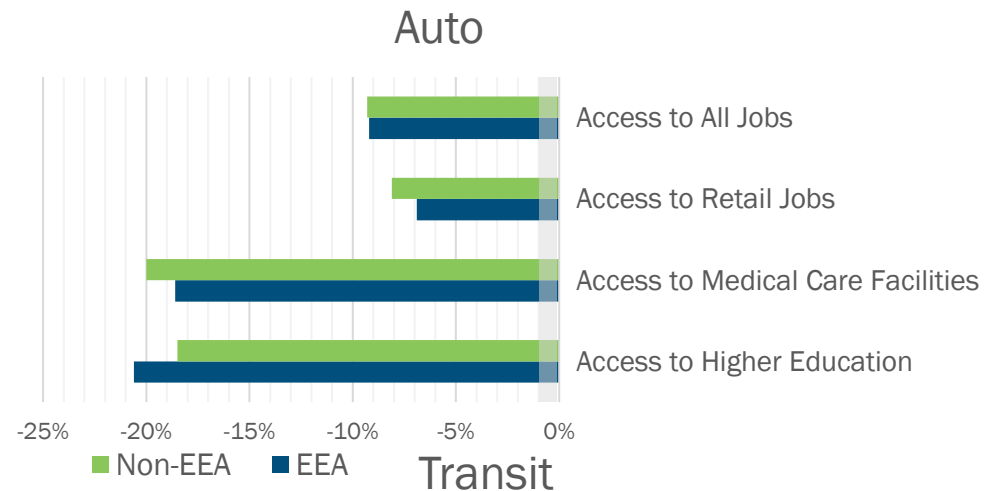
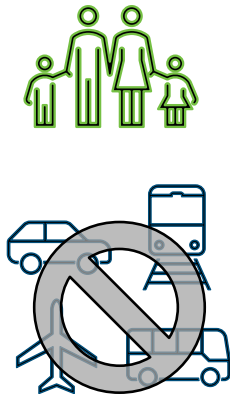
Environmental Justice Analysis Results

Growth Impact, Accessibility

Growth Impact Only

Burdens across all Auto measures

Transit measures see benefits as jobs & people are added close to existing transit



Decrease = **Burden** Increase = **Benefit**

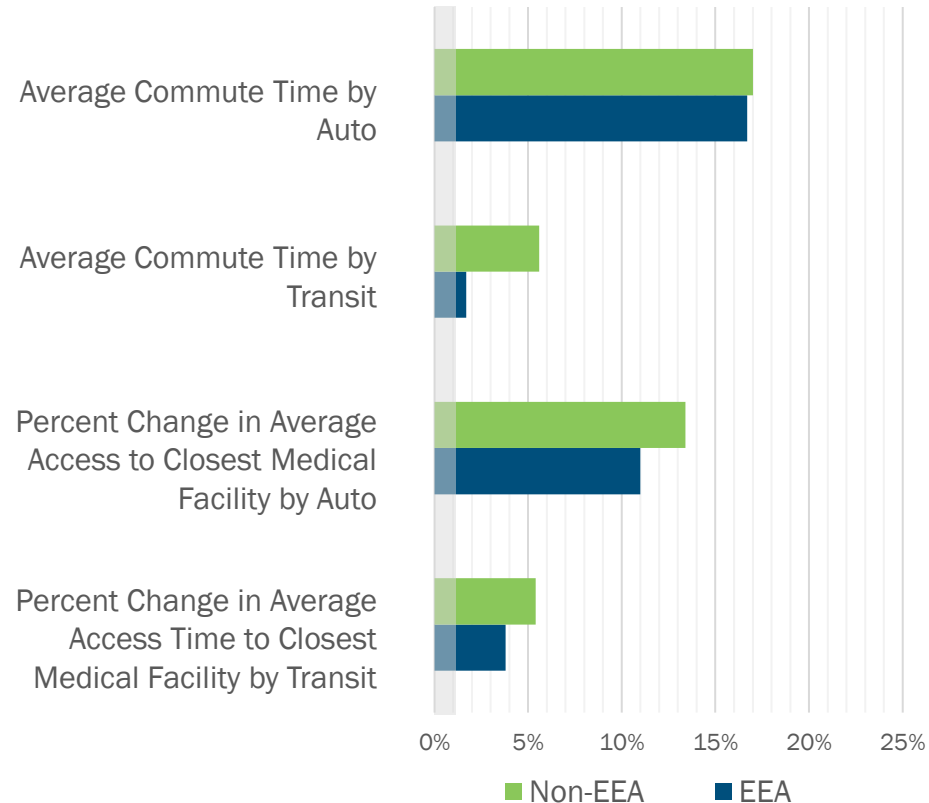
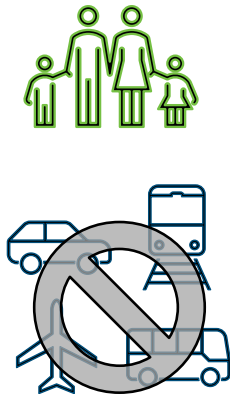
Environmental Justice Analysis Results

Growth Impact, Mobility

Growth Impact Only

Burdens across all Auto measures

Transit experiences crowding & delay as more jobs & people use existing transit



Decrease = Benefit

Increase = **Burden**

Environmental Justice Analysis Results

Transportation Investments

- In Visualize 2045, only 19% of expenditures are available for system expansion and enhancement, providing a 5% and 27% increase in roadway and high-capacity transit miles, respectively

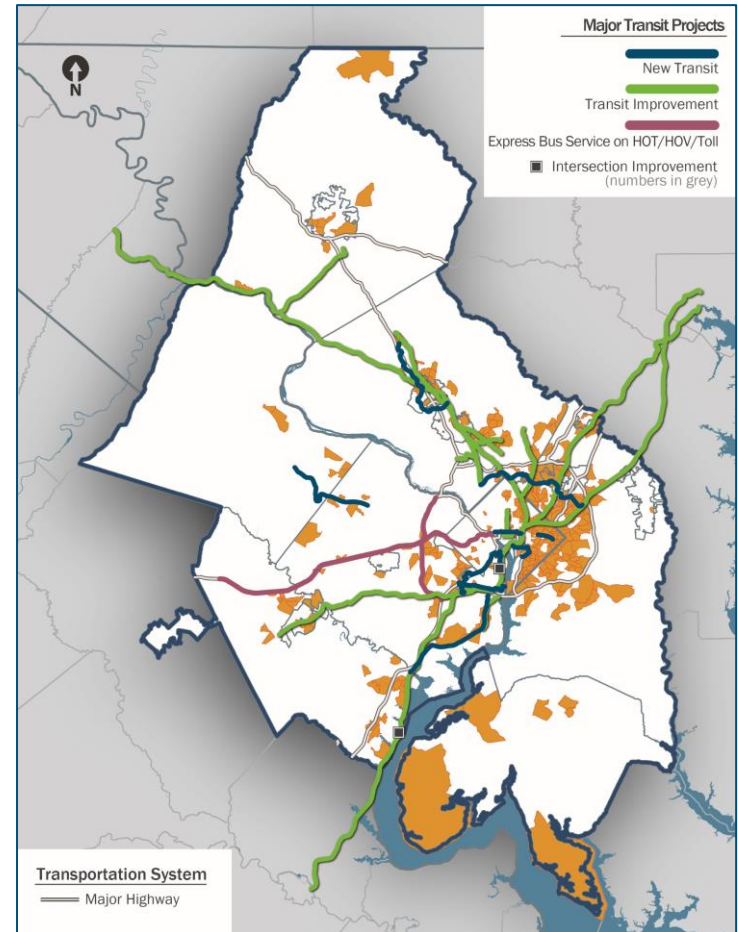
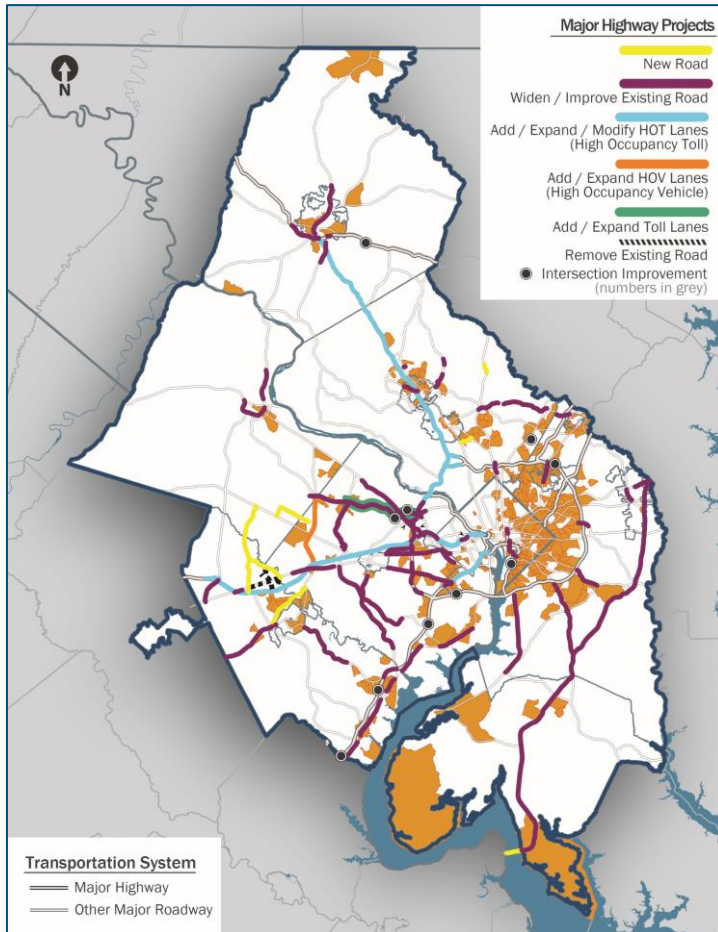
	System	Existing (2023)	Added by Visualize 2045 update	Total 2045
Roadway (Lane Miles)	Freeways/Expressways	3,802	682	4,484
	Arterials	13,479	211	13,690
	Total	17,281	893	18,174
Tolled Lanes (Lane Miles)*	Total	532	221	753
High-Capacity Transit (Miles)	Metrorail	129	0	129
	Light Rail/Streetcar	18	5	23
	Bus Rapid Transit	19	87	106
	Commuter/Regional Rail	173	**	173
	Total	339	92	431

* Tolled lanes are a subset of freeways/expressways

** An approximate additional 16 miles of rail are included in the plan, not presented in the table as they are not reflected in the model outputs.

Environmental Justice Analysis Results

Transportation Investments

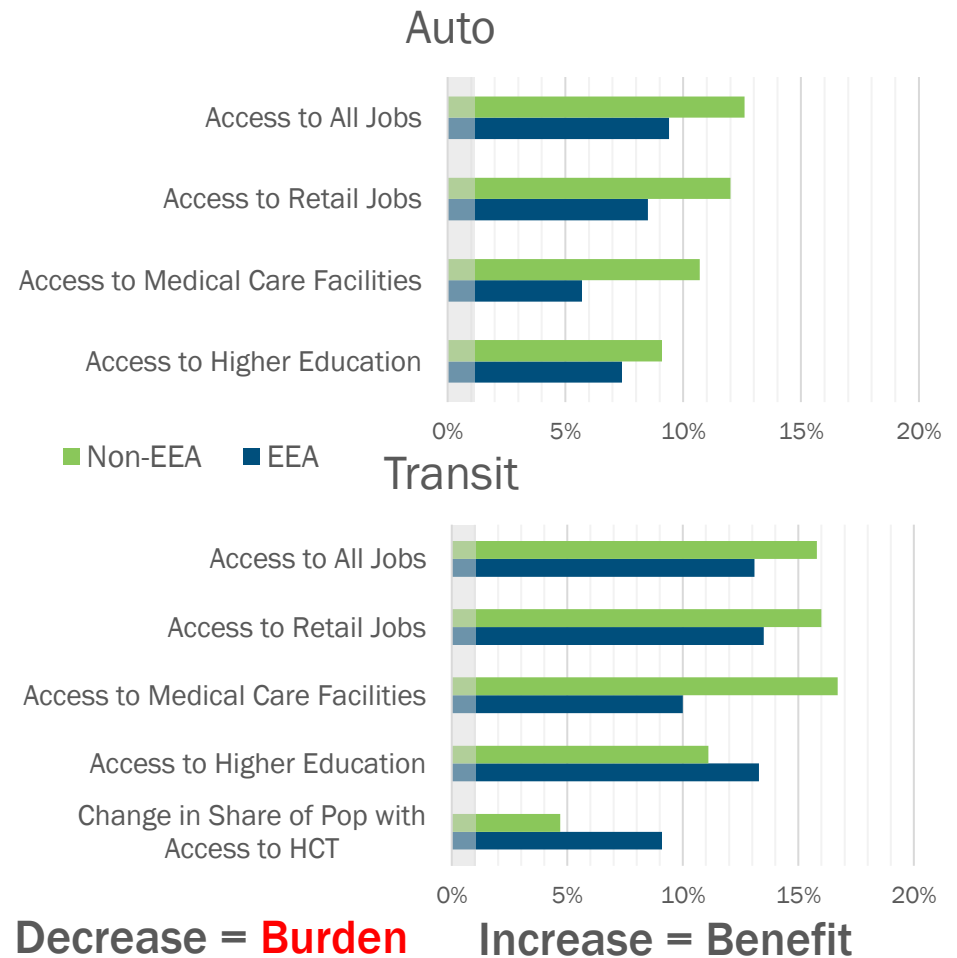
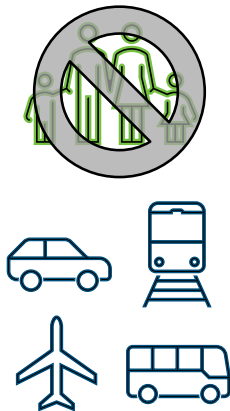


Environmental Justice Analysis Results

Projects Impact, Accessibility

Project Impact Only

Benefits across all Auto and Transit measures
Improved accessibility to jobs, medical care facilities, and post-secondary education



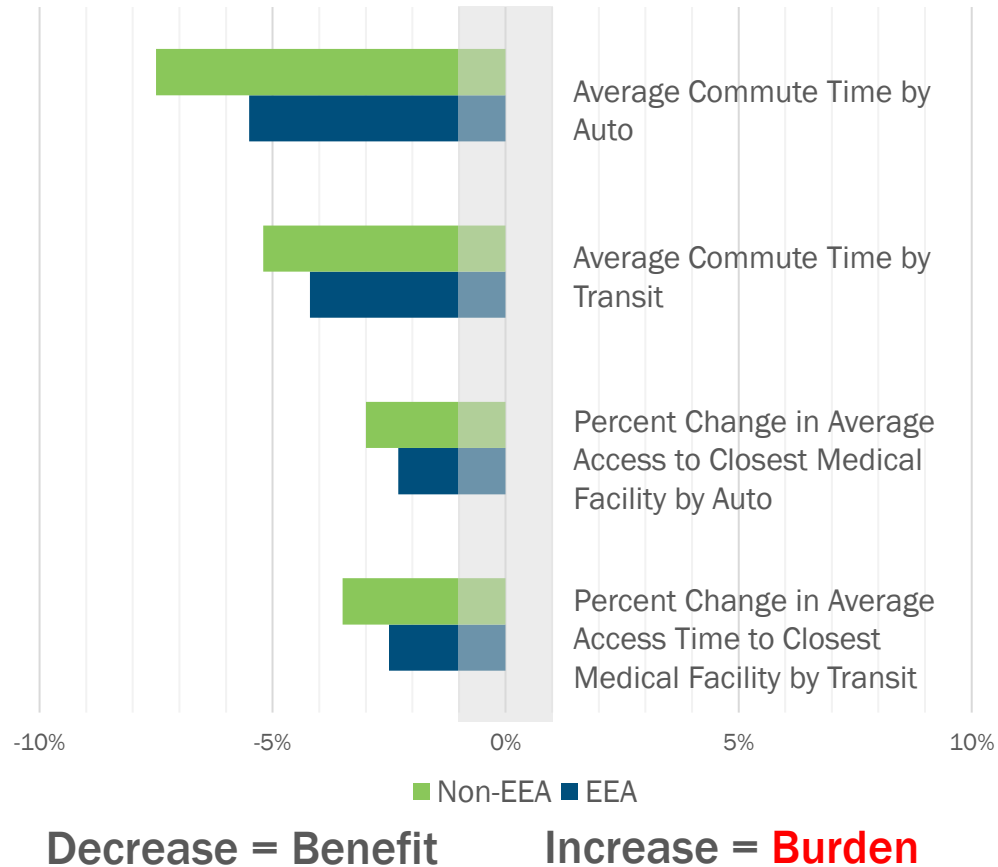
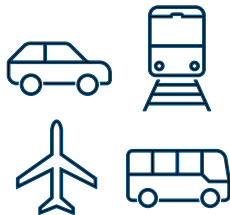
Environmental Justice Analysis Results

Projects Impact, Mobility

Project Impact Only

Benefits across all Auto and Transit measures

Help provide shorter travel times to commutes and nearest medical care



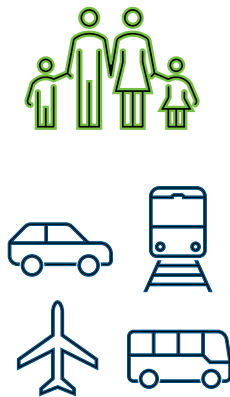
Environmental Justice Analysis Results

Visualize 2045 Impact, Accessibility

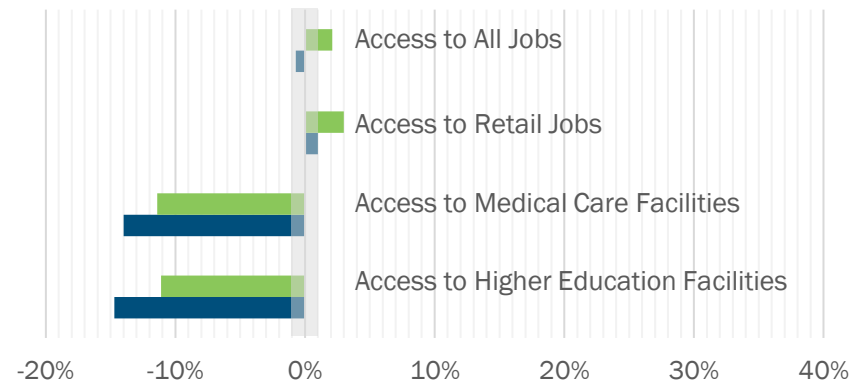
Visualize 2045 Impact

Congestion and delay negatively impact auto-based measures

EEAs and Non-EEAs track similarly though EEAs often benefit slightly less and burden slightly more

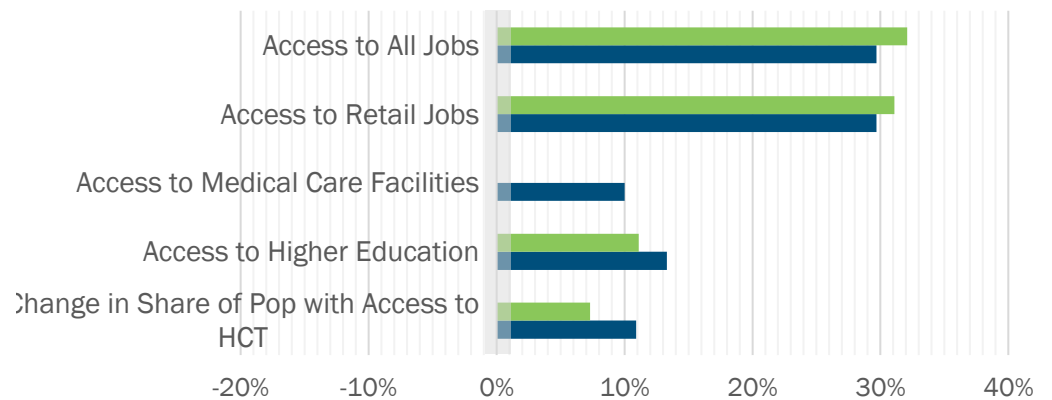


Auto



Legend: ■ Non-EEA ■ EEA

Transit



Decrease = **Burden** Increase = **Benefit**

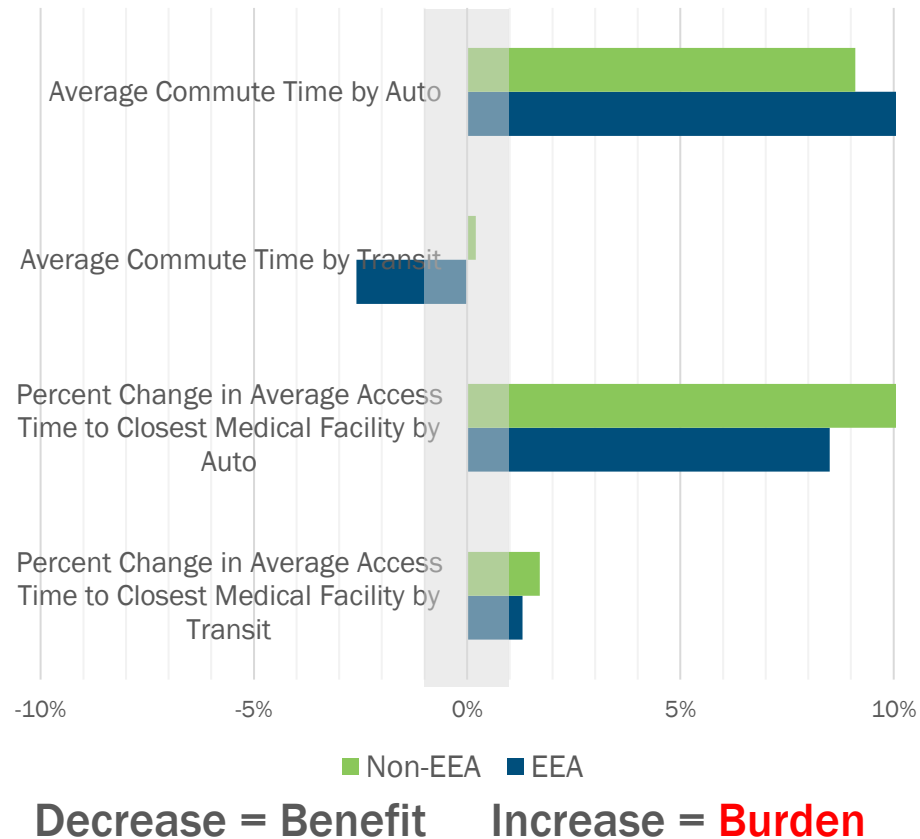
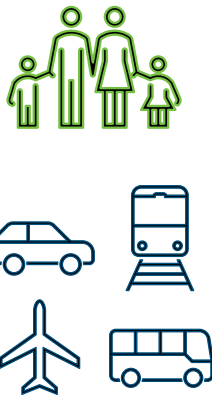
Environmental Justice Analysis Results

Visualize 2045 Impact, Mobility

Visualize 2045 Impact

Congestion and delay negatively impact auto-based measures

EEAs and Non-EEAs track similarly though EEAs often benefit slightly less and burden slightly more



Environmental Justice Analysis Summary

- Visualize 2045 complies with the federal EJ requirement for disparate impact on “minority” and “low-income” populations and the impact of its transportation projects are positive
- For auto-based travel, more people and jobs increases congestion and delay impacting EEAs ability to access and travel to where jobs are increasing
- For transit-based travel, accessibility and mobility are improving as the region maximizes the use of the existing system as well as adding more transit projects
- The interrelationship between land use changes and the transportation projects it aims to serve can lead to implicit regional equity challenges
- Assumptions used to conduct this analysis (future location of EEAs and confidence levels of model results) provide important context to results.

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visualize
2045

VISUALIZE 2050 AND THE 2025-2028 TIP

Draft Technical Inputs Solicitation

Lyn Erickson, TPB Plan Development and Coordination Program Director

Transportation Planning Board
January 18, 2023



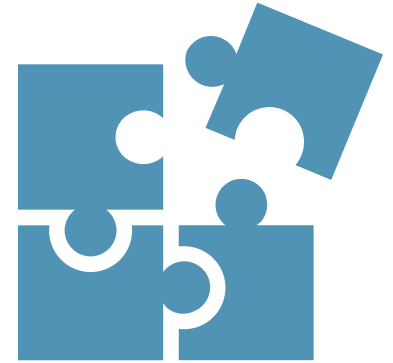
Today's presentation

- Visualize 2050 (new name!) and 2025-2028 TIP Development
- Technical Inputs Solicitation - February TPB approval
- Plan and TIP Schedule
- Roles and Responsibilities
- Frequently Asked Questions



Visualize 2050 Development Major Tasks

1. Re-examination of Projects/Programs/Policies
Current approved Plan and TIP
2. Financial Plan Revisions (Plan and TIP)
3. Submission of Projects/Programs/Policies
For Regional Air Quality Conformity Analysis
4. Regional Air Quality Conformity (RAQC) Analysis
Using updated Motor Vehicles Emissions Budgets
5. Board approval of RAQC Analysis, Visualize 2050, and
FY 2025-2028 TIP – December 2024



Technical Inputs Solicitation

Document Revised – Reflects TPB Resolution / Feedback

- ✓ .. a target completion date of 2024
- ✓ .. where all projects, including those currently included in the Plan, must be resubmitted for consideration
- ✓ .. projects currently under construction or currently funded with federal, state, regional, local or private funds are intended to be kept in the plan
- ✓ .. consideration of multiple build scenarios
- ✓ ..identify TPB's regional goals and priorities
- ✓ ..additional time for agency review and decision making
- ✓ ..performance of current Plan
- ✓ ..public input received on current approved Plan (Visualize 2045)
- ✓ ..opportunities for public input at beginning of current update



TIS Document Contents

- Purpose *(of the document)*
- Process *(for updating inputs)*
- What is Required *(of member agencies and of TPB)*
- Information to inform inputs from member agencies
- Schedule *(for developing Visualize 2050/FY 25 TIP)*
 - *Added more time up front for agency reexamination and resubmission of projects*
- Frequently Asked Questions



PURPOSE DEFINED

This solicitation document requests technical inputs from the TPB member agencies for Visualize 2050 and the FY 2025-2028 TIP

PROCESS INCLUDES, AMONG OTHER THINGS

Will use a “zero based budgeting” approach – all projects in the currently approved Plan must be re-examined and re-submitted with revisions as appropriate

- Identify and acknowledge projects eligible to be exempt in the “zero based budgeting” approach (*does not preclude changes to these projects*)
- TPB intends to keep “exempt/funded” projects in the Visualize 2050 Plan



2. WHAT'S REQUIRED, WHO IS DOING WHAT?

Member agencies

- Review/Update revenue estimates for Plan period (2025 – 2050)
- Review and Update Plan period costs for Operations and Maintenance and ID funds for expansion
- Review projects in current approved Plan and ID projects for re-submission with updates (including project costs)
- Propose new projects to the Plan (including project costs)
- Review/update funding allocations for TIP period (FY 2025-2028)

TPB

- Communicate / coordinate with respective transportation agencies
- Review proposed updates considering local priorities with regional goals and public input
- Approve inputs to be used for regional air quality conformity analysis of the new Plan and TIP



3. DOCUMENTS TO INFORM MEMBER AGENCY DECISIONS

- TPB Goals and Policy Priorities
- Findings of TPB Scenario analyses
- Performance analysis of current Plan (*Visualize 2045*)
- Environmental Justice analysis of current Plan (*Visualize 2045*)
- Voices of the Region (*public input for current Plan*)
- Public Comments on current Plan (*Visualize 2045*)
- TPB Equity Emphasis Areas (*Map and GIS tool*)
- TPB High Capacity Transit Stations (*Map and GIS tool*)
- Frequently Asked Questions
- Listing of all projects in the current Plan (*Visualize 2045*)
 - *Projects under construction or funded are exempt*



Schedule - 1

4. SCHEDULE *(for the entire Plan and TIP update process)*

- Fall 2022: determine exempt and non-exempt projects
- February: TPB approves TIS and the Call for Projects begins
- January-March: Sponsor agencies will
 - Review and consider synthesized Policy Framework
 - Review and consider Scenario findings summary
 - Examine inputs re: zero-based budgeting approach
 - Meet with board members, TPB staff and agency staff to discuss potential inputs during ZBB approach process
- Summer 2023:
 - Sponsor agency staff to re-enter every single project record (tons of data entry involved)
 - **June 30** preliminary inputs due for plan and Air Quality Conformity (AQC) analysis



Schedule - 2

- September 2023:
 - Public comment period on plan inputs /AQC analysis, and AQC scope of work
- October 2023:
 - TPB receives a summary of the public comments on the draft plan inputs and AQC analysis; sponsoring agencies have the opportunity to discuss and advise staff on responses
- November 2023:
 - TPB approves the draft inputs to the plan and AQC analysis
- December 2024:
 - TPB approves Visualize 2050 and FY 2025-2028 TIP



Next Steps

- January 27 – Comments due on TIS document.
- February 15 – Final TIS document to be approved by TPB and Call for Projects begins.
- February 15 – Publish list of exempt/funded and non-exempt projects (*current plan list re-organized*). Staff will begin to forward public comments to project owners.
- Spring 2023 – TPB staff will facilitate meetings with board members and their technical agency staff to discuss potential inputs.
- June 30 – Preliminary inputs due for the LRTP and Air Quality Conformity (AQC) analysis due to TPB staff for staff review and internal coordination.



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Transportation Planning Board

