



TRANSPORTATION PLANNING BOARD MEETING PACKET

April 19, 2023

12:00 P.M. – 2:00 P.M.

Virtual



TRANSPORTATION PLANNING BOARD

Wednesday, April 19, 2023
12:00 P.M. - 2:00 P.M.

Virtual Meeting

SPECIAL WORK SESSION

- 10:30 - 11:45 A.M. WMATA BETTER BUS KEY TOPICS

AGENDA

- 12:00 P.M. 1. **PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND PUBLIC COMMENT OPPORTUNITY**
Reuben Collins, TPB Chair
- For any member of the public who wishes to address the board on the day of the meeting, they may do so by emailing a short statement (no more than 375 words) to TPBcomment@mwkog.org with the subject line "Item 1 Virtual Comment Opportunity" or call and leave a message at (202) 962-3315. These statements must be received by staff no later than 12 P.M. Noon on Tuesday, April 18, 2023 to be relayed to the board at the meeting.
- 12:15 P.M. 2. **APPROVAL OF THE MARCH 15, 2023 MEETING MINUTES**
Reuben Collins, TPB Chair
- 12:20 P.M. 3. **TECHNICAL COMMITTEE REPORT**
Mark Rawlings, TPB Technical Committee Chair
- 12:25 P.M. 4. **COMMUNITY ADVISORY COMMITTEE REPORT**
Richard Wallace, 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 REGIONAL BIKE TO WORK DAY 2023 PROCLAMATION**
Nicholas Ramfos, TPB Transportation Operations Programs Director
- In an effort to increase public awareness of the viability of bicycle commuting in the Washington region, regional Bike to Work Day events are being organized at 108 locations in the region for Friday, May 19. These events will encourage the business community and other regional decision-makers to support increased bicycle commuting through bicycle-friendly policies and initiatives.
- Action: Approve the Bike to Work Day 2023 Proclamation.**
- 12:55 P.M.** **8. WMATA REQUEST TO AMEND THE FY 2023-2026 TIP**
Allison Davis, WMATA
- WMATA is requesting an amendment to the FY 2023-2026 Transportation Improvement Program (TIP) to align funding with its proposed FY 2024 Budget and Six-Year Capital Improvement Program.
- Action: Approve Resolution R10-2023 to amend the FY 2023-2026 Transportation Improvement Program (TIP) to add funding for WMATA.**
- 1:00 P.M.** **9. VISUALIZE 2050: UPDATED SCHEDULE APPROVAL**
Lyn Erickson, Plan Development and Coordination Program Director
- The TPB approved the Technical Inputs Solicitation document in February which included a detailed schedule to complete the plan update. Since the approval, outstanding circumstances have caused staff to re-examine the original schedule and add more time for completion.
- Action: Approve the Visualize 2050 plan development schedule.**
- 1:15 P.M.** **10. APPROVAL OF FY 2024 TLC TECHNICAL ASSISTANCE RECIPIENTS**
Deborah Kerson Bilek, FY 2024 TLC Selection Panel Chair
John Swanson, TPB Transportation Planner
- The TPB's Transportation Land-Use Connections (TLC) Program has provided support to local jurisdictions as they deal with the challenges of integrating land-use and transportation planning at the community level since 2006. Staff solicited applications for the FY 2024 TLC round of technical assistance between January 6 and March 3, 2023. The board will be briefed and asked to approve the applications that are being recommended for funding in FY 2024.
- Action: Approve TLC technical assistance recipients under the FY 2024 TLC Program.**

INFORMATIONAL ITEMS

1:35 P.M. 11. COORDINATED HUMAN SERVICES TRANSPORTATION PLAN UPDATE

Sergio Ritacco, TPB Transportation Planner

The Coordinated Plan guides the Federal Transit Administration's Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program for the Washington DC-VA-MD Urbanized Area. TPB, with COG as its administrative agent, is the designated recipient for this program. The board is scheduled to approve the plan in May.

1:50 P.M. 12. WMATA BETTER BUS WORK SESSION RECAP

Eric Randall, TPB Transportation Engineer

The board will be briefed on key takeaways from the morning's work session on the WMATA Better Bus project.

2:00 P.M. 13. ADJOURN

The next meeting is scheduled for May 17, 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 March 2023 TPB Meeting
DATE: April 19, 2023

The Transportation Planning Board accepts public comment on a rolling basis. Comments can be submitted via email (tpbcomment@mwkog.org), online (mwkog.org/tpbcomment), Visualize 2045 Initial Project List Feedback Form (<https://www.surveymonkey.com/r/Viz2050Update>), 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.

Public comments received from the Visualize 2045 feedback form are shared with the TPB Technical Committee at their monthly meeting. Comments already shared with the Technical Committee are denoted with an asterisk (*). Comments received after the April 2023 Technical Committee meeting will be shared at May's meeting.

Between noon at Tuesday, March 14 and noon on Tuesday, April 18, 2023, the TPB received 11 comments submitted via email and 13 submissions from the Visualize 2045 Initial Project List Feedback Form.

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

PUBLIC COMMENT FROM VISUALIZE 2045 FEEDBACK FORM

Steve Wardell – Project Comment via Online Form – March 14, 2023*

Wardell provided feedback about the VA 7, Widening project suggesting that adding additional road capacity increases miles driven, which results in additional carbon emissions. They added that they would like to see more congestion pricing projects.

Alex Goyette – Project Comment via Online Form – March 15, 2023*

Goyette provided feedback about the VA 28, Widening (Fairfax) project stating that there are too many roadway widening projects which results in induced driving and increased emissions. They suggest that funding should be prioritized for maintaining existing infrastructure and climate-friendly transportation options. They shared support for the Duke St. BRT project.

Anonymous – Project Comment via Online Form – March 16, 2023*

A commenter shared support for the Richmond Highway Corridor Improvements.

Greg Visscher – Project Comment via Online Form – March 17, 2023*

Visscher provided feedback about the MD 28/MD 198 Corridor Study expressing support for another Potomac River crossing connecting Montgomery County and Loudoun County.

Nancy Soreng – Project Comment via Online Form – March 18, 2023*

Soreng provided feedback about the Op Lanes Maryland Phase 1 project expressing concern about climate and the environment. They expressed support for the Brunswick Line project, stating train frequency would benefit the environment and I-270 congestion. They added a suggestion about incentives to expand telecommuting.

Mary Stickles – Project Comment via Online Form – March 20, 2023*

Stickles provided feedback about the Montrose Parkway project expressing concern about the railroad crossing and supporting re-routing the road above the tracks. They expressed feedback about the Viers Bus Rapid Transit project and shared support for more east-west transit routes, and pedestrian/bike improvements on the route. They expressed support for the Brunswick Line project and more frequency.

Mark Scheufler – Project Comment via Online Form – March 22, 2023*

Scheufler provided feedback about several projects including Route 1 Improvements (CE2161) project stating that traffic does not warrant high priority highway expansion; Rippon Boulevard Extension suggesting an update to the project description; Wellington Road Improvements suggesting update to the project description and combine with CE2145; Route 1 Improvements (CE1942) suggesting update to the project description; and Route 1 Improvements (CE2685) suggesting update to the project description. They also suggested 15 projects for consideration in Virginia.

Mark Scheufler – Project Comment via Online Form – March 22, 2023*

Scheufler provided feedback about several projects including Route 1 Improvements (CE3180) suggesting update to the project description. They provided feedback that Catharpin Road, Widening, McGraws Corner Drive, Vint Hill Road Improvements, and John Marshall Widening (CE3694) projects should be funded by a developer. They expressed support for the Union Station to Georgetown Streetcar Line.

Mark Scheufler – Project Comment via Online Form – March 22, 2023*

Scheufler provided feedback about several projects including Dale City Parkway Node New Through Boulevard stating the project should be funded by a developer; Battlefield Park Bypass project suggesting an alternative alignment; and US 15 Improvements (CE3162) should be combined with CE1803.

Arlene Montemarano – Project Comment via Online Form – March 24, 2023*

Montemarano provided feedback about the Op Lanes Maryland Phase 1 project submitting a Washington Post article “Maryland residents won when a toll-lane plan failed” from March 21, 2023.

Arlene Montemarano – Project Comment via Online Form – March 26, 2023*

Montemarano provided feedback about the Op Lanes Maryland Phase 1 project stating concern about heat from new pavement.

Anonymous – Project Comment via Online Form – April 13, 2023

A commenter shared feedback on the Districtwide Bicycle and Pedestrian Management program and the Union Station to Georgetown Streetcar Line sharing concern about restricted traffic flow.

Kacy Kostiuk – Project Comment via Online Form – April 15, 2023

Kostiuk, a former Takoma Park councilmember, shared feedback about several projects including Op Lanes Maryland Phase 1 expressing concern over climate and traffic impacts; Middleton Bridge Replacement expressing support for bike lanes on the project; MARC Run-through Service to Virginia expressing support for alternatives to driving; MD 650 New Hampshire Avenue BRT expressing support for connectivity with other transit options.

PUBLIC COMMENT

Arlene Montemarano – Article via Email – March 21, 2023

Montemarano shared an article, "[McLean residents sue to stop I-495 widening over environmental impacts](#)" by Angela Woolsey.

Arlene Montemarano – Article via Email – March 22, 2023

Montemarano shared an article, "[Opinion: Maryland residents won when a toll-lane plan failed](#)", by Robert McGary.

Bill Pugh – Letter via E-mail – March 28, 2023

Pugh, on behalf of the Coalition for Smarter Growth, submitted comments for Virginia TPB Board Members consideration as they re-examine and re-submit projects. A letter titled "Visualize 2050 project submissions need to change to reflect adopted regional policies for climate, safety, equity, and walkable transit-friendly communities" with detailed suggestions is enclosed.

Lindsey Mendelson – Letter via E-mail – March 29, 2023

Mendelson, on behalf of the Maryland Sierra Club, submitted a letter with detailed comments regarding Visualize 2050 as the TPB re-examines and re-submits projects. An enclosed letter asks the TPB to remove the I-495 and I-270 toll lane projects, and other highway widening projects and promote transit, TOD, and pedestrian/cycling infrastructure projects.

Bill Pugh – Letter via Email – March 29, 2023

Pugh, on behalf of the Coalition for Smarter Growth, submitted comments for Maryland TPB Board Members consideration as they re-examine and re-submit projects. A letter titled "Visualize 2050 project submissions need to change to reflect adopted regional policies for climate, safety, equity, and walkable transit-friendly communities" with detailed suggestions is enclosed.

Sally Stolz – Letter via Email – March 29, 2023

Stolz, Co-Coordinator of DontWiden270.org, submitted comment asking the TPB Board Members to remove the I-495/I-270 Op Lanes projects from the long-range plan. A letter detailing concerns related to the project is enclosed.

Tina Slater – Comment via Email – March 29, 2023

Slater submitted comments asking the TPB member agencies to review and revisit all projects not currently under construction or in final stages of design for Visualize 2050. They asked the TPB to remove the I-495/270 project from the plan, and to consider sustainable and equitable alternatives. They also suggested other projects for consideration.

Margaret Schoap – Comment via Email – March 29, 2023

Schoap, on behalf of the Tame Coalition, submitted comments suggesting that Middlebook Road Extended Widening should be removed from long-range transportation plan citing the removal of the Midcounty Highway Extended/M83 as a similar project.

Arlene Montemarano – Comment via Email – March 31, 2023

Montemarano forwarded a newsletter from “In the Public Interest” promoting a book, *Privatization of Everything*. They added comments sharing concern for public-private partnerships.

Gail Sullivan – Comment via Email – April 13, 2023

Sullivan, a CAC member, shared concern about express lanes being incorporated into major road projects. They added that express lanes should prioritize buses, motorcycles, and bicycles, and that improving public transportation may cause people to consider environmentally friendly modes.

Tad Aburn – Letters via Email – April 18, 2023

Aburn, a former Maryland Department of the Environment representative of MWACQ, shared comments asking about how the TPB is addressing how regional transportation planning unintentionally creates environmental justice concerns. They included several letters with additional detail on their concerns.

Public Comment Received from February 15 – April 18, 2023

The comments outlined below were received from the Visualize 2045 Initial Project List Feedback Form (<https://www.surveymonkey.com/r/Viz2050Update>) from February 15 – April 18, 2023 at 12PM. TPB staff has organized the original responses to the feedback form by state. Comments are reported monthly at the TPB Technical Committee and TPB meetings.

Table 1. District of Columbia Project Comment

Date	Project	How did you learn about this project?	I support this project's inclusion in Visualize 2050?	Explain why you support/do not support the project's inclusion in the Visualize 2050. You can also share other comments about the project's inclusion in the plan.	Name
2/28/2023	Union Station to Georgetown Streetcar Line	Project webpage	Neutral		
3/22/2023	Union Station to Georgetown Streetcar Line	Project webpage	Strongly agree		Mark Scheufler
4/13/2023	District-wide Bicycle and Pedestrian Management Program	Project webpage	Strongly disagree	the existing bike lanes have constrained and restricted traffic flow. This program does not increase traffic throughput, it in fact impedes it. Secondly, because the bike lanes are both on the right hand side of the road and the fact that it is slowing traffic has increased the danger to both bike riders, pedestrians, and drivers by forcing the drivers to make a right hand turn from the middle lane.	
4/13/2023	Union Station to Georgetown Streetcar Line	Project webpage	Strongly disagree	Given the constraints to traffic from the bike lanes, further impeding traffic in a high traffic area by taking away lanes for a street car makes no sense. If the bike lanes go away, then and only then, does it make sense to remove another lane for street cars.	

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Table 2. Maryland Project Comment

	Project	How did you learn about this project?	I support this project's inclusion in Visualize 2050?	Explain why you support/do not support the project's inclusion in the Visualize 2050. You can also share other comments about the project's inclusion in the plan.	Name
3/13/2023	I-270	Advocacy organization	Disagree	Any highway widening project 1) will induce MORE driving, not less, adding more pollution to the air, and 2) is a missed opportunity to invest in better bus rapid transit, light rail, or heavy rail. If so many people are using these highways and getting stuck in traffic it's a sign to "upgrade" to a higher-capacity system like buses or rail. Please apply my comment to any and all proposed highway widening projects in Maryland.	
3/13/2023	MARC Improvements	Advocacy organization	Strongly agree	We NEED to prioritize better rail infrastructure. Electrification; greater service frequency; and better connections to other public transit systems must be top of the list and should be prioritized above ANY highway-widening projects to meet our climate goals and protect the environment for our children.	
3/17/2023	MD 28/MD 198 Corridor Study, Potomac River Bridge to Loudon County Connecting MD-28 Into Dulles, VA	Friend/colleague, Lived EXPERIENCE	Strongly agree	We badly need another Potomac River crossing connecting Montgomery County, MD and Loudon County, VA. For security, faster transport, better economics, and so much more.	Greg Visscher

3/18/2023	Op Lanes Maryland Phase 1	News/media, It impacts an organization I'm affiliated with	Strongly disagree	It will damage the environment, worsen climate change, will only benefit the wealthy and the developers, widening roads doesn't reduce traffic and the American Legion Bridge is structurally sound and just needs re-decking	Nancy Soreng
3/18/2023	Brunswick Line	Advocacy organization	Strongly agree	Expanding more frequent trains would take pressure off I 270 and be better for the environment	Nancy Soreng
3/20/2023	Montrose Parkway	Neighborhood/civic association	Neutral	The verbal description of the project and previous information I received described this as a NEW road. But the map included with the description shows just the segment crossing the railroad tracks. I SUPPORT re-routing the road above the railroad tracks. That crossing is extremely dangerous and I currently try to avoid it whenever possible.	Mary Stickle
3/20/2023	Veirs Mill Bus Rapid Transit	Neighborhood/civic association	Strongly agree	More and more reliable east-west transit routes are needed in the MD DC suburbs. Bus rapid transit seems to be the quickest and most cost effective option. I also support the pedestrian and bike improvements along that route.	Mary Stickle
3/20/2023	Brunswick Line	Project webpage	Strongly agree	We need more and more dependable transit options in the MD DC suburbs. Brunswick line does not run frequently enough to be well used as it could be.	Mary Stickle
3/24/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association		I submit this article from WAPO, in case you missed it. Good points. www.washingtonpost.com washingtonpost.com Opinion Maryland residents won when a toll-lane plan failed Mar. 21st, 2023 Kudos to the people of Maryland for getting Transurban to walk away. Its expensive, lopsided project would ultimately yield little to no benefit to Marylanders. I recently moved away from Northern Virginia,	Arlene Montemarano

				<p>where traffic is seemingly as bad as it has ever been. A thoughtful, multifaceted plan that could include toll roads would prove far superior to the Transurban profit-oriented model, and it would be much less expensive to complete through traditional governmental project financing. Tolls would be lower, and the project would not come with revenue guarantees and noncompete clauses that come with many public-private partnership contracts. Virginia is locked into decades of such restrictions with Transurban, such as not being allowed to expand Metro's Orange Line for 10 years, little say over toll prices, and not being able to improve secondary roads to ease traffic without Transurban approval, plus state revenue subsidies if HOV riders are too numerous. This interferes with local governmental autonomy to provide for citizens and is contrary to the goals of an effective transportation program. I urge Marylanders to embrace this opportunity to build an effective plan for the new era. You have dodged a bullet; the real tragedy would be if Transurban returns. Robert McGary, Glen Allen, Va.</p>	
3/26/2023	Op Lanes Maryland Phase 1 (Creating more of a heat sink as the planet gets hotter.)	Advocacy organization	Strongly disagree	<p>There are a multitude of reasons to remove this project. Here is another that should be taken seriously: Heat. In addition to the well-researched fact that induced car travel offsets the temporal traffic fluidity gained after adding a new lane, there is the large amount of heat that additional pavement generates which is permanent, not temporal. That reality is explained by the fundamental thermal formula $Q = Mc\Delta T$ where Q is the amount of heat released, M the mass (of a new lane in this case), c the specific heat of the material (concrete or asphalt in this case), and</p>	Arlene Montemarano

				\hat{T} the temperature increase. Given the large M added with a miles-long new lane, a large amount of pavement heat (Q) will be generated when temperature increases (\hat{T}). With summers becoming hotter and hotter, there is nothing trivial about the additional heat that new pavement brings.	
4/15/2023	Op Lanes Maryland Phase 1	Multiple sources	Strongly disagree	This project is deeply concerning because of the climate impact it would have. It would also likely generate additional traffic overall and on other roads that do not have capacity to support them.	Kacy Kostiuk
4/15/2023	Governor Harry W. Nice/Senator Thomas "Mac" Middleton Bridge Replacement Project	Serving on the TPB previously	Strongly disagree	This project does not allow for bike lanes, which the TPB previously requested as part of the project. Although this project is now likely farther along in the process, I hope MDOT will reconsider options to support bike lanes on this project.	Kacy Kostiuk
4/15/2023	MARC Run-through service to Virginia	Project webpage	Strongly agree	Improved rail would be a great asset and a big improvement to allow for residents living further away from the region's center alternatives to driving	Kacy Kostiuk
4/15/2023	MD 650 New Hampshire Avenue BRT	Neighborhood/civic association	Strongly agree	The New Hampshire Ave BRT project would be very beneficial to numerous neighborhoods and would improve connectivity with other high occupancy transit options (especially the Purple Line and the Red Line).	Kacy Kostiuk

Table 3. Virginia Project Comment

	Project	How did you learn about this project?	I support this project's inclusion in Visualize 2050?	Explain why you support/do not support the project's inclusion in the Visualize 2050. You can also share other comments about the project's inclusion in the plan.	Name
2/27/2023	Arcola Boulevard Improvements	Friend/colleague	Neutral		
2/27/2023	I-66 Improvements		Strongly disagree	The Transform I-66 Megaprojects--both outside and inside the Beltway--have largely been completed. If there are a few remaining elements from those projects that VDOT wants to retain in Visualize 2050, those elements should be resubmitted as separate, clearly described projects. Also, any additional widening of I-66 inside the Beltway should be clearly tied to a firm commitment by VDOT to toll I-66 in both directions, either during the eight peak weekday commuting hours or ideally 24/7. Finally, VDOT should reconfigure its tolling system inside the Beltway to reduce the tolls to zero whenever that segment would be free-flowing at 55 MPH.	Allen Muchnick
3/3/2023	I-66 Improvements (CE1956: I-66 and US 29 Interchange, Widen and Construct US 29 and VA 55)	Project webpage (The project map depicts downtown DC.)	Strongly disagree	I believe the \$255 Million project described at I-66 and Rte 29 in Gainesville has been completed. Any incomplete or future elements should be resubmitted as a separate new project.	

3/3/2023	Grant Avenue Road Diet		Neutral	This project is largely, if not entirely, funded and about to go to construction. If any element is not fully funded for construction, it should be resubmitted as a new, separate, re-scoped project. This project would not expand roadway capacity.	Allen Muchnick
3/13/2023	VA 123 Widening (Fairfax)	Advocacy organization	Strongly disagree	Any lane widening plan is doomed to failure from the start. The last thing needed is an extra lane for such useless endeavors. Especially when it makes the commute worse by creating an induced demand of vehicles thus creating more traffic than necessary. Northern Virginia is already polluted with enough cars and enough traffic, the last thing we need is a wider lane just for more traffic to congest it all over again. Northern Virginia requires more bike lanes, more train lines, more anything else but highway/freeway/route lane expansions. We NEED less traffic and less people in cars not more people in cars and more congestion on our roads.	
3/14/2023	VA 7, Widen, any road widening		Strongly disagree	adding additional general road travel lanes increases miles driven through induced demand. this is incompatible with making the Washington area reduce its carbon foot print and should be strongly discouraged to not make the climate problem worse	Steve Wardell

3/15/2023	VA 28 Widening, General Comment - stop widening roads. This induces more driving over time, increasing emissions and hurting the region's climate goals.		Strongly disagree	There are far too many roadway widening projects in this plan. Widening roadways induces additional driving over time, increasing emissions and moving the region further from its stated climate goals. The majority of funding should be spent on maintaining existing infrastructure and expanding climate-friendly modes of travel: public transportation and active transportation like biking and walking. Continuing to spend the majority of money on roadway widening is climate arson.	
3/15/2023	Duke Street BRT Design & Construction	Project webpage, i live in the Duke St corridor	Strongly agree	BRT projects like the one on Duke St are beneficial to climate and enable more people to travel without relying on cars. Transit and bike/ped projects like this should receive the vast majority of funding	Alex Goyette
3/16/2023	Richmond Highway Corridor Improvements	Fairfax County Alert	Strongly agree		

3/22/2023	Route 1 Improvements, CE2161	Project webpage	Disagree	Remove widening VA 123 to 6 lanes from Annapolis Way to US 1 (VP10g) from the project. Less than 20000 AADT does not warrant the high priority highway expansion. Developer can improve roadway as needed.	Mark Scheufler
3/22/2023	Rippon Boulevard Extension	Project webpage	Strongly agree	Update Project Description to future scope	Mark Scheufler
3/22/2023	Wellington Road Improvements	Project webpage	Neutral	CE3695 - Update Project Description to future scope/Combine with CE2145	Mark Scheufler

3/22/2023	Route 1 Improvements	Project webpage	Neutral	CE1942 - Update Project Description to future scope [Align with High Capacity Transit]	Mark Scheufler
3/22/2023	Route 1 Improvements	Project webpage	Neutral	CE2685 - Remove/Consolidate/Update Project Description to future scope [Align with High Capacity Transit]	Mark Scheufler
3/22/2023	Route 1 Improvements	Project webpage	Disagree	CE3180 - Update Project Description to future scope [Align with High Capacity Transit] - Project is restricted due to I-95 Express Lane Concessionaire Agreement https://p3.virginia.gov/docs/95-395_Third_ARCA_executed/95-395_Third_ARCA_(Executed).pdf	Mark Scheufler

3/22/2023	Catharpin Road, Widening	Project webpage	Disagree	Local Project. Project should be funded by developer/proffer as needed	Mark Scheufler
3/22/2023	McGraws Corner Drive	Project webpage	Disagree	Local Project. Project should be funded by developer/proffer as needed	Mark Scheufler
3/22/2023	Vint Hill Road Improvements	Project webpage	Disagree	Local Project. Project should be funded by developer/proffer as needed	Mark Scheufler

3/22/2023	John Marshall Widening		Disagree	CE3694 - Local Project. Project should be funded by developer/proffer as needed	Mark Scheufler
3/22/2023	Dale City Parkway Node New Through Boulevard	Project webpage	Disagree	Local Project. Project should be funded by developer/proffer as needed	Mark Scheufler
3/22/2023	Battlefield Park Bypass Project	Project webpage	Strongly disagree	Recommend Route 29 Alternate Alignment	Mark Scheufler

3/22/2023	US 15 Improvements		Neutral	CE3162 - Combine with CE1803	Mark Scheufler
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Table 4. Virginia Project Suggestions

	Do you have any suggested projects that should be considered for the long-range transportation plan (Visualize 2050)?	Name
2/27/2023	BRT	
3/17/2023	A POTOMAC RIVER CROSSING to connect Loudon County VA to Montgomery County MD and stop the ridiculous commute down and into the beltway and then back out west simply to get to Dulles area or points west.	Greg Visscher
3/22/2023	1. Occoquan to Neabsco Creek 3rd/4th Track Project (VPRA TRV) - Phase 3 2. Neabsco Creek to Quantico 3rd/4th Track Project (VPRA TRV) - Phase 3 3. Alexandria to Springfield 4th Track Project (VPRA TRV) - Phase X 4. Franconia to Occoquan 4th Track Project (VPRA TRV) - Phase X 5. I-95 Bi-Directional Express Lanes Dale City to Springfield 6. I-95 Bi-Directional Express Lanes Stafford CL to Dale City 7. North Woodbridge to Potomac Mills Fixed Guideway Study (Bus Transit/Rail) 8. US 1 Bus Rapid Transit (Woodbridge to Dumfries) 9. VA28/Old Centreville Rd Bus Rapid Transit (Manassas to Centreville) 10. VA234 Business Bus Rapid Transit 11. Route 29 Alternate (Close Route 29/Remove Battlefield Bypass) 12. I-66 Trail over Bull Run 13. Active Transportation Interstate crossings 14. 2nd Rosslyn WMATA Station 15. Fair Oak WMATA Station	Mark Scheufler

Table 5. Multi-jurisdictional Project Suggestions

	Do you have any suggested projects that should be considered for the long-range transportation plan (Visualize 2050)?	Name
2/27/2023	Complete all unbuilt segments of the National Capital Trail Network by 2030. Each unbuilt trail segment should be listed as a separate project.	Allen Muchnick
3/3/2023	Complete all unbuilt segments of the TPB's National Capital Trail Network by 2030. The individual trail segments could be listed as separate, standalone trail projects. For Prince William County, the key projects would include 1) the East Coast Greenway (Occoquan River to Stafford County line), 2) the I-66 Trail (Route 15 to Bull Run Rd in Fairfax County, especially the crossing of Bull Run from the east end of Balls Ford Rd [and perhaps also from Vandoor Dr]), 3) the Rte 234/Manassas Bypass Trail from Brentsville Rd to I-66/VA-29 in Gainesville, 4) all Minnieville Rd shared-use path gaps, especially north of Rte 294 (erroneously depicted as existing), 5) Shared-use path crossings of I-95 and US-1, especially at Rte 234, Rte 294, Rte 123, Dale Blvd, and Opitz Blvd, 6) Rte 29 Trail (Fairfax Co. line to Fauquier Co. line), and 7) Signal Hill Rd from Liberia Ave to Signal View Dr (also erroneously depicted as existing). The other NCTN elements in PWC would presumably be built as part of concurrent road widening projects which are of otherwise dubious value.	Allen Muchnick
3/13/2023	Cancel all highway widening projects - they will only increase car pollution and greenhouse gas emissions, making our planet hotter and deadlier. All money should be invested in electrification and public transportation, as well as making towns and cities accessible by bike and on foot.	
3/14/2023	congestion pricing projects	Steve Wardell
3/18/2023	Incentives to continue and expand telecommuting for work, medical appointments, meetings and government hearings.	Nancy Soreng

Marcela Moreno

From: Arlene Montemarano <mikarl@starpower.net>
Sent: Tuesday, March 21, 2023 12:07 PM
Subject: More trouble for Transurban

People are fighting back.

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<https://www.ffxnow.com/2023/03/20/mclean-residents-sue-to-stop-i-495-widening-over-environmental-impacts/>

www.ffxnow.com

McLean residents sue to stop I-495 widening over environmental impacts
Mar. 20th, 2023

Construction on the 495 NEXT project has cleared land by the GW Parkway for a stormwater pond, seen on March 15, 2023 (photo by Stephen Jasak)
(Updated at 11:55 a.m.) A group of McLean residents opposed to the extension of the I-495 toll lanes past their neighborhoods have turned to the courts in a bid to halt the project, now in its second year of construction.

The Northern Virginia (NOVA) Citizens Association filed a lawsuit with the U.S. District Court in Alexandria on Thursday (March 16) alleging that major revisions to the project design violated federal law, resulting in “significant on-going environmental harms” to residents.

The Virginia Department of Transportation, Secretary of Transportation W. Sheppard Miller, the Federal Highway Administration (FHWA), private toll lanes operator Transurban, and Transurban subsidiary Capital Beltway Express LLC are named as defendants.

“As a result of Defendants’ actions, NOVA and its members are experiencing **significant adverse environmental impacts** caused by the Project,” the complaint says, arguing that the **road construction and loss of trees will contribute to noise, light, air pollution, water quality, erosion and health issues.**

In the works since 2018, the I-495 Northern Extension project (495 NEXT) is adding 2.5 miles of express lanes from the Dulles Toll Road in Tysons past the George Washington Memorial Parkway in McLean, reconfiguring many of the bridges and interchanges within that span.

The GW Parkway interchange has been a particular point of concern for the NOVA Citizens Association, whose members fear that their **neighborhood along Live Oak Drive will be destroyed to accommodate planned ramps and stormwater management ponds.**

According to the complaint, **VDOT unveiled significant changes** to the project design in September 2021 and June 2022 — months after the FHWA approved its environmental assessment, an evaluation of the project’s potential impact required by the National Environmental Policy Act (NEPA).

The **changes** — including a consolidation of stormwater facilities, a narrowing of Live Oak Drive to 22

feet wide, and the relocation of an I-495 Express Lanes exit ramp to the GW Parkway — were substantial enough that **additional environmental review** should've been conducted, the association contends.

“The major changes to the stormwater control plan, the expansion of impermeable surfaces, and the greatly expanded deforestation will result in a significant increase in the release of stormwater which is contaminated with pollutants onto the properties of members of the association,” the complaint says.

The complaint also raises concerns about the safety of narrowing Live Oak Drive, especially for kids traveling to Cooper Middle School and the nearby Langley Swim & Tennis Club, and a reported plan to place a 5G cell tower on one resident's property.

In a Feb. 24 declaration supporting the complaint, Live Oak Drive residents Pritesh and Marisha Patel wrote that the noise and pollution from the 495 NEXT construction has caused “irreparable harm” to their family, particularly their 11-year-old son, who has asthma.

“An excessive amount of dirt, dust, pollution, and particulates covers our windows and cars. The construction dust has exacerbated the allergic symptoms from which all members of our family suffer,” the Patels said, noting that they can no longer take their son outside.

The NOVA Citizens Association is seeking a suspension of construction on 495 NEXT until the defendants “fully comply with NEPA,” along with an award covering fees related to the litigation.

VDOT said in a statement that it “places a priority on compliance with all environmental regulations and associated requirements and has proven protocols in place to ensure environmental impacts are reviewed and existing approvals affirmed throughout the lifecycle of a project.”

The department says it has worked with Capital Beltway Express, the private partner on 495 NEXT, to ensure that the project stayed in compliance with the federal approvals as the design evolved.

“VDOT is committed to providing travelers with solutions that reduce congestion, provide travel choices, improve travel reliability and enhance safety in the I-495 corridor,” VDOT said. “We remain committed to working with local communities and stakeholders, as we continue to advance those goals with the 495 NEXT project.”

Amanda Baxter, senior vice president of Transurban North America's Virginia Market and Operations, acknowledged that construction has affected the local community but maintained that the project complied with federal requirements in a statement:

"This lawsuit threatens to delay the congestion relief, environmental enhancements, and safety improvements that are vital components of Virginia's economic resilience. We recognize the impacts that construction has on the communities within our corridors. Still we are confident that the requirements to obtain approvals have been met or exceeded and we remain focused on working with our partners and communities to deliver this critical project for the region.

The complaint was filed less than a week after Transurban dropped out of Maryland's Capital Beltway toll lanes project, in part due to delayed environmental reviews and unresolved lawsuits, according to the announcement.

VDOT has said that setback won't affect 495 NEXT, though Maryland will tie the two projects together if it moves forward with the long-awaited replacement and widening of the American Legion Bridge.

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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. And The Project will more than double the current square footage of impervious surface as compared to the existing eight-lane Beltway.

--

Arlene Montemarano, 240-360-8691, Lawndale Drive

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Marcela Moreno

From: Arlene Montemarano <mikarl@starpower.net>
Sent: Wednesday, March 22, 2023 10:57 PM
Subject: Maryland residents won when a toll-lane plan failed

Darned Tootin!. See some of what we avoided as stated below:

But we must, of course, keep our guard up lest Freddy rise again.

=====

<https://www.washingtonpost.com/opinions/2023/03/21/maryland-toll-lane-plan-transurban-failure/>

[www.washingtonpost.comwashingtonpost.com](https://www.washingtonpost.com/washingtonpost.com)

Opinion Maryland residents won when a toll-lane plan failed
Mar. 21st, 2023

Kudos to the people of Maryland for getting Transurban to walk away. Its expensive, lopsided project would ultimately yield little to no benefit to Marylanders.

I recently moved away from Northern Virginia, where traffic is seemingly as bad as it has ever been. A thoughtful, multifaceted plan that could include toll roads would prove far superior to the **Transurban profit-oriented model**, and it would be much **less expensive to complete through traditional governmental project financing. Tolls would be lower, and the project would not come with revenue guarantees and noncompete clauses that come with many public-private partnership contracts.**

Virginia is **locked into decades of such restrictions** with Transurban, such as **not being allowed to expand Metro's Orange Line for 10 years, little say over toll prices, and not being able to improve secondary roads to ease traffic without Transurban approval, plus state revenue subsidies if HOV riders are too numerous. This interferes with local governmental autonomy to provide for citizens and is contrary to the goals of an effective transportation program.**

I urge Marylanders to embrace this opportunity to build an effective plan for the new era. You have dodged a bullet; the real tragedy would be if Transurban returns.

Robert McGary, Glen Allen, Va.

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Arlene Montemarano, 240-360-8691, Lawndale Drive

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Marcela Moreno

From: Bill Pugh <bill@smartergrowth.net>
Sent: Tuesday, March 28, 2023 10:27 AM
To: TPBcomment
Cc: Stewart Schwartz; Lyn Erickson
Subject: Visualize 2050 comment for Virginia listening session
Attachments: Visualize 2050 CSG Comments for VA Listening Session.pdf

Dear TPB staff,

Please find attached comment to transmit to Virginia TPB member agencies ahead of their Visualize 2050 listening session tomorrow.

Thank you,

Bill Pugh, AICP CTP | Senior Policy Fellow
Coalition for Smarter Growth
www.smartergrowth.net | @betterDCregion
bill@smartergrowth.net
(202) 821-3226

March 28, 2023

National Capital Region Transportation Planning Board
Virginia Jurisdictions and Agencies

Re: **Visualize 2050 project submissions need to change to reflect adopted regional policies for climate, safety, equity, and walkable transit-friendly communities**

Dear Virginia TPB board members,

At your Wednesday, March 29 TPB working meeting and following it, the Coalition for Smarter Growth respectfully asks you to:

1. **Seriously review and revisit *all* projects that are not under construction or in final stages of design for consistency with regional policies.** The TPB staff classification of projects as “Funded/Committed//Exempt” is so overly broad that it includes many projects not completed until 2035 and beyond, or projects with only planning dollars identified or projects inactive for the foreseeable future. These projects should only be resubmitted if they are consistent with regional policy goals. This was the intent of the TPB board in 2021 calling for the current special update to the long-range plan.
2. **Remove many of the 1,000 new highway and arterial lane miles proposed in Visualize 2045, as this massive investment is not consistent with achieving regional policy goals – and ignores induced demand.** TPB, regional, and local policies overwhelmingly call for reducing car-dependence and prioritizing investments to foster walkable transit-oriented communities, increase travel demand management programs, and prioritize safety and climate goals.
3. **Package and submit for inclusion in Visualize 2050 the many identified local unmet needs for safe street improvements for walking, biking, and transit access.** While often smaller individual infrastructure improvements, these are regionally significant investment packages because they reduce driving demand and shift mode share, and deserve to be in the Visualize 2050 constrained element, as they are needed to achieve regional safety goals and adopted TPB priorities. Other regions include these in their plans, and Visualize 2045 included other types of small project groupings as well.
4. **Resubmit critical projects that invest in transit-oriented development, rail, and bus rapid transit.** Visualize 2045 included many important projects like the US Route 1 BRT, Tysons local street grid improvements, Duke Street BRT, and regional rail improvements. These types of projects need to be resubmitted and prioritized in Visualize 2050.

5. **Submit critical projects not included in the last plan, like Route 7 BRT.** The Route 7 BRT project will be transformative for multiple Northern Virginia jurisdictions and this regionally significant project needs to be included in Visualize 2050. Other important projects to include are the Capital Trail Network, including the Virginia components such as the Arlington Boulevard Trail and Mount Vernon Trail.
6. **Keep out destructive and wasteful proposed projects like new Potomac River highways crossings from Loudoun County and Prince William County into rural Maryland.** The Virginia Bi-County Parkway (also referred to as the 234 Bypass Extended) and Manassas Battlefield Bypass (also part of the old Tri-County Parkway), and various rural and suburban highway widening and new interchange projects, are inconsistent with TPB and COG policy goals and siphon funds from other higher regional and local priorities in safety, sustainability, and equity.
7. **Recognize that achieving the COG climate goals requires reducing per capita VMT by 20% in addition to rapidly adopting electric vehicles.** TPB's climate study found that our region needs to reduce per capita VMT of passenger vehicles 20% by 2030, in contrast to Visualize 2045, which would only achieve a 5% reduction by 2045. Achieving TPB's adopted greenhouse gas reduction goals last year requires even stronger action on your part. The reconfiguration of Visualize 2050 along the lines outlined above is a critical part of your needed actions in multiple sectors to achieve our climate target.

Note that the Coalition for Smarter Growth will submit to you more detailed comments on Visualize 2050 projects next month.

Thank you for your consideration.

Bill Pugh, AICP
Senior Policy Fellow

Sonya Breehey
Northern VA Advocacy Manager

Stewart Schwartz
Executive Director

Marcela Moreno

From: Lindsey Mendelson <lindsey.mendelson@msierra.org>
Sent: Wednesday, March 29, 2023 10:03 AM
To: TPBcomment
Cc: Reuben B. Collins, II; Elrich, Marc; countyexecutive@co.pg.md.us;
countyexecutive@frederickcountymd.gov
Subject: Maryland Sierra Club- Visualize 2050 comment on MD projects
Attachments: MDSierraClub-TPBcomments-29Mar2023.pdf

Dear Transportation Planning Board Members, Chair Collins, County Executive Elrich, County Executive Alsobrooks, and County Executive Fitzwater,

Attached you will find Maryland Sierra Club comments related to Maryland project submissions for *Visualize 2050*.

We encourage you to include projects in *Visualize 2050* that help Maryland and the region reach its climate goals, advance equity, improve mobility, and achieve its vision of ending traffic-related fatalities and serious injuries. The region's financially constrained plan should reflect a sustainable transportation system that gives people choices—not one that perpetuates car dependency and makes it harder for people to access jobs, food, healthcare, education, and recreation. Please remove the I-495 and I-270 toll lanes project and additional highway widening projects and instead promote projects that improve and enhance public transit, equitable transit oriented-development with affordable housing, and pedestrian and cycling infrastructure.

Can you please confirm receipt of these attached comments?

Sincerely,

Lindsey Mendelson

--



Lindsey Mendelson
pronouns: she/her/hers
Transportation Representative
Maryland Sierra Club

PO Box 278
Riverdale, MD 20738

Direct Line: 240-706-7901 (mobile)
lindsey.mendelson@msierra.org

sierraclub.org/maryland/clean-transportation



March 29, 2023

National Capital Region Transportation Planning Board
777 North Capitol St NE
Washington, DC 20002

RE: Proposed Visualize 2050 Projects

Dear Members of the Transportation Planning Board,

The Sierra Club Maryland Chapter urges you to include projects in the *Visualize 2050* long-range transportation plan update that help Maryland and the region reach their climate goals, advance equity, improve mobility, and achieve its vision of ending traffic-related fatalities and serious injuries. To realize the objectives, the Transportation Planning Board should include projects that improve and expand public transit, equitable transit-oriented development with affordable housing, and pedestrian and cycling infrastructure. The *Visualize 2050* should not include projects that conflict with Maryland's climate and equity goals—specifically projects that encourage auto-centric development, exacerbate sprawl, and fail to address the root causes of congestion.

Highway expansion projects within the current list of Transportation Planning Board projects run counter to the [region's new climate targets](#) and Maryland's new ambitious target to reduce greenhouse gas emissions 60% below 2006 levels by 2031, as required by the Climate Solutions Now Act of 2022. The National Capital Region Transportation Planning Board [Climate Change Mitigation Study](#) indicated that the Greater Washington region must reduce per capita driving (light duty VMT) 20% below the 2030 baseline forecast under the region's current transportation plan, ensure 50% of cars sold are EVs by 2030, and take additional actions to reduce emissions at least 50% by 2030. Vehicle Miles Travelled (VMT) per capita and total VMT were increasing prior to the COVID-19 pandemic in 2020 and have been increasing since 2021. Adding highway capacity would undermine efforts to meet our climate targets by increasing VMT.

The proposed highway expansion projects would also undermine our progress to cut air pollution. More than 85% of Marylanders live in counties that do not meet federal clean air standards for ozone, due in large part to vehicle tailpipe

emissions. The region needs to adopt a fix-it-first approach where it prioritizes maintaining its existing highway assets instead of building new ones.

Last year's TPB Chair Pamela Sebesky encouraged the TPB to better integrate climate change mitigation activities—including on-road GHG reduction goals and a set of multi-pathway reduction strategies—into the long-range transportation plan and other regional planning activities.

To be successful, Sebesky [emphasized](#) that “the collective commitment of TPB members to take action will be critical along with a consensus of member jurisdictions to adopt a set of strategies that are comprehensive and have a diverse set of actions to offer, so that every jurisdiction can take one or more actions.”

Maryland can take a significant action by removing the unwieldy and harmful I-495 and I-270 toll lane highway expansion that will lead to additional toll lane expansions and expansions of arterial roads. The TPB's 2021 Climate Change Mitigation Study showed that it will be impossible to meet 2030 and 2050 emissions reduction goals unless the most polluting projects are replaced with less polluting projects and supportive travel demand management programs (and updated assumptions for telework) and land use in the long-range transportation plan.

The I-495 & I-270 Managed Lanes project cannot be reconciled with the region's VMT and emissions reduction goals. Therefore, the Sierra Club Maryland Chapter urges you to remove the I-495 and I-270 high occupancy toll (HOT) lanes proposal in the list of projects for *Visualize 2050*. We also urge you to weigh carefully and consider removing other Maryland projects that widen or add more capacity to our roads and highways for single-occupancy vehicles beyond maintenance. Numerous [studies](#) show that adding highway capacity to reduce congestion is a false solution because it attracts more drivers and after a few years, the lanes fill up again with more traffic and congestion returns.

The I-495 and I-270 toll lanes project would expose residents and environmental justice communities located near the highways to adverse health impacts by increasing the localized air pollutants, including particulate matter pollution during the construction and operation of the toll lanes. Expanding I-495 and I-270 would also cause irreversible damage to the environment and historic and cultural resources. Graves in the Morningstar Tabernacle No. 88 Hall and Cemetery in the historic Black community of Gibson Grove in Cabin John would potentially be disturbed if the toll lanes project proceeds. In addition, the toll lanes expansion also threatens Plummers Island, a globally unique biodiversity hotspot and site of over 120 years of ongoing research.

Instead of adding HOT lanes to I-495 and I-270, we, along with multiple groups in the Maryland Advocates for Sustainable Transportation coalition, [recommend](#) the following comprehensive and integrated approach to addressing congestion in the region including:

- Implement planned Bus Rapid Transit (BRT) on MD Route 355 (which runs parallel to I-270) and on MD Route 586 (Veirs Mill Road - which facilitates east-west trips) in Montgomery County.
- Expand the MARC Brunswick Line (which runs parallel to I-270).
- Implement/increase the number of commuter buses that run on I-270 and I-495, ideally on dedicated lanes.
- Increase the frequency and reliability of all bus services in the I-495 and I-270 corridors, ideally on dedicated lanes.
- Implement more protected bike lanes and trails along roadways in the I-495 and I-270 corridors.
- Use elements of Innovative Congestion Management like ramp metering on I-495 (as is now working on lower I-270), Transportation Systems Management and Operations (TSMO) (as is being used on the Baltimore Beltway to reduce congestion), and more Transportation Demand Management (TDM) (e.g., telework, car and van pools, subsidized transit passes, etc.).
- Add more rail cars on the future Purple Line (which runs parallel to I-495) and increase frequency of service, as appropriate.
- Extend the Purple Line across the American Legion Bridge to Tysons in Northern Virginia.
- Mandate that employers above a certain size participate in sustainable commuter services programs such as Montgomery County's Fair Share for Employers Program or the Maryland Commuter Choice Program. Such mandates exist in Washington, DC, Washington State, and New Jersey.
- Turn one or possibly two one-way lanes on I-270 and possibly I-495 into reversible lanes to handle rush hour traffic.

In addition to these measures, the region should address economic and racial equity by investing in transit-oriented development within a mile of each Metro and Purple Line station in Prince George's and eastern Montgomery Counties. This would help create jobs with little or no additional VMT, reduce rush hour demand to travel from east to west on I-495 in the morning and back in the evening, and even out the flows on the inner and outer loops of I-495 during the day.

Maryland should hire independent expert(s) to undertake accurate traffic modeling on I-495 and over the American Legion Bridge, and once that data is available, undertake a study of all the alternatives (and their respective costs) to improve the bridge including: re-decking and refurbishing; and adding train, transit, bicycle, and pedestrian access.

The region's financially constrained plan should reflect a sustainable transportation system that gives people choices—not one that perpetuates car dependency and makes it harder for people to access jobs, food, healthcare, education, and recreation. Please remove the I-495 and I-270 toll lanes project and additional highway widening projects and instead promote projects that improve and enhance public transit, transit-oriented development with affordable housing, and pedestrian and cycling infrastructure.

Sincerely,

Josh Tulkin, Director
Sierra Club Maryland Chapter

Cc:
Chair Reuben B. Collins, II
County Executive Marc Elrich
County Executive Angela Alsobrooks
County Executive Jessica Fitzwater

Marcela Moreno

From: Bill Pugh <bill@smartergrowth.net>
Sent: Wednesday, March 29, 2023 10:15 AM
To: TPBcomment
Cc: Lyn Erickson
Subject: Vis2050 comment for Maryland listening session
Attachments: Visualize 2050 CSG Comments for MD Listening Session.pdf

Dear TPB staff,

Please find attached comment on Maryland Visualize 2050 project submissions to transmit to Maryland TPB member agencies ahead of their listening session tomorrow.

Thank you,

Bill Pugh, AICP CTP | Senior Policy Fellow
Coalition for Smarter Growth
www.smartergrowth.net | @betterDCregion
bill@smartergrowth.net
(202) 821-3226

March 29, 2023

National Capital Region Transportation Planning Board
Maryland Jurisdictions and Agencies

Re: **Visualize 2050 project submissions need to change to reflect adopted regional policies for climate, safety, equity, and walkable transit-friendly communities**

Dear Maryland TPB board members,

At your Thursday, March 30 TPB working meeting and following it, the Coalition for Smarter Growth respectfully asks you to:

1. **Seriously review and revisit *all* projects that are not under construction or in final stages of design for consistency with regional policies.** The TPB staff classification of projects as “Funded/Committed//Exempt” is so overly broad that it includes many projects not completed until 2035 and beyond, or projects with only planning dollars identified or projects inactive for the foreseeable future. These projects should only be resubmitted if they are consistent with regional policy goals. This was the intent of the TPB board in 2021 calling for the current special update to the long-range plan.
2. **Remove the current MD Op Lanes project and many of the 1,000 new highway and arterial lane miles proposed in Visualize 2045, as this massive investment is not consistent with achieving regional policy goals – and ignores induced demand.** TPB, regional, and local policies overwhelmingly call for reducing car-dependence and prioritizing investments to foster walkable transit-oriented communities, increase travel demand management programs, and prioritize safety and climate goals.
3. **Package and submit for inclusion in Visualize 2050 the many identified local unmet needs for safe street improvements for walking, biking, and transit access.** While often smaller individual infrastructure improvements, these are regionally significant investment packages and deserve to be in the Visualize 2050 constrained element, as they are needed to achieve regional safety, mode shift and transit access goals and other adopted TPB priorities. Other regions include these in their plans, and Visualize 2045 included other types of small project groupings as well.
4. **Resubmit critical projects that invest in transit-oriented development, rail, and bus rapid transit.** Visualize 2045 included many important projects like Montgomery County BRT lines, Purple Line, and MARC improvements. These types of projects need to be resubmitted and prioritized in Visualize 2050.

5. **Submit critical projects not included in the last plan, like Prince George's Blue Line TOD infrastructure investments.** Maryland Transit-Oriented Development plans will be transformative for multiple jurisdictions, including reducing long Prince George's commutes on the Beltway, and their supportive infrastructure projects need to be included in Visualize 2050. Other important projects include Maryland portions of the National Capital Trail Network, bus priority treatments and rider amenities on high-ridership lines, and Southern Maryland rapid transit.
6. **Keep out destructive and wasteful proposed projects like M83 and new Potomac River highway crossings from Loudoun County and Prince William County into rural Maryland.** Various rural and suburban highway and interchange projects were rightly excluded from Visualize 2045, as they are inconsistent with TPB and COG policy goals and siphon funds from safety, sustainability, and equity priorities. These bad projects also run counter to the goals of Maryland's nationally recognized smart growth program.
7. **Recognize that achieving the COG, Montgomery, Prince George's and MD Climate Solutions Now Act greenhouse gas targets requires reducing per capita VMT by 20% in addition to rapidly adopting electric vehicles.** TPB's climate study found that our region needs to reduce per capita VMT of passenger vehicles 20% by 2030, in contrast to Visualize 2045, which would only achieve a 5% reduction by 2045. And achieving TPB's new adopted greenhouse gas reduction targets requires even stronger action on your part. The reconfiguration of Visualize 2050 along the lines outlined above is one critical part of achieving Maryland climate targets.

Note that the Coalition for Smarter Growth will submit to you more detailed comments on Visualize 2050 projects next month.

Thank you for your consideration.

Bill Pugh, AICP CTP
Senior Policy Fellow

Carrie Kisicki
Montgomery Advocacy Manager

Cheryl Cort
Policy Director

Stewart Schwartz
Executive Director

Marcela Moreno

From: Sally Stolz <sallystolz@icloud.com>
Sent: Wednesday, March 29, 2023 10:33 AM
To: TPBcomment
Cc: Marc Elrich; Bridget Newton; Evan Glass;
Councilmember.Balcombe@montgomerycountymd.gov
Subject: Visualize 2050 Comment on MD Projects
Attachments: Remove 495270 P3 from Visualize 2050.pdf

Dear Transportation Planning Board Members and Maryland Leaders,

Please remove the I-495/I-270 Op Lanes Plan from the regional long range plan, Visualize 2050!

Reasons:

1. The Op Lanes plan locks Maryland in a Public Private Partnership (P3), like the one Virginia is locked into, which saddles taxpayers and drivers with enormous expenses for over 50 years. In addition, the non-compete clauses take away some of the rights of local jurisdictions to make and enact transportation decisions to increase safety and reduce congestion.
2. P3's have proven to be extremely risky for large projects such as this, with delays, cost overruns, and large legal expenses being the norm, as we see with Maryland's Purple Line.
3. The traffic modeling in the Op Lanes FEIS shows longer evening commutes in the general lanes if the Op Lanes were to be built than if they aren't. We are better off NOT building them.
4. The I-270 Innovative Congestion Management Project (ICMP) solved congestion on Lower I-270 with ramp metering and extension of merge lanes which has reduced bottlenecks and accidents - half at a cost of under \$150 million. This is an example of how thoughtful, smart and inexpensive changes can make a huge difference in congestion.
5. The focus of transportation investment needs to be on convenient, affordable transit, in order to:
 1. Reduce green house gas emissions
 2. Give people realistic options to leave their car at home
 3. Reduce the number of cars on roads so those who MUST drive can drive without congestion
 4. Create a much more equitable transportation system, rather than one which locks in a safer, faster trip for a few, and a less safe, slower trip for the rest.

Please remove the deeply flawed P3 Op Lanes project, which is not aligned with our regional climate goals, which is environmentally and economically irresponsible, which won't solve congestion and will make it worse for many people, and which clearly is not in the public interest.

Sincerely,
Sally Stolz
Co-Coordinator DontWiden270.org
Rockville, MD
(301) 906-4908

Dear Transportation Planning Board Members and Maryland Leaders,

Please remove the I-495/I-270 Op Lanes Plan from the regional long range plan, Visualize 2050!

Reasons:

1. The Op Lanes plan locks Maryland in a Public Private Partnership (P3), like the one Virginia is locked into, which saddles taxpayers and drivers with enormous expenses for over 50 years. In addition, the non-compete clauses take away some of the rights of local jurisdictions to make and enact transportation decisions to increase safety and reduce congestion.
2. P3's have proven to be extremely risky for large projects such as this, with delays, cost overruns, and large legal expenses being the norm, as we see with Maryland's Purple Line.
3. The traffic modeling in the Op Lanes FEIS shows longer evening commutes in the general lanes if the Op Lanes were to be built than if they aren't. We are better off NOT building them.
4. The I-270 Innovative Congestion Management Project (ICMP) solved congestion on Lower I-270 with ramp metering and extension of merge lanes which has reduced bottlenecks and accidents - half at a cost of under \$150 million. This is an example of how thoughtful, smart and inexpensive changes can make a huge difference in congestion.
5. The focus of transportation investment needs to be on convenient, affordable transit, in order to:
 1. Reduce green house gas emissions
 2. Give people realistic options to leave their car at home
 3. Reduce the number of cars on roads so those who MUST drive can drive without congestion
 4. Create a much more equitable transportation system, rather than one which locks in a safer, faster trip for a few, and a less safe, slower trip for the rest.

Please remove the deeply flawed P3 Op Lanes project, which is not aligned with our regional climate goals, which is environmentally and economically irresponsible, which won't solve congestion and will make it worse for many people, and which clearly is not in the public interest.

Sincerely,
Sally Stolz

Co-Coordinator DontWiden270.org
Rockville, MD
(301) 906-4908

Marcela Moreno

From: Tina Slater <slater.tina@gmail.com>
Sent: Wednesday, March 29, 2023 11:27 AM
To: collinsr@charlescountymd.gov; TPBcomment
Cc: marc.korman@house.state.md.us; Councilmember Evan Glass;
Councilmember.Balcombe@montgomerycountymd.gov;
chris.conklin@montgomerycountymd.gov; Erenrich, Gary; bnewton@rockvillemd.gov;
Weissberg, Victor
Subject: Visualize 2050 comment on MD projects

Dear TPB Chair Collins:

TPB member agencies need to seriously review and revisit all projects not currently under construction or in final stages of design, not just the small number of projects that TPB staff classified as “Developmental/Non-Exempt” for zero-based budgeting.

The proposed highway and arterial capacity expansion projects in the last Visualize 2045 are inconsistent with adopted TPB and COG regional policies and Montgomery County local policies that seek to create more walkable, transit-friendly communities with less need to drive.

Please remove the 495/270 project from the Regional Plan

Expanding highways attracts more drivers and also encourages drivers to live farther from their jobs because of (temporarily) reduced commute times. Mostly, expanding highways increases emissions --- something we (supposedly) want to address due to climate change.

Sustainable and Equitable Alternatives to Expanding 495/270

- BRT on MD Route 355 (which runs parallel to 270)
- Expand service on MARC Brunswick Line (which runs parallel to 270)
- Purple Line will reduce East/West congestion (which runs parallel to 495)
- Reversible Lanes (using existing lanes) on 270 to handle rush hour traffic

Other Projects

- Build more housing (especially affordable housing) near transit
- Invest in TOD within a mile of each Metro and Purple Line station – will help address economic and racial inequities, create jobs with very low commute times, reducing rush hour flow
- Re-deck and refurbish American Legion Bridge

Tina Slater
Silver Spring MD

Marcela Moreno

From: Tame Coalition <tamecoalition@gmail.com>
Sent: Wednesday, March 29, 2023 1:15 PM
To: Marc Elrich; Erenrich, Gary; Conklin, Christopher; marilyn.balcomlbe@montgomerycountymd.gov; TPBcomment; Korman, Marc Delegate
Cc: Tame Coalition
Subject: Visualize 2050 TPB Meeting for Thursday, March 30, 2023

To: Transportation Planning Board of the National Capital Region

Reference: Proposed Midcounty Highway Extended/M83 or any alias name referring to M83 Highway

The TPB's Long-Range Transportation Report in June 2021 wisely eliminated the proposed Midcounty Highway Extended due to:

- [Not meeting air quality conformity requirements - R19-2021 - Inclusion of Project Submissions in the AQC Analysis for the Constrained Element of the Update to Visualize 2045 and the 2023-2026 TIP](#) (page 28, Midcounty Highway Extended is struck out);
- The Director of MCDOT, Chris Conklin, wrote to the TPB on May 13, 2021, "Montgomery County is recommending removal of Midcounty Highway Extended from Visualize 2045 update because the project is no longer the preferred recommendation to serve the northwest Montgomery County transportation needs and is not included in the Capital Improvements Program (CIP)";
- [Montgomery County Council Resolution 18-957](#) prohibits decisions-makers from using proposed Midcounty Highway Extended/M83 in future master plans for transportation planning;
- TPB adopted a strong climate goal, and Midcounty Highway Extended/M83 is not consistent with - but instead hinders our ability to meet the climate goal;
- The State of Maryland adopted a Climate Solutions Act, and Midcounty Highway Extended/M83 is not consistent with those climate goals;

- Montgomery County is working on their Climate Action Plan, and Midcounty Highway Extended/M83 is not consistent with our climate goals;
- Midcounty Highway Extended/M83 is inconsistent with - and would divert resources away from - regional { {policies on future} } transportation priorities of walkable communities and transit solutions and other ways to manage congestion and travel;

In addition, TPB should eliminate Middlebrook Road Extended Widening, (ITEM 7 – Action February 15, 2023, Visualize 2050: Technical Inputs Solicitation Approval and Plan Development Kickoff, page MD-4, row 10); due to Midcounty Highway Extended/M83 being eliminated in the TPB report in 2022.

Respectfully Submitted,

Margaret Schoap, Organizer
240-581-0518 cell

Diane Cameron, Volunteer
301-655-6049 cell

<http://www.tamecoalition.org/>



Marcela Moreno

From: Arlene Montemarano <mikarl@starpower.net>
Sent: Friday, March 31, 2023 11:23 PM
Subject: Paperback "Privatization of Everything" Now Available

"Privatization is the transfer of control over public goods to private hands".

That about sums it up..... and why the fight against Hogan's plan to 'privatize' public roads remains so necessary. People, without realizing it, have been buying into P3's of all kinds, because the high cost of losing control is not immediately apparent.

But P3's are a trap much of the time, depending upon how they are drawn up. It looks, to some, like free money, but all that it gets us is a loss of control and loss of our freedom to innovate. Faustian as it gets.

And here's a very significant book that provides proof of why that is:

=====

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Privatization of Everything: Now in Paperback



The paperback edition of my 2021 book, **The Privatization of Everything**, is now available online at [Bookshop](#) (and other [outlets](#)) and in some bookstores. Its reappearance allows me to reflect on why we wrote the book in the first place.

If you peruse the index, you might wonder what an elementary school in Washington, D.C. has to do with the Food and Drug Administration, how our National Parks relate to parking meters in Chicago, why the history of Philadelphia's water supply is connected to fare-free transit in Kansas City, or what Jonas Salk has to do with Sallie Mae.

What they have in common is the concept of the public: public schools, public spaces, public safety, public health, public investment for a common good.

The book is an argument intended to reclaim the idea of the public and reclaim our governments as tools of the public. It is a call to use public conversation and debate to define public goods, and to ensure those public goods remain under public—democratic—control.

Apparently, that word, public, upsets some people.

There's a reason the name of former Secretary of Education Betsy DeVos turns up when discussing seemingly disparate efforts to obstruct the delivery of both covid-related healthcare services in Michigan and quality public education across the country. Turns out, they're not so disparate. You'll also find the cash of the Koch Brothers and the fingerprints of the right-wing American Legislative Exchange Council (ALEC) on legislation all over the country on issues as diverse as school privatization and environmental regulations.

The forces aligned against the public interest embrace a doctrine derived from the myth that government has no business doing anything the private sector can do and anyway "does better"—cheaper, faster, more efficiently. They do not see the potential of government as an expression of democratic will, but rather as an obstruction to the marketplace. They believe privatization—of schools, water systems, prisons, and so on—is the solution to our problems.

What is privatization? Here's how we define it in the book:

“Privatization is the transfer of control over public goods to private hands. Sometimes this happens during procurement—the outsourcing of public services to a private contractor. In other cases, it’s due to austerity—reducing public funding of a vital public good and letting private options take over. Or it can happen through deregulation—when we eliminate or fail to enforce public control through important regulatory safeguards for consumers, workers, or the environment. In all these ways, privatization is a transfer of power over our own destiny, as individuals and as a nation, to unelected, unaccountable, and inscrutable corporations and their executives.”

As we argue in the book, privatization is primarily a political strategy—one designed to separate us from public goods, our government, and each other.

And privatization is pervasive. It reaches into all corners of our lives—from the very water we drink, to the food we eat. It’s so ubiquitous, we don’t even realize it.

After I made a presentation to an organization about the book, one staff member told me she began to think differently about privatization. “I was really struck by how the invisibility and prevalence of privatization ends up undermining support for public goods.”

That’s why I hope this book will become a useful tool—a desk reference, a call to arms, a playbook, an argument to organize around, and—in the stories of those who have confronted privatization whenever it threatens a public good—an inspiration.

With the paperback version, I hope that we can make the book more affordable and the ideas more accessible to a wider audience. We hope the book can help instigate or center discussions about how to counter efforts at privatization, and how to restore faith in the possibility of government as a force for good.

In our newsletter next week, we will outline several concrete ways the book can be used—by activists, labor unions, students, teachers, elected officials, candidates—and ways we can facilitate that with presentations, bulk discounts, and more.

Donald Cohen
Executive Director



In the Public Interest
1305 Franklin St., Suite 501
Oakland, CA 94612
United States

[unsubscribe](#)

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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. And The Project will more than double the current square footage of impervious surface as compared to the existing eight-lane Beltway.

--

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. And The Project will more than double the current square footage of impervious surface as compared to the existing eight-lane Beltway.

Marcela Moreno

From: glsullivan@verizon.net
Sent: Thursday, April 13, 2023 11:51 PM
To: TPBcomment
Subject: Item 1 virtual comment opportunity

Comment on buses,

Why are more and more express lanes being incorporated into major road projects? To get single drivers out of their cars use the express lanes for buses and motorcycles and bicycles only. This will improve the environment air quality and make drivers decide more traffic congestion or take public transportation. Use the bus, if you see the bus speeding by while you are in the normal lanes with everyone else maybe you will consider alternatives that will save the environment.

Gail Sullivan

Marcela Moreno

From: George Aburn <tadaburn@gmail.com>
Sent: Tuesday, April 18, 2023 11:08 AM
To: TPBcomment
Cc: Lyn Erickson
Subject: Item 1 Virtual Comment Opportunity
Attachments: TPB 04123 Final Written Comment .pdf; TPB Tech Letter on New Data Final 04072023.pdf; TPB CAC Letter on New Issues and Data Final 0412023.pdf; TPB Letter 03152023 Final.pdf; TPB 031523 Final Written Comment .pdf; Letter Final to Board and MWAQC Follow Up from Nov (2).pdf

Here are comments and other documents for tomorrows TPB meeting.

Please register my comments and other documents.

I have attached my short comments and several other documents that I am requesting be made available to the Board as part of their Board packet posted on your website.

If possible, I would also request that you discuss my comments with the Chair.

Thank you again for your help with this process.

Always happy to talk - if you and Kanti decide that a quick chat may be worth it ... just let me know.

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

Comments for the April 19, 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 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.

For the past six months, I have submitted comments and letters to TPB on three major issues:

- Environmental Justice at both the local and regional level,
- Climate Change, and
- Transparency

Additional details and examples of these issues are provided in earlier comments and letters and available to TPB and its Committees from COG staff and through the TPB website ... if you are a technically savvy user.

My comment today asks TPB and its key Committees to provide a summary or a response to my earlier comments and letters on one question:

“What is the TPB doing to address the way that regional transportation planning and projects are unintentionally creating very high-risk air pollution hot-spots in communities of color and other underserved communities.”

There is no longer any doubt that this question is relevant. At its last meeting, MWAQC was briefed by Dr. Russell Dickerson from the University of Maryland's air pollution research group on this issue. When discussing environmental justice, Dr. Dickerson called the air pollution levels in Ivy City (an EJ area in DC) “alarming”. Significant data and analysis on this issue is available and TPB should ask the TPB Technical Committee to begin to look at this data and analyses.

In closing, I respectfully request that TPB provide a summary of plans or actions to address the question above. I would also like to ask TPB (per guidance from COG staff) to distribute the attached letters to the TPB Technical Committee and the TPB Community Advisory Committee that were prepared for their earlier April meetings to provide public input on the agenda items for those meetings. I do have concerns over this public participation/transparency policy as the TPB Committees should be able to accept public comment before their meetings ... not after the meeting and discussion have already taken place.

Tad Aburn
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April 1, 2023

Marc Rawlings
Chair, MWCOG Transportation Planning Board (TPB) Technical Committee
777 North Capitol St. N.E.
Suite 300
Washington, DC 20002

RE: Request to Make 3 -Minute Comment at the April 7,2023 Meeting

Chairman Rawlings, members of the TPB Technical Committee:

I am writing to request a short, 3-minute opportunity to provide comment to TPB Tech on several emerging data and technical analyses issues that I believe are being overlooked.

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 have considerable experience with the transportation conformity process and transportation related air pollution problems. I am now retired and commenting today as a volunteer working for several Maryland communities and as a concerned citizen.

My short comments would focus on the new data and technical analysis that is now available for key transportation issues that create air pollution and climate change. These issues could be major problems for TPB as the region moves forward with new transportation plans and Visualize 2045. These data and analyses provide new insights into how transportation is affecting environmental justice and climate change issues ... two of the highest priority environmental issues in the MWCOG region and nationally.

As you know, the federal government is actively working on revisions to its policies on environmental justice and climate change resulting from transportation projects. I know that TPB prides itself on the use of cutting edge data and getting ahead of issues that are evolving very quickly. I would encourage you to begin to look at these new data and analyses.

I understand that your agenda for the 7th may be very tight and would propose a two-step process to begin to look at and consider this new information. If possible, my 3-minute comment on the 7th could tee-up the issue for more detailed discussion at a future TPB Tech meeting. I would be willing to work with COG staff and Committee leadership to bring in experts on the emerging data and analysis.

The new data and analysis are briefly described below:

- New data and analyses on the significant role that transportation plays in creating air pollution hot-spots in communities of color/environmental justice communities is now available or becoming available. Three examples include:
 - The hyper-local air monitoring data in the Cheverly area of Prince George's County where MDE has completed analyses linking high-risk air pollution hot-spots to transportation sources and the air pollution plume from the Washington DC ozone nonattainment area,
 - The research quality data around the Ivy City area in the District that, in a recent MWAQC briefing on the science of air pollution, Dr. Russell Dickerson from the University of Maryland called the black carbon levels in Ivy City "alarming", and
 - The analytical work performed by Dr. Sacoby Wilson's University of Maryland Center for Community Engagement, Environmental Justice and Health (CEEJH) that identifies priority environmental justice areas and provides linkages to the transportation sector.
- Emerging data and analyses on greenhouse gas emissions that will be critical to the TPB process for addressing transportation emissions as part of the MWCOG regional efforts on climate change. Several examples include
 - The new data and analyses that indicate that the MWCOG climate change goals for 2030 and 2050 need to be strengthened significantly. This is critical to the selection of climate change transportation strategies as decisions to meet the current goals may not be sufficient and may be highly cost-ineffective to meet the strengthened goals now being considered. A briefing at the last CEEPC meeting began to touch upon these new data and analyses, and
 - The data that is now readily available through the transportation conformity modeling process ... this data will be critical for the region to consider as it moves forward over the next few years with updated TIPS, CLRPs and Envision 2045.

In closing, If possible, I would love to provide a quick comment (and offer to help with future TPB Tech briefings) on the 7th. Should a 3-minute comment not be possible, I

would respectfully request that a copy of this letter be distributed to the Committee and that a short synopsis of the letter be provided by TPB Tech staff on April 7th, similar to the process used at TPB meetings. I have attached several letters to TPB that are linked to the technical issues that I believe TPB Tech needs to begin to look at. I believe it is critical for TPB Tech and TPB to begin to address the issues I have raised as protecting public health is a goal shared by all members of MWCOG. That said, it is also critical for TPB and TPB Tech to get ahead of the curve on these issues as the Federal guidance and rules are now changing, and failure to get ahead of the curve could have draconian impacts on future transportation plans, regional economic development and political futures.

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

George S. Aburn Jr.

Tad Aburn

tadaburn@gmail.com

(443) 829-3652

Cc: TPB Tech Members
Reuben Collins, Chair, TPB
Anita Bonds, Chair, MWAQC
Tom Dernoga, Maryland Vice Chair, MWAQC
Takis Karantonis, Chair CEEPC
Tom Ballou, Chair MWAQC TAC
Dr. Sacoby Wilson, UMCP CEEJH
Dr. Russell Dickerson, UMCP
Colin Burrell, DC DOEE
Phil Mendelson, DC Council
Cristina Fernandez, US EPA
Christopher Lawson, US FHWA

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April 11, 2023

Richard Wallace
Chair, MWCOG Transportation Planning Board (TPB) Community Advisory Committee (CAC)
MWCOG TPB CAC Members
777 North Capitol St. N.E.
Suite 300
Washington, DC 20002

RE: Request to Make 3 -Minute Comment at the April 13, 2023 Meeting

Chairman Wallace, members of the TPB CAC:

I am writing to request a short, 3-minute opportunity to provide comment during the 4/13 TPB CAC meeting on several emerging policy, data and technical analyses issues that I believe need to be looked at. These issues are important to the discussion that CAC will have as part of Agenda Items 3 and 4 during your virtual meeting on 4/13.

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 have considerable experience with the transportation conformity process and transportation related air pollution problems. I am now retired and commenting today as a volunteer working for several Maryland communities and as a concerned citizen.

My short comments would focus on the policy implications of new data and technical analysis that is now available for key transportation issues that create air pollution and climate change. These issues could be major problems for TPB as the region moves forward with new transportation plans and Visualize 2045. These data and analyses provide new insights into how transportation is affecting environmental justice and climate change issues ... two of the highest priority environmental issues in the MWCOG region and nationally.

As you know, the federal government is actively working on revisions to its policies on environmental justice and climate change resulting from transportation projects. I know that TPB prides itself on the use of cutting edge data and getting ahead of issues that are evolving very quickly. I would encourage CAC to begin to look at the policy issues associated with the new data and analyses as they are critical to public health in the region and could have serious implications for future transportation plans.

I understand that your agenda for the 13th may be very tight and would propose a two-step process to begin to look at and consider this new information. If possible, my 3-minute comment on the 13th could tee-up the issues for more detailed discussion at a future TPB CAC meeting.

More detail on the new data and analysis and the policy implications are included in the two recent attached letters to TPB and TPB Tech.

In closing, If possible, I would love to provide a quick comment (and offer to help with future TPB CAC briefings) on the 13th. Should a 3-minute comment not be possible, I would respectfully request that a copy of this letter be distributed to the full Committee and that a short synopsis of the letter be provided by TPB staff on April 13th, similar to the process used at TPB meetings. I have attached several additional letters to that are linked to the key policy issues that I believe are critical to TPB and the regional transportation planning process.

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

George S. Aburn Jr.

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

Cc: TPB CAC Members
Reuben Collins, Chair, TPB
Anita Bonds, Chair, MWAQC
Tom Dernoga, Maryland Vice Chair, MWAQC
Takis Karantonis, Chair CEEPC
Tom Ballou, Chair MWAQC TAC
Dr. Sacoby Wilson, UMCP CEEJH
Dr. Russell Dickerson, UMCP

Colin Burrell, DC DOEE
Phil Mendelson, DC Council
Cristina Fernandez, US EPA
Christopher Lawson, US FHWA

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March 15, 2023

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

RE: Additional Information for the 03/15/2023 TPB Meeting

Chairman Collins, Board members, thank you for providing the opportunity to provide public comment for the March 15, 2023 TPB meeting. This letter is the letter containing the additional information mentioned in my short written public comments for the 03/15/2023 TPB meeting.

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.

My comments today, again focus on two key transportation and environmental protection issues that are now critical in the Washington, DC metropolitan area ... the key roles that transportation planning has in addressing environmental justice and climate change.

The attached February 22, 2023 comments and letter to the Metropolitan Washington Air Quality Committee (MWAQC) for their February 22, 2023 meeting provide additional information on these issues.

The issues are not new issues.

At your November meeting, my comments and letter 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 and letter

on January 18th highlighted how regional transportation, air quality and land use policies are now driving unintentional racial inequity across the entire region. My February 15, 2023 comments and letter urged TPB to work through MWCOCG to update two critical transportation issues driven by climate change.

For the issues raised in November, January and February, it would be very helpful if TPB could provide an update on any activities that the Board or its members are pursuing to address those issues.

During the meeting on March 15, 2023, there will be a briefing on the environmental justice implications of Visualize 2045. The briefing concludes that Visualize 2045 does not have an adverse impact on minority populations. Because of the nature of the analysis, I believe this is an inaccurate and misleading conclusion.

The analysis focuses primarily on accessibility and mobility. It does not address the significant issue of inequitable public health and environmental risk in communities of color. It also does not address the issue of whether Visualize 2045 will begin to reverse the existing inequitable air pollution risk in minority communities linked to transportation related emissions. TPB prides itself on the use of data. The existing data on this is very clear. Minority communities are often breathing the dirtiest air in the region ... which is directly linked to transportation emissions.

The two climate change issues are:

1. The work TPB is now doing to meet current MWCOCG climate change goals (50% by 2030) may be wasteful as the region needs to update its climate change goals to be consistent with the science and the goals set by other leadership organizations. Climate change goals in the 60% reduction by 2030 ... and net-zero emissions by 2045 range ... are more consistent with the science and goals set in other leadership areas. This is particularly important to transportation planning as the strategies to meet the weaker, short-term climate change goals may not be the same as the strategies needed to meet tougher, long-term climate change goals.
2. TPB needs to include carbon dioxide (CO₂) as part of the transportation conformity process required under the Clean Air Act. This will ensure that updates to the region's Transportation Improvement Plans (TIPs) and Constrained Long-Range Plans (CLRPs) are consistent with the region's climate change goals ... before those plans are adopted. The models used by TPB to complete transportation conformity analyses already produce results for CO₂, so

this should not be a resource intensive task to undertake. Failure to look at CO2 and climate change as part of the transportation conformity process also appears to lack transparency.

In closing, climate change, racial equity and environmental racism will be amongst the most important issues that MWCOG and TPB will need to address over the next 10 years. I urge you to show real leadership and begin to address these difficult issues.

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

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
Colin Burrell, DC DOEE
Hannah Ashenafi, DC DOEE
Phil Mendelson, DC Council
Cristina Fernandez, US EPA
Christopher Lawson, US FHWA

Comments for the March 15, 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 today, again focus on two key issues ... the key roles transportation has in addressing environmental justice and climate change.

At your November meeting, my comments focused on a specific project, the DC Claybrick Road Project in PG County - a poster child for government supported environmental racism. My comments on 1/18/2023 highlighted how regional transportation/air quality/land-use policies are now driving unintentional racial inequity. My 3/15/2023 comments urged TPB to update two critical transportation issues driven by climate change ... the need for tougher, science-based climate change transportation goals and inclusion of climate change in the transportation conformity process. It would be very helpful if TPB could provide an update on the issues raised previously.

You have a briefing on your agenda today on environmental justice. The briefing concludes that Visualize 2045 does not have an adverse impact on minority populations. I believe this is an inaccurate and misleading conclusion.

The analysis focuses primarily on accessibility and mobility, not health and environmental risk. It also does not address the issue of whether Visualize 2045 will begin to reverse the inequitable air pollution risk in minority communities linked to transportation related emissions. TPB prides itself on the use of data. The existing data on this is very clear. Minority communities are often breathing the dirtiest air in the region ... which is directly linked to transportation emissions.

My comments on climate change and transportation conformity are also critical. The region could be wasting federal transportation funding to implement strategies that are driven by weaker short-term goals and not the stronger long-term goals supported by science. The transportation conformity models automatically generate CO2 data ... failure to look at CO2 seems to lack transparency.

Additional information is provided in my 3/15/2023 letter to TPB ... available in your Board packet. This letter attaches comments and a letter to MWAQC from their last meeting.

In closing, transportation planning, racial equity and climate change are three of the most important issues that TPB and MWCOG must address. I urge you to show real leadership and aggressively pursue solutions to these critical issues.

Tad Aburn
39724 East Sun Drive, Unit 213
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tadaburn@gmail.com
(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

**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

March 15, 2023

MEMBERS AND ALTERNATES PRESENT *IN-PERSON*

Mark Rawlings - DDOT
Jessica Fitzwater - Frederick County
Kelly Russell - City of Frederick
Brian Lee - Laurel
Oluseyi Olugbenie - Prince George's County Executive
Bridget Newton - Rockville
Cindy Dyballa - Takoma Park
Shana Fulcher - Takoma Park
Heather Murphy - MDOT
Canek Aguirre - Alexandria
James Walkinshaw - Fairfax County
Tom Ross - City of Fairfax
Ann B. Wheeler - Prince William County
Bill Cuttler - VDOT
Allison Davis - WMATA

MEMBERS AND ALTERNATES PRESENT *VIRTUALLY*

Reuben Collins, TPB Chair - Charles County
Charles Allen - DC Council
Christina Henderson - DC Council
Heather Edelman - DC Council
Anna Chamberlin - DDOT
Dan Emerine - DC Office of Planning
Mati Bzurto - Bowie
Mark Mishler - Frederick County
Neil Harris - Gaithersburg
Emmett V. Jordan - Greenbelt
Marilyn Balcombe - Montgomery County
Gary Erenrich - Montgomery County Executive
Eric Olson - Prince George's County
Takis Karantonis - Arlington County
Dan Malouff - Arlington County
David Snyder - Falls Church
Adam Shellenberger - Fauquier County
Kristen Umstattd - Loudoun County
Pamela Sebesky - City of Manassas
Jeanette Rishell - City of Manassas Park
Paolo Belita - Prince William County
David Marsden - Virginia Senate
Sandra Jackson - FHWA
Tammy Stidham - NPS

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth
Lyn Erickson
Clark Mercer
Andrew Meese
Tim Canan
Nick Ramfos
Paul DesJardin
Leo Pineda
Andrew Austin
John Swanson
Sergio Ritacco
Tim Canan
Marcela Moreno
Rachel Beyerle
Mark Moran
Nick Ramfos
Tim Canan
Jeff King
Rachael Beyerle
Jamie Bufkin
Kim Sutton
Deborah Etheridge
Justine Gonzalez-Velez
Joy Schaefer – Frederick County
Bob Brown – Loudoun County
Kari Snyder – MDOT
Regina Moore – VDOT
Richard A. Wallace - CAC Chair
Bill Pugh – Coalition for Smarter Growth
Monica Backmon – Northern Virginia Transportation Authority
Jason Stanford – Northern Virginia Transportation Alliance
Bill Orleans – public

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

Chair Reuben Collins called the meeting to order. He said the meeting was being conducted in a hybrid format with both virtual and in-person attendees. He described the procedures for conducting the meeting.

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

Jason Stanford, president of the Northern Virginia Transportation Alliance, provided in-person comments regarding greenhouse gas emissions and the zero based budget approach. A copy of his remarks were submitted for the record.

Lyn Erickson said the TPB received seven comments via email and seven comments from the Visualize 2050 project list feedback form. She said a memo with a summary of the written comments as well as the entire comments could be found on the TPB meeting page. She noted that the comments included correspondence from Kacy Kostiuik, a former TPB member regarding the Technical Inputs Solicitation; Tad

Aburn, a former Maryland Department of the Environment representative on COG's Metropolitan Washington Air Quality Committee, regarding climate change goals; Arlene Montemarano regarding Maryland's express lanes projects; and Bill Pugh, a senior policy fellow of the Coalition for Smarter Growth, who called for transparency and public feedback in the Visualize 2050 development.

2. APPROVAL OF THE FEBRUARY 15, 2023 MEETING MINUTES

The minutes were approved with three abstentions from Dan Emerine, Tom Ross, and Emmett Jordan.

3. TECHNICAL COMMITTEE REPORT

Referring to the posted material, Mark Rawlings said the Technical Committee met on March 3. He said the committee was briefed on two items on the TPB agenda – The FY 2024 Unified Planning Work Program and The FY 2024 Commuter Connections Work Program. Informational items included: WMATA Better Bus Study; Visualize 2050; research on MPO household travel surveys, Changes to bike and pedestrian volumes during and after the pandemic, military installation resilience in the National Capital Region (focus on transportation elements); and the Federal Certification Review of the TPB.

Kanti Srikanth announced that Chair Collins was having technical difficulties joining the meeting, so Vice Chair Walkinshaw assumed chairmanship of the meeting.

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

Referring to the posted material, Richard Wallace, 2023 chair of the CAC, gave the committee's report. He said the CAC met on March 9. He said the first half of the meeting was conducted as a focus group led by the federal agency staff conducting the Federal Certification Review of the TPB. This discussion focused on two key questions: How effective is public involvement in transportation planning conducted by the TPB? What methods are working well, and which are not? He said the committee was engaged in a very robust discussion. He said the second half of the meeting focused on the development of Visualize 2050.

Christina Henderson, who is vice chair of the TPB as well as chair of the AFA Advisory Committee, gave a report on the AFA meeting on February 27. Referring to the posted material, she said the committee discussed the Visualize 2050 kickoff, the results of the Visualize 2045 environmental justice analysis, and the update to the coordinated human service transportation plan.

5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

Referring to the posted material, Kanti Srikanth said the Steering Committee met on March 3 and approved four amendments to the FY 2023-26 Transportation Improvement Program (TIP). The first amendment added approximately \$5 million at the request of DDOT for safety improvement projects citywide. The second amendment, at the request of TPB staff for the Commuter Connections program, added funding for a recently awarded grant from the Federal Transit Administration to pilot test a program to use under-utilized vanpools vehicles as on-demand transit for those people who do not have transit service available, particularly within the Equity Emphasis Areas. The third amendment, at the request of VDOT, adds approximately \$55.5 million for projects including VRE rolling stock acquisition, PRTC's commuter assistance program, as well as an interchange project. The fourth TIP amendment, at the request of the Eastern Federal Lands Division of FHWA, was for projects throughout the region.

Kanti Srikanth reviewed letters sent and received. He said the packet included letters of support from the TPB for jurisdictions seeking federal assistance, including Gaithersburg, Montgomery County, and Alexandria. He said the packet also included a letter from the TPB to the Mayor of D.C. and the governors of Maryland and Virginia urging action to address the unacceptable levels of fatalities on the regional roadways.

Kanti Srikanth said the packet also include information on the forthcoming grant solicitation from MDOT for the Transportation Alternatives Set-Aside Program. He said the packet also included a notice to board members that TPB staff will soon begin conducting a regional air passenger survey.

Calling attention to items not in the packet, Kanti Srikanth said the annual Street Smart will be running from April 17 through May 14. Finally, he noted that TPB staff had recently participated in a two-day Federal Certification Review of the TPB's planning process. Federal law requires this review every four years. He said there was a lot of recognition of the TPB's work, and he called attention in particular to the board's efforts on climate change.

Kanti Srikanth gave an update on the process for developing the new long-range transportation plan, Visualize 2050. He said the plan is scheduled for approval in December of 2024. As part of the plan development process, he said that all 23 transportation agencies in the region have been asked to submit revised revenue estimates for projects between now and 2050. He said these agencies have also been asked to reexamine each of their projects in current long-range plan to identify how these projects will advance the TPB's approved goals and also to ensure the anticipated project costs will be covered by funding that is expected to be available. He said this information from the transportation agencies would be due by the end of this June so that staff can begin a nine-month analysis.

Kanti Srikanth said that member agency staff have been hard at work on developing the updates and despite these best efforts of the agencies, he recognizes that the June deadline is very optimistic. He also noted the considerable public comment that has already been received about the plan development. He said that based on his conversations with senior staff at the agencies, two of the largest projects – the Maryland Op Lanes project on I-270 and the Beltway and the WMATA funding shortfall – will find it particularly difficult to finalize updates by June deadline. He said both projects have substantive issues to resolve which will need additional time. He noted that the re-examination of the Op Lanes project was just beginning with the senior leadership of the administration of the new Maryland governor and the recent development of the private sector partner withdrawing from the public-private project, has added new considerations to the decision making. As such MDOT has opined that additional time would help with the review and decision making. Regarding the WMATA project, he said that WMATA is facing an operating deficit of approximately \$750 million per year and a budget resolution has not yet been achieved. WMATA senior staff has indicated that they will be seeking a regional discussion on the matter and these discussions would extend beyond June 2023. Considering these challenges, he said staff would be recommending the TPB adjust the schedule to allow more time for the long-range plan development. He also said that since the federally mandated update of the long range plan is not due until sometime in 2026, providing additional time for the current update will not pose any issue with federal compliance. He said that staff will bring a revised schedule for the board's consideration and adoption during the April meeting.

Brian Lee asked if a report from the Federal Certification Review would be provided to the board.

Kanti Srikanth said yes, the TPB would receive a detailed report. He provided further detail on the review, noting the federal agencies were tasked with ensuring the federally required process was being followed and federally required products were being developed. He said the TPB has frequently gone above and beyond these federal requirements, citing the development of the Aspirational Initiatives as an example. He said he hoped the certification review report would highlight and commend some of these extra efforts.

6. CHAIR'S REMARKS

Chair Collins reminded the board that at the beginning of the year he spoke about the importance of this period of time for long-range transportation planning in the region. He said the long-range planning process was grounded in a reexamination of the region's previous plan for transportation investments. The new plan would be intended to respond to emerging travel patterns, identify the best uses for new federal funding, and incorporate perspectives from the new administrations in both Virginia and Maryland. He said he would support proposals to extend the development period for the new long-range plan.

Chair Collins said the process would be very transparent and he looked forward to hearing his colleagues' opinions on this matter. He said the potential extension was not on the March agenda, but it would be a follow-up agenda matter at the April meeting. He said that from a personal perspective, a time extension would provide more opportunity to discuss the Southern Maryland Rapid Transit project, which he said was the most important project in southern Maryland.

7. AN AMENDMENT TO THE FY 2023 UNIFIED PLANNING WORK PROGRAM, FY 2023 CARRYOVER FUNDING TO FY 2024, AND APPROVAL OF THE FY 2024 UPWP

Referring to the posted material, Lyn Erickson noted that she had briefed the board on the UPWP at the January and February TPB meetings. She said that under this item, the board would be asked to approve two resolutions. The first would carry over funding from the current UPWP to next year's UPWP. The second resolution would approve the Unified Planning Work Program for FY 2024. She said that once the UPWP is approved, staff would submit it to the federal agencies for federal approval, which is required.

David Snyder asked if there is funding in the UPWP for the TPB to help WMATA address Metro's looming funding shortfall.

Kanti Srikanth answered that there is no UPWP funding for the TPB to directly conduct financial analysis for Metro, and in fact, he said he understood that WMATA is currently engaged in such analysis. However, he said the TPB staff does have expertise in transit planning and travel demand forecasting which could be beneficial to regional efforts on examining options to address Metro's fiscal challenges. He further noted the current budget does provide for TPB staff to be available to assist Metro and TPB member agencies as needed in addressing Metro's financial needs. Additionally he said that the proposed TPB budget also provides some resources for staff to be engaged in follow-up analysis for WMATA's Better Bus study.

Based on Kanti Srikanth's comments, David Snyder said it was his understanding that although the UPWP did not directly include TPB staff activities on the Metro funding gap, staff would be available to participate in the regional conversation that needs to occur with regard to the future of Metro.

Kanti Srikanth said that was correct. He reiterated that TPB staff has not received any explicit requests, but there is staff capability and limited additional funding capacity for such work, as needed.

David Snyder said he believes the TPB should play an active role in addressing the Metro funding shortfall.

Cindy Dyballa asked for more explanation of the carryover action.

Lyn Erickson explained that some funds from the current UPWP, which ends in June, will not be expended in the current fiscal year. To carry over that funding, two actions are required: The funds must first be pulled from the 2023 UPWP and then, secondly, they are put into the FY 2024 UPWP.

Takis Karantonis moved approval of Resolution R7-2023 to amend the budget and work activities for

FY 2023. The motion was seconded by Brian Lee and was approved unanimously.

Brian Lee moved approval of Resolution R8-2023 to adopt the FY 2024 UPWP. The motion was seconded by Vice Chair Walkinshaw and was approved unanimously.

8. APPROVAL OF THE FY 2024 COMMUTER CONNECTIONS WORK PROGRAM (CCWP)

Referring to the posted material, Nicholas Ramfos said he briefed the board on the draft FY 2024 CCWP at the TPB meeting on February 15. He said the CCWP is an annual work statement that funds alternative commute programs and services designed to help reduce traffic congestion and meet regional air quality goals. He said that there were no comments that had been received regarding the draft. However, he noted that one substantive change had been made in the document at the recommendation of COG/TPB staff. This change updated the eligible corridors for the Flextime Rewards Program based on the recent “Top Bottlenecks” analysis conducted by COG/TPB staff.

Kelly Russell moved approval of Resolution R9-2023 to adopt the FY 2024 CCWP. The motion was seconded by Ann Wheeler and was approved unanimously.

9. ENVIRONMENTAL JUSTICE ANALYSIS

Chair Collins introduced Sergio Ritacco for a briefing about the Visualize 2045 Environmental Justice (EJ) Analysis.

Sergio Ritacco referred to the presentation and staff memo for Item 9 and stated that the federally required EJ analysis determines whether the long-range transportation plan (LRTP) will have an adverse ‘disparate impact on “low-income” or “minority” populations. He highlighted that the 2022 LRTP Visualize 2045, does not have an adverse ‘disparate impact’ on “low-income” and “minority” populations. He added that the planned transportation projects of Visualize 2045 will have a positive impact on mobility and accessibility that would otherwise not take place.

Sergio Ritacco said that the analysis followed the methodology approved by the TPB in 2018. He added that the first phase of the methodology included identifying Equity Emphasis Areas, or U.S. Census tracts with high concentrations of low-income and traditionally disadvantaged racial and ethnic population groups.

Sergio Ritacco referred to the staff presentation to share additional information about the measures used to conduct the analysis and findings of interest.

Chair Collins thanked Sergio Ritacco for his presentation and called for any questions.

Bridget Newton asked that as staff examines projects in the long-range plan, specifically projects adding tolled roadway capacity, to consider how those projects impact equitable access for traditionally underserved people.

Cindy Dyballa agreed with Bridget Newton’s question and added that she is interested in seeing how the analysis can be further refined.

Kanti Srikanth responded, sharing that there is additional funding in the FY2024 budget to further analyze equity emphasis areas to better understand characteristics about them. He added that such deeper dive into the equity emphasis areas would help provide useful information about the specific challenges residents in these areas face. Such information would assist both transportation agencies and elected

officials in better understanding the issues and determining what interventions can improve mobility and accessibility.

10. INTRODUCTION TO CLARK MERCER

Chair Collins introduced the Metropolitan Washington Council of Governments Executive Director, Clark Mercer. He added that he met Mr. Mercer through COG's Executive Director Search Committee and noted that Mr. Mercer had alluded to many of TPB's priorities in his presentation to the search committee.

Clark Mercer shared information about his background, including his experience serving the past two Virginia gubernatorial administrations as Chief of Staff. He added that during his conversations with various jurisdictions, he heard several themes like affordable housing, investments in transportation and transit, environmental concerns, and lowering carbon emissions. He highlighted COG's Region Forward/Region United goals, which he said recognizes that people want good paying jobs, decent housing, and a reasonable commute.

Clark Mercer recognized the changes experienced in the past several years, such as the prevalence of hybrid work policies in the region. He acknowledged that working with stakeholders positively and proactively will be important to discuss different options.

Clark Mercer referred to two transportation-related topics discussed earlier, including I-270 and WMATA's budget. He said that with any new administration, there is an opportunity to take time to assess projects and how they meet gubernatorial priorities – and that I-270 is an example of that. He added that WMATA's operational deficit will require difficult conversations on how Metro is funded.

Clark Mercer said that he looked forward to meeting with members in their jurisdictions.

Chair Collins thanked Clark Mercer for his remarks and called for questions.

Vice Chair James Walkinshaw welcomed Clark Mercer and said that he looks forward to working with him.

David Snyder said that he hopes to see highway safety in the region as a priority along with issues like Metro's budget and affordable housing.

Clark Mercer thanked David Snyder for his comment and said that COG serves as a facilitator and listener for those discussions.

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

Chair Collins introduced Item 11, WMATA's request to amend the FY 2023 – 2026 TIP. Andrew Austin referred to the posted material for Item 11. He said that the amendment includes an increase of \$894 million, including funding from the IJA that was not originally programmed in the TIP. He added that this item serves as notice for a 30-day public comment period that concludes on April 13th. He said that the TPB will be asked to review and approve this amendment to the TIP at the May 2023 board meeting.

Allison Davis, VP, Planning at WMATA, added that this amendment adds reauthorized PRIIA federal funding, and additional money from the IJA.

Kanti Srikanth, referring to Cindy Dyballa's earlier question on the TPB budget, added that the amendment reflects federal funding in the TIP for WMATA projects already included in the plan.

12. ADJOURN

There being no other business, the meeting was adjourned at 2:03 P.M. The April 19 TPB meeting will be a virtual meeting.

Meeting Highlights TPB Technical Committee – April 7, 2023

The Technical Committee met on Friday, April 7, 2023. Meeting materials can be found here:

<https://www.mwcog.org/events/2023/4/7/tpb-technical-committee/>

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

TPB AGENDA ITEM 7 – APPROVAL OF REGIONAL BIKE TO WORK DAY 2023 PROCLAMATION

In an effort to increase public awareness of the viability of bicycle commuting in the Washington region, regional Bike to Work Day events are being organized at over 100 locations in the region for Friday, May 19. These events will encourage the business community and other regional decision-makers to support increased bicycle commuting through bicycle-friendly policies and initiatives.

TPB AGENDA ITEM 9 – VISUALIZE 2050: UPDATED SCHEDULE APPROVAL, COMMENTS RECEIVED TO DATE, MARCH LISTENING SESSION TAKEAWAYS

The TPB approved the Technical Inputs Solicitation document in February which included a detailed schedule to complete the plan update. Since the approval, outstanding circumstances have caused staff to re-examine the original schedule and add more time for completion. Staff will also report on public comments received and will share takeaways from the March TPB project input listening sessions.

TPB AGENDA ITEM 10 – APPROVAL OF FY 2024 TLC TECHNICAL ASSISTANCE RECIPIENTS

The TPB's Transportation Land-Use Connections (TLC) Program has provided support to local jurisdictions as they deal with the challenges of integrating land-use and transportation planning at the community level since 2006. Staff solicited applications for the FY 2024 TLC round of technical assistance between January 6 and March 3, 2023. The board will be briefed and asked to approve the applications that are being recommended for funding in FY 2024.

TPB AGENDA ITEM 11 – COORDINATED HUMAN SERVICES TRANSPORTATION PLAN UPDATE

The Coordinated Plan guides the Federal Transit Administration's Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program for the Washington DC-VA-MD Urbanized Area. TPB, with COG as its administrative agent, is the designated recipient for this program. The board is scheduled to approve the plan in May.

The following items were presented for information and discussion:

RIDE ON, REIMAGINED

The TPB Technical Committee was briefed on Ride On Reimagined, a comprehensive, assessment of the bus network in Montgomery County based on current and future needs. This study will take an in-depth look at Montgomery County's existing and planned transit systems, including Metrobus services that operate within the County limits and the future Purple Line. The study will also provide an opportunity to guide the future direction of Ride On through data analysis and community engagement. The study will have the primary goal of recommending system-wide changes that address the current and future needs of the community it serves for both Ride On and Metrobus services.

CARBON REDUCTION PROGRAM

The TPB Technical Committee was briefed on the Carbon Reduction Program (CRP), which was established by the Bipartisan Infrastructure Law (BIL) and provides funds for projects designed to reduce carbon dioxide emissions from on-road transportation.

NEW MOTOR VEHICLE EMISSIONS BUDGETS (MVEBS)

The region is developing new Motor Vehicle Emissions Budgets (MVEBs) using EPA's new mobile emissions estimator, MOVES3. TPB staff is working with the Metropolitan Washington Air Quality Committee to update the current MVEBs in the 2008 ozone maintenance plan. The MVEBs are required for use in each air quality conformity analysis of the Long-Range Transportation Plan and Transportation Improvement Program.

OTHER BUSINESS

- WMATA TIP amendment
- WMATA Better Bus Work Session, April 19
- Street smart
- Air Passenger survey
- OMB Race and Ethnicity Data Statistical Standards
- Transportation Resiliency Working Group
- Transportation Within Reach
- Maryland Transportation Alternative Program application period April 14 – May 15
- Staff Update

COMMUNITY ADVISORY COMMITTEE MONTHLY REPORT

April 13, 2023
Richard Wallace, CAC Chair

The April meeting of the 2023 - 2024 TPB Community Advisory Committee (CAC) was held on Thursday, April 13. The committee discussed the TPB's Coordinated Human Services Transportation Plan (Coordinated Plan), and TPB and CAC role in the long-range planning process. The meeting was held virtually on Microsoft Teams.

UPDATE ON TPB'S COORDINATED PLAN

Sergio Ritacco presented information about the 2023 update to the Coordinated Plan. The presentation described TPB's role in the Enhanced Mobility program, the purpose of the plan, key elements of the plan, and the next steps to the plan's approval.

Member comments and questions included:

- **Clarifying disabilities addressed in the plan.** One member noted a gap in addressing people with disabilities that are not focused on mobility, such as people utilizing rideshare with seeing-eye dogs. Staff responded that the plan is inclusive of all disabilities under the federal definition and will clarify that in future presentations.
- **Clarifying questions about the grant program and plan.** Members asked several clarifying questions about different aspects of the Enhanced Mobility grant program and Coordinated Plan. One member asked how grant funding is overseen. Staff responded that the Metropolitan Washington Council of Governments (COG), as the administrative agent, provides oversight to ensure the grant programs are effectively administered. Another member asked if funding could be used to acquire vehicles. Staff responded that funds could be used to purchase vehicles, and a DC Village used funding in the past for wheelchair accessible vehicles.
- **Enthusiasm about learning more and bringing awareness about the Coordinated Plan.** One member expressed interest in sharing the Coordinated Plan and information about the Enhanced Mobility grant program with their community.

TPB'S ROLE IN THE LONG-RANGE PLANNING PROCESS

In response to discussion about Visualize 2050 at the March meeting, Kanti Srikanth provided remarks detailing the TPB's role in the federally mandated long-range transportation planning (LRTP) process. He provided the purpose of the long-range plan, as well as information about the TPB's plan, Visualize 2045. He shared additional information about how members of the CAC can engage individually and collectively to fulfill their mission and the development of the LRTP.

Member comments and questions included the following:

- **Discussion about responding to projected land use and travel patterns in the LRTP.**
 - **Keep in mind roadway networks for auto-reliant areas.** A member provided feedback that 80% of land use existing today will exist 20-25 years from now.

- They noted that density near high-capacity transit is projected to nearly double and recognized that it's important to keep in mind areas in the region that are more auto dependent for travel and commerce.
- **Share examples of scenario studies.** One member asked for examples of scenarios that will be examined. Staff responded with that there are a variety of scenarios that are tested – and shared several examples like “what if there are more jobs near housing” or “what if there was more housing near transit stations?” He added that committee members could refer to the [TPB's Scenario Planning Study Findings](#).
 - **Rethink the status quo.** Another member emphasized that the long-range nature of the plan is 'marathon, not a sprint' and requires rethinking how we currently build infrastructure.
- **Questions about how we address and account for the future of telework.** Referring to the draft Cooperative Forecast, one member asked about the findings related to job and household growth in the region. They expressed concern that the data may not match the reality of the office vacancies and other COVID impacts and wanted to understand how the travel demand model will take the impact of telework into account. Staff noted that the post-COVID future poses uncertainty but that there is consensus that higher rates of telework will remain. Staff also acknowledged how this impacts cities financially and noted Metro's \$750M funding gap in FY25. In addition, staff added that data is showing that traffic is returning to pre-pandemic levels even with fewer commuters. They stated that these trends will need be monitored and is one of the reasons the plan update is happening sooner.
 - **Clarification on the exempt and non-exempt lists.** One member asked for clarification on why larger projects are grouped together and placed on the exempt list when construction is underway on segments of the corridor. Staff responded that exempt projects may be under construction or funded and shared the Purple Line as an example. Staff also clarified that exempt projects are still being re-examined and does not preclude project changes to further advance TPB's goals and priorities.
 - **Clarification on WMATA's role in the long-range planning process.** A member asked for clarification on whether WMATA relies on the states to propose projects, or whether they act independently. Staff clarified that WMATA submits their own input and financial plan – their project submissions are already approved by their Board of Directors. A follow up question asked about projects like the Blue line extension and whether they are included in the LRTP. Staff responded that projects in the LRTP must demonstrate funding, but the projects mentioned were included in WMATA's unconstrained comprehensive plan and currently do not have committed funding. Another member suggested that the CAC can recommend possible funding sources for projects to provide reasonable ways to enable visionary thinking.

OTHER BUSINESS

- Marcela Moreno provided an overview of the upcoming TPB agenda.
- CAC Orientation Module #2 will take place at the May meeting.
- Chair Wallace announced that the next CAC meeting will take place on May 11th as a hybrid meeting with an in-person option in at COG and virtual option on Microsoft Teams.

ATTENDEES

Members

Richard Wallace, *Chair*
Ashley Hutson
Carolyn Wilson
Daniel Papiernik
Felipe Millían
Gail Sullivan
Heather Goana
Jacqueline Overton Allen
Jason Stanford
Jeffery Parnes
Kalli Krumpos
Larkin Turman
Maribel Wong
Mark Scheufler

Nancy Abeles
Noell Evans
Ra Amin
Rick Rybeck
Timothy Davis
Vanessa Hercules

Staff

Justine Velez
Kanti Srikanth
Marcela Moreno
Rachel Beyerle
Sergio Ritacco

Guests

Tad Aburn



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: April 13, 2023

The attached materials include:

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



MEMORANDUM

TO: Transportation Planning Board
SUBJECT: Steering Committee Actions
FROM: Kanti Srikanth, TPB Staff Director
DATE: April 13, 2023

At its meeting on April 7, 2023, the TPB Steering Committee adopted four resolutions approving amendments to the FY 2023-2026 Transportation Improvement Program (TIP) as requested by the District Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT) and TPB staff, as described below:

- TPB SR22-2023 – requested by DDOT to add net total of 432 million by adding \$423 million for the Citywide Streetlights P3 project (T6625), and \$3.6 million for the Size and Weight Enforcement Program and \$5 million for Planning Activities Passthrough (to MWCOG). These projects and programs are exempt from the air quality conformity requirement.
- TPB SR23-2023 – requested by DDOT on behalf of the TPB to add \$100,000 from the FTA’s Innovative Coordinated Access and Mobility (ICAM) grants and \$25,000 in local match to be provided by WMATA for improvements to the Reach-a-Ride platform (T11628) to be administered by Commuter Connections and funded with Enhancing Mobility Innovation competitive grant program. This program is exempt from the conformity requirement. The TPB’s portion of the TIP is included in DDOT’s STIP for funding purposes.
- TPB SR24-2023 – requested by the Maryland Transit Administration and MDOT to add approximately \$1.9 million for a new project, the Transit Oriented Development (TOD), Purple Line Corridor. This project is exempt from the conformity requirement.
- TPB SR25-2023 – requested by VDOT to add \$58.6 million for the Northstar Blvd. Extension project (T11614). This project was included in the Air Quality Conformity Analysis of the 2022 Update of Visualize 2045 and the FY 2023-2026 TIP.

The TPB Bylaws provide that the Steering Committee “shall have the full authority to approve non-regionally significant items, and in such cases, it shall advise the TPB of its action.” 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 SR22-2023, approving amendments to the FY 2023-2026 TIP, as requested by DDOT
- Adopted resolution SR23-2023, approving an amendment to the FY 2023-2026 TIP, as requested by DDOT on behalf of the TPB

- Adopted resolution SR24-2023, approving an amendment to the FY 2023-2026 TIP, as requested by MDOT
- Adopted resolution SR25-2023 approving an amendment to the FY 2023-2026 TIP as requested by VDOT

TPB Steering Committee Attendance – April 7, 2023
(only voting members and alternates listed)

TPB Chair/MD rep.:

TPB Vice Chair/DC Rep.: Heather Edelman (Alt.)

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

DDOT/Tech. Cmte. Chair: Mark Rawlings

MDOT: Kari Snyder

VDOT: Regina Moore

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 23-15.1 WHICH ADDS
FUNDING TO THREE ONGOING PROGRAMS, AS REQUESTED BY THE
DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)**

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 23-15.1, which adds a net total of approximately \$432 million by adding \$423 million in funding to the **Citywide Streetlights P3** program (**T6625**), \$3.6 million to the **Size and Weight Enforcement Program (T2633)**, and \$5 million to the **Planning Activities Passthrough (MWCOC)** program (**T6102**), as described in the attached materials; and

WHEREAS, the attached materials include:

- ATTACHMENT A) Programming Overview reports showing how the records will appear in the TIP following approval,
- ATTACHMENT B) Amendment Summary report showing the total program (or 4-year total) 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) Letter from DDOT dated December 16, 2022, requesting the amendments; and

WHEREAS, these projects and programs have been entered into the TPB's Project InfoTrak database under TIP Action 23-15.1, creating the 15th 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 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 23-15.1 which adds approximately \$432 million by adding \$423 million in funding to the **Citywide Streetlights P3** program (**T6625**), \$3.6 million to the **Size and Weight Enforcement Program (T2633)**, and \$5 million to the **Planning Activities Passthrough (MWC0G)** program (**T6102**), as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, April 7, 2023.
Final approval following review by the full board on Wednesday, April 19, 2023.**



TIP ID	T2633	Lead Agency	District Department of Transportation	Project Type	Freight Movement
Project Name	Size and Weight Enforcement Program	County	Washington	Total Cost	\$12,939,751
Project Limits		Municipality	District of Columbia	Completion Date	2045
		Agency Project	IDC1029A, CI053A		
Description	This project provides trained personnel to enforce size and weight regulations, as well as increase the number of portable scales at Weigh in Motion sites on and off the Federal-aid System. This project will facilitate reducing weight violations and preventing premature deterioration of pavements and structures in the District, and in turn provide a safe driving environment. a. Weigh in Motion Operations Support b. Weigh in Motion Upgrade and Repair c. Upgrade Existing I-295 SB Weigh Station in the Freight Plan				

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	
CON	NHFP	\$6,228,000	\$156,000	\$151,900	\$151,900	\$6,687,800	\$6,977,400	*Map Has Not Been Marked
CON	DC/STATE	\$2,280,730	\$39,000	\$39,277	\$39,277	\$2,398,284	\$2,470,684	
CON	STBG	\$2,894,917	-	-	-	\$2,894,917	\$2,894,917	
	Total CON	\$11,403,647	\$195,000	\$191,177	\$191,177	\$11,981,001	\$12,343,001	
OTHER	NHFP	\$477,400	-	-	-	\$477,400	\$477,400	
OTHER	DC/STATE	\$119,350	-	-	-	\$119,350	\$119,350	
	Total Other	\$596,750	-	-	-	\$596,750	\$596,750	
	Total Programmed	\$12,000,397	\$195,000	\$191,177	\$191,177	\$12,577,751	\$12,939,751	

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-01.1 Amendment 2023-2026	09/21/2022	10/06/2022	Pending
23-02 Amendment 2023-2026	09/16/2022	N/A	N/A
23-15.1 Amendment 2023-2026	04/19/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$9,321,104 to \$12,939,751



TIP ID	T6102	Lead Agency	District Department of Transportation	Project Type	Transit - Administration
Project Name	Planning Activities Passthrough (MWCOG)	County	Washington	Total Cost	\$25,655,345
Project Limits		Municipality	District of Columbia	Completion Date	2045
		Agency Project ID			
Description	DDOT receives an annual FHWA and FTA grant appropriation to support metropolitan planning activities and Statewide/DC based Planning Activities. a. 5303/5304 FTA Program b MATOC c. Metropolitan Planning				

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	*Not Location Specific
PE	S. 5303	\$960,537	\$529,000	\$529,000	\$529,000	\$2,547,537	\$2,547,537	
PE	S. 5304	\$575,218	\$130,700	\$130,700	\$130,700	\$967,318	\$967,318	
PE	DC/STATE	\$383,939	\$164,925	\$164,925	\$164,925	\$878,714	\$878,714	
	<i>Total PE</i>	\$1,919,694	\$824,625	\$824,625	\$824,625	\$4,393,569	\$4,393,569	
OTHER	DC/STATE	\$1,827,381	\$808,325	\$808,325	\$808,325	\$4,252,356	\$4,252,356	
OTHER	STBG	\$7,309,520	\$3,233,300	\$3,233,300	\$3,233,300	\$17,009,420	\$17,009,420	
	<i>Total Other</i>	\$9,136,901	\$4,041,625	\$4,041,625	\$4,041,625	\$21,261,776	\$21,261,776	
	<i>Total Programmed</i>	\$11,056,595	\$4,866,250	\$4,866,250	\$4,866,250	\$25,655,345	\$25,655,345	

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-03.1 Amendment 2023-2026	10/19/2022	11/01/2022	Pending
23-05.1 Amendment 2023-2026	11/16/2022	12/14/2022	Pending
23-12 Amendment 2023-2026	Pending	N/A	N/A
23-15.1 Amendment 2023-2026	04/19/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):
 Total project cost increased from \$20,560,069 to \$25,655,345



TIP ID	T6625	Lead Agency	District Department of Transportation	Project Type	Enhancement
Project Name	Citywide Streetlights P3	County	Washington	Total Cost	\$534,073,375
Project Limits		Municipality	District of Columbia	Completion Date	2037
		Agency Project ID	DOSS49A		

Description The P3 will include the conversion of all District Streetlights to LED, the installation of a remote monitoring and control system, and rehabilitating streetlight assets to a state of good repair, in addition to a long-term, performance-based asset management contract. Work to develop the P3 will include technical, legal, and financial aspects of the project which will be developed into an RFP. Upon completion of the RFP this project will solicit and award a 15-year (DBFM) Design, Build, Finance, Maintain P3 contract. The engineering work completed under this project until now will feed into the construction that is expected to begin on March 20th, 2023

Phase AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	*Various Locations
CON ACCP FASTLANE	\$159,992,459	-	-	-	-	-	*	*	
CON NHPP	\$4,576,998	\$1,473,183	\$1,478,299	\$1,845,589	\$1,853,894	\$19,977,906	\$6,650,965	\$31,205,869	
CON State (NM)	\$20,109,165	\$10,967,248	\$11,005,329	\$13,739,653	\$13,801,481	\$148,727,330	\$49,513,711	\$218,350,206	
CON DC/STATE	\$2,343,644	\$3,177,113	\$3,188,144	\$3,980,253	\$3,998,165	\$43,084,967	\$14,343,675	\$59,772,286	
CON STBG	\$6,865,498	\$12,053,704	\$12,095,557	\$15,100,753	\$15,168,706	\$163,460,796	\$54,418,720	\$224,745,014	
Total CON	\$33,895,305	\$27,671,248	\$27,767,329	\$34,666,248	\$34,822,246	\$375,250,999	\$124,927,071	\$534,073,375	
Total Programmed	\$33,895,305	\$27,671,248	\$27,767,329	\$34,666,248	\$34,822,246	\$375,250,999	\$124,927,071	\$534,073,375	

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-06 Amendment 2023-2026	11/14/2022	N/A	N/A
23-15.1 Amendment 2023-2026	04/19/2023	Pending	Pending

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$110,809,806 to \$534,073,375
 * ACCP is not part of the Total

ATTACHMENT B
Summary Report for TIP Action 23-15.1 Formal Amendment to the
FY 2023-2026 Transportation Improvement Program
Requested by District Department of Transportation
Approved by TPB Steering Committee on April 7, 2023

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T6625	Citywide Streetlights P3	\$110,809,806	\$534,073,375	\$423,263,569	382	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p style="text-align: right;">DC (Non-Match)</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 22 in CON for \$20,109,165 - Decrease funds in FFY 23 in CON from \$14,838,594 to \$10,967,248 - Decrease funds in FFY 24 in CON from \$14,875,690 to \$11,005,329 ▶ Add funds in FFY 25 in CON for \$13,739,653 ▶ Add funds in FFY 26 in CON for \$13,801,481 <p style="text-align: right;">STBG</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 21 in CON for \$423,733 + Increase funds in FFY 22 in CON from \$3,624,333 to \$6,865,498 + Increase funds in FFY 23 in CON from \$12,053,606 to \$12,053,704 + Increase funds in FFY 24 in CON from \$12,095,459 to \$12,095,557 + Increase funds in FFY 25 in CON from \$6,997,120 to \$15,100,753 + Increase funds in FFY 26 in CON from \$6,997,120 to \$15,168,706 <p style="text-align: right;">NHPP</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 21 in CON for \$278,453 + Increase funds in FFY 22 in CON from \$2,381,705 to \$4,576,998 - Decrease funds in FFY 23 in CON from \$1,473,293 to \$1,473,183 - Decrease funds in FFY 24 in CON from \$1,478,408 to \$1,478,299 - Decrease funds in FFY 25 in CON from \$6,458,880 to \$1,845,589 - Decrease funds in FFY 26 in CON from \$6,458,880 to \$1,853,894 <p style="text-align: right;">DC (Match)</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 21 in CON for \$811,145 - Decrease funds in FFY 22 in CON from \$6,470,152 to \$2,343,644 + Increase funds in FFY 23 in CON from \$3,177,102 to \$3,177,113 + Increase funds in FFY 24 in CON from \$3,188,133 to \$3,188,144 + Increase funds in FFY 25 in CON from \$3,364,000 to \$3,980,253 + Increase funds in FFY 26 in CON from \$3,364,000 to \$3,998,165 <p><i>Total project cost increased from \$110,809,806 to \$534,073,375</i></p>

ATTACHMENT B
Summary Report for TIP Action 23-15.1 Formal Amendment to the
FY 2023-2026 Transportation Improvement Program
Requested by District Department of Transportation
Approved by TPB Steering Committee on April 7, 2023

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T2633	Size and Weight Enforcement Program	\$9,321,104	\$12,939,751	\$3,618,647	39	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE + Increase funds in FFY 23 in CON from \$1,557,000 to \$2,280,730 STBG ▶ Add funds in FFY 23 in CON for \$2,894,917 <i>Total project cost increased from \$9,321,104 to \$12,939,751</i>
T6102	Planning Activities Passthrough (MWCOC)	\$20,560,069	\$25,655,345	\$5,095,276	25	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE + Increase funds in FFY 23 in OTHER from \$808,325 to \$1,827,381 STBG + Increase funds in FFY 23 in OTHER from \$3,233,300 to \$7,309,520 <i>Total project cost increased from \$20,560,069 to \$25,655,345</i>
Totals:		\$29,881,173	\$38,595,096	\$8,713,923			

Government of the District of Columbia
Department of Transportation



March 23rd, 2023

The Honorable Reuben B. Collins II, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street N.E., Suite 300
Washington, DC 20002-4290

Dear Chair Collins,

The District Department of Transportation (DDOT) requests that the FY 2023-2026 Transportation Improvement Program (TIP) be amended as detailed below.

1. Metropolitan Planning (T6102c)

- a. Increase PL funding for PE by \$1,225,448 in FY23
- b. Increase PL funding for PE by \$3,869,828 in FY23

2. Weigh in Motion Upgrade and Repair (T2633b)

- a. Increase STBG funding for Construction by \$3,618,646 in FY23

3. Citywide Streetlights P3 (T6625)

- a. Decrease Formula/NHPP funding for Construction by \$1,473,293 in FY 2023
- b. Decrease Formula/STBG funding for Construction by \$12,053,606 in FY 2023
- c. Decrease DCSTATE funding for Construction by \$3,177,101 in FY 2023
- d. Decrease DCSTATE - Non-Match funding for Construction by \$14,838,594 in FY 2023
- e. Decrease Formula/NHPP funding for Construction by \$1,478,408 in FY 2024
- f. Decrease Formula/STBG funding for Construction by \$12,095,459 in FY 2024
- g. Decrease DCSTATE funding for Construction by \$3,188,132 in FY 2024
- h. Decrease DCSTATE - Non-Match funding for Construction by \$14,875,690 in FY 2024
- i. Decrease Formula/NHPP funding for Construction by \$8,073,600 in FY 2025
- j. Decrease Formula/NHPP funding for Construction by \$8,073,600 in FY 2026
- k. Decrease Formula/STBG funding for Construction by \$8,746,400 in FY 2025
- l. Decrease Formula/STBG funding for Construction by \$8,746,400 in FY 2026
- m. Increase Formula/NHPP funding for Construction by \$5,514,456 in FY 2022
- n. Increase Formula/NHPP funding for Construction by \$1,636,871 in FY 2023
- o. Increase Formula/NHPP funding for Construction by \$1,642,554 in FY 2024
- p. Increase Formula/NHPP funding for Construction by \$2,050,654 in FY 2025
- q. Increase Formula/NHPP funding for Construction by \$2,059,882 in FY 2026
- r. Increase Formula/NHPP funding for Construction by \$2,069,152 in FY 2027
- s. Increase Formula/NHPP funding for Construction by \$2,078,463 in FY 2028
- t. Increase Formula/NHPP funding for Construction by \$2,087,816 in FY 2029
- u. Increase Formula/NHPP funding for Construction by \$2,097,211 in FY 2030
- v. Increase Formula/NHPP funding for Construction by \$2,106,648 in FY 2031
- w. Increase Formula/NHPP funding for Construction by \$2,116,128 in FY 2032
- x. Increase Formula/NHPP funding for Construction by \$2,125,651 in FY 2033
- y. Increase Formula/NHPP funding for Construction by \$2,135,216 in FY 2034
- z. Increase Formula/NHPP funding for Construction by \$2,144,825 in FY 2035
- aa. Increase Formula/NHPP funding for Construction by \$2,154,477 in FY 2036
- bb. Increase Formula/NHPP funding for Construction by \$1,082,086 in FY 2037
- cc. Increase Formula/STBG funding for Construction by \$8,271,684 in FY 2022
- dd. Increase Formula/STBG funding for Construction by \$15,067,129 in FY 2023

- ee. Increase Formula/STBG funding for Construction by \$15,119,446 in FY 2024
- ff. Increase Formula/STBG funding for Construction by \$18,875,941 in FY 2025
- gg. Increase Formula/STBG funding for Construction by \$18,960,883 in FY 2026
- hh. Increase Formula/STBG funding for Construction by \$19,046,207 in FY 2027
- ii. Increase Formula/STBG funding for Construction by \$19,131,914 in FY 2028
- jj. Increase Formula/STBG funding for Construction by \$19,218,008 in FY 2029
- kk. Increase Formula/STBG funding for Construction by \$19,304,489 in FY 2030
- ll. Increase Formula/STBG funding for Construction by \$19,391,359 in FY 2031
- mm. Increase Formula/STBG funding for Construction by \$19,478,620 in FY 2032
- nn. Increase Formula/STBG funding for Construction by \$19,566,274 in FY 2033
- oo. Increase Formula/STBG funding for Construction by \$19,654,322 in FY 2034
- pp. Increase Formula/STBG funding for Construction by \$19,742,767 in FY 2035
- qq. Increase Formula/STBG funding for Construction by \$19,831,609 in FY 2036
- rr. Increase Formula/STBG funding for Construction by \$9,960,426 in FY 2037
- ss. Increase DCSTATE - Non-Match funding for Construction by \$20,109,165 in FY 2022
- tt. Increase DCSTATE - Non-Match funding for Construction by \$10,967,248 in FY 2023
- uu. Increase DCSTATE - Non-Match funding for Construction by \$11,005,329 in FY 2024
- vv. Increase DCSTATE - Non-Match funding for Construction by \$13,739,653 in FY 2025
- ww. Increase DCSTATE - Non-Match funding for Construction by \$13,801,481 in FY 2026
- xx. Increase DCSTATE - Non-Match funding for Construction by \$13,863,588 in FY 2027
- yy. Increase DCSTATE - Non-Match funding for Construction by \$13,925,974 in FY 2028
- zz. Increase DCSTATE - Non-Match funding for Construction by \$13,988,641 in FY 2029
- aaa. Increase DCSTATE - Non-Match funding for Construction by \$14,051,590 in FY 2030
- bbb. Increase DCSTATE - Non-Match funding for Construction by \$14,114,822 in FY 2031
- ccc. Increase DCSTATE - Non-Match funding for Construction by \$14,178,339 in FY 2032
- ddd. Increase DCSTATE - Non-Match funding for Construction by \$14,242,141 in FY 2033
- eee. Increase DCSTATE - Non-Match funding for Construction by \$14,306,231 in FY 2034
- fff. Increase DCSTATE - Non-Match funding for Construction by \$14,370,609 in FY 2035
- ggg. Increase DCSTATE - Non-Match funding for Construction by \$14,435,277 in FY 2036
- hhh. Increase DCSTATE - Non-Match funding for Construction by \$7,250,118 in FY 2037
- iii. Increase BAB funding for Construction by \$159,992,459 in FY 2022

The proposed amendments do not add additional capacity for motorized vehicles and do not require conformity analysis or public review and comment. The funding sources have been identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve these amendments at its April 7th meeting.

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

Sincerely,

Kyle J. Scott

Kyle Scott
 Acting Chief Administrative Officer
 District Department of Transportation
Kyle.scott@dc.gov

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 23-15.1 WHICH ADDS FUNDING FROM THE FEDERAL TRANSIT ADMINISTRATIONS' INNOVATIVE COORDINATED ACCESS AND MOBILITY PILOT PROGRAM FOR IMPROVEMENTS TO THE TPB'S REACH-A-RIDE PLATFORM, AS REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT) ON BEHALF OF THE TPB

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

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

WHEREAS, the FTA's Innovative Coordinated Access and Mobility (ICAM) grants seek to improve access to public transportation by building partnerships among health, transportation and other service providers. This program provides competitive funding to support innovative projects for the transportation disadvantaged that will improve the coordination of transportation services and non-emergency medical transportation services; and

WHEREAS, on October 7, 2021, FTA announced the opportunity to apply for grant funds under the ICAM program; and

WHEREAS, COG/TPB staff submitted a grant application on December 6, 2021 that proposed to move the existing Reach-a-Ride platform towards a one-call, one-click Information and Referral/ Assistance tool for transportation options in the region; and

WHEREAS, on July 30, 2022, the COG Board of Directors adopted Resolution R32-2022 authorizing COG to receive and expend grant funds from the FTA for its ICAM grant; and

WHEREAS the TPB's portion of the FY 2023-2026 TIP is proposed to be amended to include the Reach-a-Ride Platform Improvements (T11628) with \$100,000 in federal ICAM program funds and \$25,000 in regional/local matching funds from the Washington Metropolitan Area Transit Authority (WMATA), as described in the attached materials; and

WHEREAS, the attached materials include:

ATTACHMENT A) Programming Overview report showing how the project will appear in the TIP following approval,

ATTACHMENT B) Memo from Nicholas Ramfos, TPB Transportation Operations Programs Director to the TPB dated September 21, 2022 informing the Board of the program's successful funding application,

ATTACHMENT C) Summary of COG Board Resolution R32-2022 authorizing the Executive Director, for his designee, to receive and expend grant funds from the FTA's ICAM Program; Catalog of Federal Domestic Assistance number: 20.513; and

WHEREAS, this project has been entered into the TPB's Project InfoTrak database under TIP Action 23-15.1, creating the 15th 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, this project is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

WHEREAS, this resolution and amendment 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 23-15.1 which adds the Reach-a-Ride Platform Improvements (T11628) with \$100,000 in federal ICAM program funds and \$25,000 in regional/local matching funds from WMATA, as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, April 7, 2023.
Final approval following review by the full board on Wednesday, April; 19, 2023.**



National Capital Region
Transportation Planning Board

Attachment A: Programming Report for
 TIP Action 23-15.1: Formal Amendment to the
 FY 2023-2026 Transportation Improvement Program
 Requested by District Maryland Virginia Department of Transportation
 Approved by TPB Steering Committee on April 7, 2023

TIP ID T11628
 Project Name Reach-a-Ride Platform Improvements
 Project Limits
 Description The purpose of the project will be to convene a consortium of regional stakeholders to move the existing Reach a Ride platform towards a one-call, one-click Information and Referral/Assistance tool for transportation options in the region.

Lead Agency TPB
 County
 Municipality
 Agency Project ID

Project Type Ridesharing
 Total Cost \$125,000
 Completion Date 2025

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
OTHER		LOCAL	-	\$25,000	-	-	-	-	\$25,000	\$25,000
OTHER		ICAM	-	\$100,000	-	-	-	-	\$100,000	\$100,000
		<i>Total Other</i>	-	\$125,000	-	-	-	-	\$125,000	\$125,000
		<i>Total Programmed</i>	-	\$125,000	-	-	-	-	\$125,000	\$125,000

*Map Has Not Been Marked

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-15.1 Amendment 2023-2026	04/19/2023	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



MEMORANDUM

TO: Transportation Planning Board

FROM: Nicholas Ramfos, Transportation Operations Programs Director

SUBJECT: Federal Transit Administration's Innovative Coordinated Access and Mobility Pilot Program (ICAM Pilot Program; Catalog of Federal Domestic Assistance (CFDA) number: 20.513) and Enhancing Mobility Innovation (EMI) Program; Catalog of Federal Domestic Assistance (CFDA) number: 20.530 -- Public Transportation Innovation

DATE: September 21, 2022

COG/TPB staff applied for two grants from the Federal Transit Administration that included the ICAM Pilot and EMI Public Transportation Innovation programs. Each grant application was approved for funding.

The ICAM project is in the amount of \$100,000 in federal funds and \$25,000 in matching funds from the Washington Metropolitan Transit Authority (WMATA) for a total budget of \$125,000. The purpose of the project will be to convene a consortium of regional stakeholders to move the existing Reach a Ride platform towards a one-call, one-click Information and Referral/Assistance tool for transportation options in the region. The grant period of performance will be over a two year timeframe after the grant contract is signed with FTA. The COG Board was asked to approve the receipt of the ICAM grant funds during its July 30, 2022 meeting. Resolution R32-2022 authorizing COG to receive and expend grant funds from the Federal Transit Administration for its ICAM Mobility Pilot Program was approved and COG will act as the administrative agent for the project.

The EMI project is in the amount of \$250,000 in federal funds and \$62,500 in matching funds from the District, Maryland, and Virginia Departments of Transportation from the CCWP for a total budget of \$312,500. The purpose of the project will be to design an open-source, cross platform mobile application to convert existing and future vanpools into microtransit providers to provide additional mobility solutions to environmental justice populations. Partnerships with employers and vanpool operators in the region through Commuter Connections will be used to improve occupancy rates on existing vanpools and set the groundwork for new vanpool formation. This will create a self-sustaining cycle in which new vanpool formations will provide wider mobility options for commuters and additional microtransit routes. The grant period of performance will be over a two year timeframe after the grant contract is signed with FTA. The COG Board was asked to approve the receipt of the EMI grant funds during its September 14, 2022 meeting. Resolution R36-2022 authorizing COG to receive and expend grant funds from the Federal Transit Administration for its EMI Public Transportation Innovation was approved and COG will act as the administrative agent for the project.

COG/TPB is currently working on completing applications in TrAMS to receive the funds from FTA and contract with the two subrecipients to manage the grant awards.

ATTACHMENT C

ADOPTION OF CONSENT AGENDA ITEMS July 2022

A. RESOLUTION AUTHORIZING COG TO RECEIVE A GRANT FROM THE FEDERAL TRANSIT ADMINISTRATION (FTA) FOR ITS INNOVATIVE COORDINATED ACCESS AND MOBILITY PILOT PROGRAM

The board will be asked to adopt Resolution R32-2022 authorizing the Executive Director, or his designee, to receive and expend grant funds from the Federal Transit Administration (FTA) Innovative Coordinated Access and Mobility Pilot Program (ICAM Pilot Program; Catalog of Federal Domestic Assistance (CFDA) number: 20.513) in the amount of \$100,000 in federal funds and \$25,000 in matching funds from the Washington Metropolitan Transit Authority (WMATA) for a total budget of \$125,000. The purpose of the project will be to convene a consortium of regional stakeholders to move the existing Reach a Ride platform towards a one-call, one-click Information and Referral/Assistance tool for transportation options in the region. No COG matching funds are required for this grant.

RECOMMENDED ACTION: Adopt Resolution R32-2022.

B. RESOLUTION AUTHORIZING COG TO PROCURE AND ENTER INTO A CONTRACT TO SURVEY AND IDENTIFY A QUANTITATIVE AND QUALITATIVE TRASH THRESHOLD

The board will be asked to adopt Resolution R33-2022 authorizing the Executive Director, or his designee, to procure and enter into a contract in the amount of \$49,915 to survey and identify a quantitative and qualitative trash threshold. This survey will provide a better understanding of how different qualitative and quantitative trash characterization may support or impair the potential recreational use of the river and streams. COG funds for this procurement are available in the Department of Environmental Programs Anacostia Restoration Program.

RECOMMENDED ACTION: Adopt Resolution R33-2022.

C. RESOLUTION EXPRESSING SUPPORT FOR LEGAL MIGRANTS ARRIVING TO THE WASHINGTON METROPOLITAN REGION AS A RESULT OF POLICIES IMPLEMENTED BY BORDER STATES

The board will be asked to adopt Resolution R34-2022 expressing support for the funding efforts initiated by the District of Columbia's Congressional Representative Eleanor Holmes-Norton seeking additional federal resources to sustain the human services needs of those arriving to the Washington metropolitan region. Furthermore, the board directs the Human Services Policy Committee to consider this issue at an upcoming meeting to further explore opportunities for establishing partnerships and coordinating efforts which result in increased supportive services, and directs the Executive Director, or his designee to work with local Human Services Directors, Emergency Managers, nonprofit relief agencies and other appropriate organizations to facilitate the coordination of policies, programs and response efforts in support of the migrants.

RECOMMENDED ACTION: Adopt Resolution R34-2022.

**I HEREBY CERTIFY THAT the foregoing resolution was adopted by the COG Board of Directors
July 30, 2022
Janele Partman
COG Communications Specialist**

**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 23-15.2 WHICH ADDS FUNDING
FOR THE TRANSIT ORIENTED DEVELOPMENT (TOD) PURPLE LINE CORRIDOR PROJECT,
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 23-15.2 which adds approximately \$1.9 million for a new project, the Transit Oriented Development (TOD) Purple Line Corridor project, as described in the attached materials; and

WHEREAS, the attached materials include:

- ATTACHMENT A) Project Overview report showing how this project will appear in the TIP following approval,
- ATTACHMENT B) Amendment Summary report showing new programmed amounts by fund source, fiscal year, and project phase,
- ATTACHMENT C) Letters from MDOT dated March 28, 2023 requesting the amendment; and

WHEREAS, this project has been entered in the TPB's Project InfoTrak database under TIP Action 23-15.2, creating the 15th 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, this project is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

WHEREAS, this resolution and amendment 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 23-15.2 which adds approximately \$1.9 million for a new project, the Transit Oriented Development (TOD) Purple Line Corridor project, as described in the attached materials.

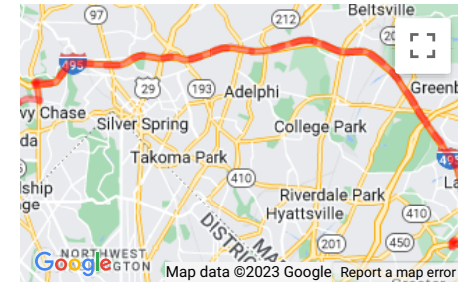
**Adopted by the TPB Steering Committee at its meeting on Friday, April 7, 2023.
Final approval following review by the full board on Wednesday, April 19, 2023.**



TIP ID T11624	Lead Agency Maryland Department of Transportation - Maryland Transit Administration	Project Type Transit - Streetcar/Light Rail
Project Name Transit Oriented Development (TOD) Purple Line Corridor	County Montgomery, Prince Georges	Total Cost \$1,886,639
Project Limits Bethesda to New Carolton	Municipality	Completion Date 2025
	Agency Project ID	

Description Building an equitable transit-oriented purple line corridor will further planning and coordination to catalyze affordable housing, preserve affordable small business lease space in mixed-use development, and increase bicycle and pedestrian access to the line. The project will develop strategies for low-density commercial properties to preserve affordable small business spaces, develop an affordable housing pipeline, and enhance multimodal access. The effort builds on a previous FTA TOD planning pilot grant, utilizing extensive analysis to pinpoint opportunities and challenges, and involves the Purple Line Corridor Coalition (PLCC), a public-private-community collaborative. Equity, community engagement, placemaking and economic development are central to the process. Matching funds are being provided by the University of Marylands National Center for Smart Growth, Montgomery County, and the Maryland National Capital Park and Planning Commission (Montgomery County).

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	LOCAL	-	\$59,320	\$192,417	\$137,809	-	-	\$389,546	\$389,546
PE	S. 20005(B)	-	\$227,977	\$739,492	\$529,624	-	-	\$1,497,093	\$1,497,093
	Total PE	-	\$287,297	\$931,909	\$667,433	-	-	\$1,886,639	\$1,886,639
	Total Programmed	-	\$287,297	\$931,909	\$667,433	-	-	\$1,886,639	\$1,886,639



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-15.2 Amendment 2023-2026	04/19/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

ATTACHMENT B

**Summary Report for TIP Action 23-15.2 Formal Amendment to the
 FY 2023-2026 Transportation Improvement Program
 Requested by Maryland Department of Transportation
 Approved by TPB Steering Committee on April 7, 2023**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T11624	Transit Oriented Development (TOD) Purple Line Corridor	\$0	\$1,886,639	\$1,886,639	0	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL <ul style="list-style-type: none"> ▶ Add funds in FFY 23 in PE for \$59,320 ▶ Add funds in FFY 24 in PE for \$192,417 ▶ Add funds in FFY 25 in PE for \$137,809 S. 20005(B) <ul style="list-style-type: none"> ▶ Add funds in FFY 23 in PE for \$227,977 ▶ Add funds in FFY 24 in PE for \$739,492 ▶ Add funds in FFY 25 in PE for \$529,624 <i>Total project cost \$1,886,639</i>

March 28, 2023

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

Dear Chairman Collins:

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 new project in the FY 2023-2026 TPB TIP on behalf of the MDOT Maryland Transit Administration (MTA) 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 by adding the Transit-Oriented Development (TOD) Purple Line Corridor Project which will build on a previous FTA TOD planning pilot grant involving the Purple Line Corridor Coalition. This project is not included in the Air Quality Conformity Determination for the 2022 Update to Visualize 2045, and as it only adds funding for preliminary engineering, it will not affect the air quality determination.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
11624	Transit-Oriented Development (TOD) Purple Line Corridor Project	\$1,887	Adds new project and preliminary engineering funds.

MDOT requests that this amendment be approved by the TPB Steering Committee at its April 7, 2023 meeting.

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.

The Honorable Reuben Collins
Page Two

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 distinguishable.

Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming

Attachment

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

**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 23-15.3
WHICH ADDS FUNDING FOR THE NORTHSTAR BLVD. EXTENSION,
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 23-15.3 which adds \$58.6 million for right-of-way acquisition and construction to the **Northstar Blvd. Extension** project (**T11614**), as described in the attached materials; and

WHEREAS, the attached materials include:

- ATTACHMENT A) Programming Overview report showing how the project will appear in the TIP following approval,
- ATTACHMENT B) Amendment Summary report showing the change in 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) Letter from VDOT dated March 29, 2023 requesting the amendments (note: the attached letter references a second project which was withdrawn subsequent to VDOT's transmission of the letter and will be omitted from this TIP Action; and

WHEREAS, this project has been entered into the TPB's Project InfoTrak database under TIP Action 23-15.3, creating the 15th 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, this project was 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 amendment 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 23-15.3 which adds \$58.6 million for right-of-way acquisition and construction to the **Northstart Blvd. Extension** project (**T11614**), as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, April 7, 2023.
Final approval following review by the full board on Wednesday, April; 19, 2023.**



National Capital Region
Transportation Planning Board

Attachment A: Programming Report for
 TIP Action 23-15.3: Formal Amendment to the
 FY 2023-2026 Transportation Improvement Program
 Requested by Virginia Department of Transportation F
 Approved by TPB Steering Committee on April 7, 2023 f

TIP ID T6634
 Project Name Northstar Blvd. Extension
 Project Limits US 50 John Mosby Highway to Shreveport Drive
 Description Northstar Blvd. Extension between US 50 (John Mosby Highway) & Shreveport Drive in Loudoun with a 6-lane divided roadway

Lead Agency Virginia Department of Transportation
 County Loudoun
 Municipality
 Agency Project ID 106994

Project Type Road - New Construction
 Total Cost \$170,843,682
 Completion Date 2024

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	LOCAL	\$2,307,744	-	-	-	-	-	-	\$2,307,744
PE	DC/STATE	\$2,307,744	-	-	-	-	-	-	\$2,307,744
	Total PE	\$4,615,488	-	-	-	-	-	-	\$4,615,488
ROW	HIP	\$8,081,055	-	-	-	-	-	-	\$8,081,055
ROW	LOCAL	\$7,292,256	-	-	-	-	-	-	\$7,292,256
ROW	NVTA	\$45,368,091	\$46,348,630	-	-	-	-	\$46,348,630	\$91,716,721
ROW	DC/STATE	\$7,292,256	-	-	-	-	-	-	\$7,292,256
	Total ROW	\$68,033,658	\$46,348,630	-	-	-	-	\$46,348,630	\$114,382,288
CON	HIP	\$16,918,945	-	-	-	-	-	-	\$16,918,945
CON	LOCAL	\$19,561,484	\$15,365,477	-	-	-	-	\$15,365,477	\$34,926,961
	Total CON	\$36,480,429	\$15,365,477	-	-	-	-	\$15,365,477	\$51,845,906
	Total Programmed	\$109,129,575	\$61,714,107	-	-	-	-	\$61,714,107	\$170,843,682



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-15.3 Amendment 2023-2026	04/19/2023	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$112,239,432 to \$170,843,682
 * ACCP is not part of the Total



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: April 13, 2023

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



National Capital Region
Transportation Planning Board

March 20, 2023

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

Re: FY 2023 Bus and Bus Facilities Grant Programs Grant Application by Charles County, Maryland for the VanGo Maintenance Facility

Dear Administrator Fernandez:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Charles County, Maryland for a Bus and Bus Facilities Grant Programs grant to fund the construction of a new maintenance facility for the Charles County VanGO transit operation.

The VanGO maintenance facility will provide a permanent, County owned facility for the operation of the VanGO bus and demand response transit services by a contractor. A dedicated facility will provide improved resources for keeping the fleet operational and in a state of good repair as well as increasing contractual competition. Investment in the county's bus system will allow for better bus service and improved safety in operations and maintenance activities while meeting future growth needs for operating an essential transit service in the region. This project is also "shovel ready"; the County is now in the final phase of design and engineering, expecting completion by June of this year, which should enable advertising for bids for construction this summer.

The TPB requests your favorable consideration of this request by Charles County, as it directly responds to regional transportation goals and priorities adopted by the Transportation Planning Board and identified in the Washington region's long-range transportation plan Visualize 2045. The TPB has long supported increased investment of transportation dollars to support improvements in the region's bus system.

I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

A handwritten signature in blue ink, appearing to read "RC", with a long horizontal flourish extending to the right.

Reuben Collins
Chair, National Capital Region Transportation Planning Board

Cc: Ms. Deborah A. Carpenter, Director, Charles County Department of Planning and Growth Management



National Capital Region
Transportation Planning Board

March 23, 2023

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

Re: FY 2023 Low or No Emission (Low-No) Grant Program Grant Application by the Washington Metropolitan Area Transit Authority for Electric Bus Infrastructure at Cinder Bed Bus Garage

Dear Administrator Fernandez:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Washington Metropolitan Area Transit Authority (WMATA) for a Low or No Emission (Low-No) Grant Program grant for electrification infrastructure at WMATA's Cinder Bed Bus Garage.

The Cinder Bed Road Bus Garage is located in Lorton, Virginia and serves a number of Metrobus routes throughout the region. This is an important facility not only for Metrobus but also for Fairfax County, Virginia. Fairfax County is implementing the Richmond Highway "The One" Bus Rapid Transit (BRT) Project from Huntington Metrorail Station to Ft. Belvoir. WMATA and Fairfax County are partnering to share the Cinder Bed Road facility, through a forthcoming joint-use agreement, which would allow Fairfax County to house and maintain its future electric BRT vehicles. An award of federal funding for this project would benefit both WMATA's Metrobus and the Fairfax Connector bus system.

FTA funding grants would support electrification infrastructure costs including site preparation and improvements, electric utility improvements, installation of charging units and construction of supporting infrastructure, and workforce development for Cinder Bed Road in addition to WMATA's bus procurements.

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

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

Sincerely,

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

Reuben Collins
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Randy Clarke, General Manager, WMATA



National Capital Region
Transportation Planning Board

April 7, 2023

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

Re: FY 2023 Low or No Emission (Low-No) Grant Program and Bus and Bus Facilities Grant Program Application by Montgomery County, Maryland for the EMTOC Battery-Electric Bus and Microgrid Project

Dear Administrator Fernandez:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Montgomery County, Maryland for a Low or No Emission (Low-No) Grant Program and the Grant for Buses and Bus Facilities Program grant for the EMTOC Battery-Electric Bus and Microgrid Project.

Montgomery County proposes to procure twenty (20) zero-emission battery-electric buses and construct a charging facility at the David F. Bone Equipment Maintenance and Transit Operations Center (EMTOC) in Gaithersburg, Maryland to support the County's Ride On bus transit service operations. The federal funds would implement the integrated microgrid and charging infrastructure to support a charging capacity of up to 35 battery-electric buses as well as provide clean, renewable energy to produce green hydrogen that will supply 13 fuel-cell electric buses.

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

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

Sincerely,

A handwritten signature in blue ink, appearing to read "RC", with a long horizontal flourish extending to the right.

Reuben Collins
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Chris Conklin, Director, Montgomery County Department of Transportation



April 11, 2023

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

Re: Draft Guidance on the Preparation of State Implementation Plan Provisions That Address the Nonattainment Area Contingency Measure Requirements for Ozone and Particulate Matter;
Docket ID No. EPA-HQ-OAR-2023-0063

Dear Administrator Regan:

On behalf of the Metropolitan Washington Air Quality Committee (MWAQC), we are writing with regard to the *Draft Guidance on the Preparation of State Implementation Plan (SIP) Provisions That Address the Nonattainment Area Contingency Measure (CM) Requirements for Ozone and Particulate Matter* by the U.S. Environmental Protection Agency (EPA). MWAQC is the air quality planning commission for the National Capital Region certified by the governors of Maryland and Virginia and the mayor of the District of Columbia to develop plans to attain federal standards for air quality and improve air quality in the metropolitan Washington region. MWAQC has developed attainment plans for the 1979 ozone National Ambient Air Quality Standard (NAAQS), for which the area needed serious and severe classification plans, as well as the 1997 ozone NAAQS, for which the area needed a moderate classification plan. MWAQC has also authored several redesignation requests and maintenance plans for various NAAQS. We are providing comment on this recently released CM guidance document, as we believe there is still considerable ambiguity surrounding what exactly constitutes a CM that is suitable for inclusion in the SIP.

MWAQC is committed to developing and implementing additional CMs as needed. However, identifying reasonable, cost-effective local control measures is increasingly difficult. This is also true of CMs. The metropolitan Washington region has already enforced significant controls on local emissions sources. MWAQC believes that this effort made by EPA to clarify CM identification for the purposes of a SIP, as well as the quantification of their emissions reductions benefits, is warranted. However, the suggested methodology for developing the magnitude of CM emission reductions results in values that are well beyond the reach of MWAQC and its member state and local governments to achieve. The metropolitan Washington region's emission inventories for nitrogen oxides (NO_x) and volatile organic compounds (VOC), the primary precursors to ozone and the targeted pollutants for ozone attainment plans, are heavily influenced by the onroad and nonroad sectors, as well as the marine, air, and rail (MAR) sector. For example, the 2014 inventory for the metropolitan Washington region shows that 70% of the total NO_x emissions and 43% of the total VOC emissions originated from onroad/nonroad/MAR sectors, which state and local governments have no authority to regulate in a consequential manner. The federal government has the authority to regulate these sectors under the Clean Air Act while state regulation of these categories is severely limited or pre-empted. The CMs in an attainment plan must be put in place at the state and local level. Therefore, including sectors of the emissions inventory for which state and local governments have little or no authority to regulate in the calculation for necessary CM emission reductions is not possible. MWAQC recommends that these sectors be removed from the calculations and that the calculations be based only on those

Administrator Michael S. Regan
April 11, 2023

sectors of the emissions inventory where state and local governments have the authority to enact and enforce meaningful control measures. In addition to these concerns, providing "reasoned justification" for any potential shortfall in CM emission reductions, per the guidance document, could quickly become an incredibly resource intensive exercise for state air agencies to undertake.

Further, we seek additional guidance on how to address the challenge of state administrative process acts requiring public participation and stakeholder involvement prior to the development and implementation of any new rule, a process that must be balanced against the need for emission reductions from CMs to occur within one year of a triggering event, and thus be self-implementing.

Thank you again for the opportunity to provide comments on EPA's Draft Guidance on the Preparation of State Implementation Plan Provisions That Address the Nonattainment Area Contingency Measure Requirements for Ozone and Particulate Matter.

Sincerely,



Anita Bonds

Chair, Metropolitan Washington Air Quality Committee (MWAQC)



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: April 13, 2023

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



VIBRANT COMMUNITIES & SAFER ROADS: 15 years of planning assistance to local governments in metropolitan Washington

April 20, 2023 | 12:00 P.M. – 1:15 P.M.



Metropolitan Washington
Council of Governments

Promoting Vibrant Communities and Safer Roads

Webinar

Thursday, April 20, 2023

Noon - 1:15 PM

To register:

<https://www.mwcog.org/events/2023/04/20/promoting-vibrant-communities-and-safer-roads/>

Contact: Justine Iván González-Vélez - jvelez@mwcog.org

For more than 15 years, the Transportation Land Use Connections (TLC) program has funded 167 planning and design projects throughout the Washington region that promote vibrant communities and alternative modes of travel – including walking, transit, and biking. More recently, the Regional Roadway Safety Program (RRSP) has funded similar projects to address safety concerns on local roads. Both programs are funded by the Transportation Planning Board at the Metropolitan Washington Council of Governments and are offered to local governments throughout our region.

This public webinar will share some recent examples of TLC and RRSP projects – including pedestrian safety plans, trail design, and bike safety education. We will conduct the fast-paced program using a "pecha kucha" format in which presenters have just 6-7 minutes to tell their stories – so we expect to keep the webinar informal and lively.

AICP Credits: Participants will be eligible to receive one credit for AICP certification maintenance.



MEMORANDUM

TO: Transportation Planning Board
FROM: John Swanson, Transportation Planner
SUBJECT: Upcoming Solicitations for Applications for the Transportation Alternatives Set-Aside Program
DATE: April 13, 2023

The next application period in Maryland for the Transportation Alternatives Set-Aside (TA Set-Aside) Program will be April 14 - May 15, 2023.

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

Under federal law, a portion of the program's funds are suballocated to the TPB, which is responsible for selecting additional projects for our region's portions of DC, Maryland, and Virginia. The TPB is currently expected to approve funding on July 19, 2023, for TA Set-Aside projects in Maryland.

Applications in Maryland must be submitted through the Maryland Department of Transportation (MDOT), which is also responsible for selecting projects using a statewide TA Set-Aside allocation. See www.mdot.maryland.gov for more information.

Virginia and the District of Columbia both conduct their solicitations on two-year cycles. Their next application periods will be conducted in 2024.

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

- Focus on expanding nonmotorized transportation options;
- Enhancing roadway safety for walkers and bicyclists;
- Support for Regional Activity Centers;
- Access to high-capacity transit, especially in Transit Access Focus Areas (TAFAs);
- Support for the National Capital Trail Network;
- Access in Equity Emphasis Areas; and
- Increased access for people with disabilities.

For more information about the TPB's role in this program, please contact John Swanson jswanson@mwkog.org or 202-962-3295. For information about the Maryland application process, contact Christy Bernal at CBernal@sha.state.md.us.



The Maryland Department of Transportation Kicks Off New Long-Range Transportation Plan - Your Input is Needed



Marylanders deserve a safe, equitable, convenient, and connected multimodal transportation system and the Maryland Department of Transportation (MDOT) needs your input to help us deliver it. MDOT is kicking off the new Maryland Transportation Plan (MTP), Maryland's long-range transportation plan, that will guide the state's vision and corresponding policy and investment priorities for the next 20 years.

We are at the early development stages for the 2050 MTP, and your input will help shape the state's transportation plan.

A [public survey](#) is available for Marylanders to provide input on the proposed 2050 MTP guiding principles, goals, and priorities. Please [click here](#) to take the short survey by May 5, 2023, and help us make transportation work even better for you.

The 2050 MTP proposed guiding principles, goals and priorities will be modified and adapted throughout the planning process that will run through 2023 by incorporating input received from Maryland's residents and visitors. MDOT plans to finalize the 2050 MTP by January 2024.

To learn more about the state's long-range transportation plan, [click here](#).

Transportation always works better when citizens have a role in shaping decisions. Please complete this [survey](#) and help us make the 2050 MTP's vision a reality.

For more information or to provide input, please email MDOTMTP@mdot.maryland.gov or visit the 2050 MTP website by clicking the button below.



2050 MTP Website



The Virginia Commonwealth Transportation Board (CTB) is conducting public meetings to give citizens the opportunity to provide comments on projects and programs to be included in the Fiscal Year 2024-2029 Six-Year Improvement Program (FY2024-2029 SYIP), including highway, rail and public transportation initiatives. These projects and programs represent important improvements to address safety, congestion and preservation of Virginia’s transportation network.

Spring Public Meeting Dates and Locations

Public meetings begin at 4:00 p.m. in each of the locations except as noted below:

Public meetings begin at 4 p.m. in each of the locations except as noted below:
A formal comment period will be held at these meetings.

<p>Thursday, April 20 Hampton Roads District Hampton Roads District Auditorium 7511 Burbage Drive, Suffolk, VA 23435</p>	<p>Monday, April 24 Richmond District Richmond District Auditorium 2430 Pine Forest Drive Colonial Heights, VA 23834</p>	<p>Monday, May 1 *Northern Virginia District Potomac Conference Center NOVA District Office 4975 Alliance Drive Fairfax, VA 22030</p>
<p>Tuesday, May 2 Culpeper District Culpeper District Auditorium 1601 Orange Road Culpeper, VA 22701</p>	<p>Wednesday, May 3 Staunton District Blue Ridge Community College Plecker Center for Continuing Education One College Lane Weyers Cave, VA 24486</p>	<p>Monday, May 8 Fredericksburg District Germanna Community College Workforce and Technology Center 10000 Germanna Point Drive Fredericksburg, VA 22408</p>
<p>Monday, May 15 Bristol District Southwest Virginia Higher Education Center One Partnership Circle Abingdon, VA 24210</p>	<p>Tuesday, May 16 Salem District Salem Civic Center Community Room 1001 Roanoke Boulevard Salem, VA 24153</p>	<p>Wednesday, May 17 Lynchburg District Lynchburg Grand Hotel 601 Main Street Lynchburg, VA 24504</p>

*The Northern Virginia District meeting will begin at 5 p.m. and serve as the required joint public meeting with the Northern Virginia Transportation Authority, the Northern Virginia Transportation Commission, the Virginia Railway Express, and the CTB per § 33.2-214.3 of the Code of Virginia. **Need to note that this meeting only can be streamed online.**

M E M O R A N D U M



SUBJECT: Better Bus Network Redesign Update - Draft Visionary Network Open for Comment DATE: April 14, 2023

FROM: Allison Davis, Acting Senior Vice President, Planning and Sustainability

TO: Transportation Planning Board

On April 17, 2023, Metro is unveiling its [draft Visionary Bus Network](#) for public comment. We are seeking your assistance to extend our outreach to your constituents and colleagues. The draft Visionary Network fully incorporates the service and network of Metrobus, Prince George's TheBus, and City of Fairfax CUE systems, while building on other local bus providers' existing services within the WMATA Compact area to enhance and align bus service and the region's transit network.¹

The draft Visionary Network was presented to Metro's Board on April 14th. The presentation is [here](#) and can be listened to starting at 1 hour, 29 minutes [here](#). In celebration of 50 years of Metrobus, Metro is hosting 50 events over 50 days to gather valuable input on the draft Visionary Network. On Friday, April 21st, you are invited to attend the project's Launch Party at [TheARC](#) in the District. Additional event information can be found on wmata.com/betterbus including four additional community workshops to be held at the West Hyattsville Library (MD, May 6th), Arlington Central Library (VA, May 10th), Turkey Thicket Recreation Center (DC, May 20th), Creative Suitland Arts Center (MD, May 21st). A communications toolkit is available with newsletter, email, and social media content to share through your channels. Please do not hesitate to reach out if you have questions.

Highlights of the Draft Visionary Network

The draft Visionary Network was developed together with Metro's jurisdictional partners, unions, and operations staff. The Visionary Network, which would be implemented when resources are available, could result in nearly 15 million more customer trips on buses each year, avoiding over 14,000 metric tons of greenhouse gas (GHG) emissions annually, and saving bus customers almost 20,000 hours every weekday.

The draft Visionary Network fundamentals include the following:

- **A focus on frequent service that runs all day and seven days per week**, ensuring that 60, 73, and 64 percent more residents across the region will have access to high frequency transit midday, Saturday, and Sunday,

¹ Metrobus is partnering with Montgomery County's RideOn Reimagined Study

- respectively;
- All service operates as frequently as possible and **not less than every 30 minutes**;
 - A **24-hour bus network** to support nightlife and late/early shift workers, providing 24-hour service to 1.1 million residents across the region;
 - Increased **crosstown and cross-county connections**, connecting between Metrorail branches, transit hubs, and activity centers, such as extending the Purple Line south from New Carrollton and connecting to the new Inova Alexandria Hospital complex;
 - **Direct connections** – within the confines of the street network and where housing and commercial locations are – such as between Fort Lincoln and Deanwood and across Southern Avenue between the District and Eastover Shopping Center in Maryland; and
 - **Maximize use of jurisdictions' bus priority investments**, making bus trips more reliable and ensuring investments are used at all times of the day and week.

The draft Visionary Network was developed with the following data:

- **Public input:** 45 percent of respondents to the project's survey indicated that bus service is very good or excellent in last fall's survey. Current and potential customers also indicated that frequent and reliable service are among the most important factors for bus service.
- **Existing bus service:** Performance and effectiveness of existing service at different times of the day and week.
- **The region's travel patterns:** Insight gathered from where and when travel occurs in the greater transportation system to identify new connections and places where transit service should be better (e.g., adjacent neighborhoods/areas.)

Several key considerations underly the Visionary Network. The results represent a 35 percent increase in resources devoted to bus in the region overall. The draft network does not specify which bus provider will operate the service nor have stops or route patterns, like limited stop service, been identified. The draft Visionary Network uses temporary route numbers in this phase to accommodate new routes and changes to existing routes.

Outreach and Engagement

To celebrate 50 years of Metrobus', Metro is hosting 50 events over 50 days to engage customer and potential customers, among other audiences. From April 17th to June 5th, Metro will seek input through Better Bus Experience LIVE! - a mix of in-person and virtual events – and our Better Bus Virtual Experience LAB, which will enable people to provide feedback when and where it works best for them.

Customers and potential customers will be able to view the draft Visionary Network, compare their trip on the current network to the draft Visionary Network, leave route-by-route feedback on an interactive comment map, and take a survey to tell us what they think about the draft Visionary Network and answer key trade-off questions.

Background

In July 2022, Metro launched the Better Bus Network Redesign to create a bus network that matches when and where people want to travel, provides fast, frequent and reliable service, and addresses inequities and increases access to opportunity for disenfranchised communities. The Better Bus Network Redesign is a key initiative included in the Authority's strategic plan *Your Metro, The Way Forward* and builds on the Bus Transformation Project to ensure buses move more people and equitably connect a growing region.

At the completion of the Network Redesign, customers, the region, and our partners will have a:

- Bus network and service plan developed within existing resources for Metro Board consideration for implementation in the near-term;
- Visionary bus network and service plan with more resources that provides a path forward to meet some of the region's longer-term goals; and
- Clearly defined role of Metrobus in the region and a long-term sustainable, predictable funding model for bus service.

ITEM 7 – Action

April 19, 2023

Approval of Regional Bike to Work Day 2023 Proclamation

Action: Approve the Bike to Work Day 2023 Proclamation.

Background: In an effort to increase public awareness of the viability of bicycle commuting in the Washington region, regional Bike to Work Day events are being organized at 108 locations in the region for Friday, May 19. These events will encourage the business community and other regional decision-makers to support increased bicycle commuting through bicycle-friendly policies and initiatives.



Proclamation

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

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

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

WHEREAS, many employers have embraced bicycling and provide secure parking and shower facilities to help encourage bicycle commuting; and

WHEREAS, Capital Bikeshare's regional system has 700+ stations across seven jurisdictions; and

WHEREAS, 108 Bike to Work Day pit stops will be located within 22 COG member jurisdictions; and

WHEREAS, the week of May 15th is National Bike to Work Week, which promotes bicycling as a viable means of transportation to and from work;

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

1. Proclaims Friday, May 19, 2023 as Bike to Work Day throughout the Washington, DC metropolitan region; and
2. Encourages TPB member jurisdictions to adopt similar proclamations in support of the event; and
3. Reminds all members of the importance of bicycle safety as advocated by the Street Smart campaign.

Chair, National Capital Region Transportation Planning Board

ITEM 8 – Action

April 19, 2023

WMATA Request to Amend the FY 2023-2026 TIP

Action: Approve Resolution R10-2023 to amend the FY 2023-2026 Transportation Improvement Program (TIP) to add funding for WMATA.

Background: WMATA is requesting an amendment to the FY 2023-2026 Transportation Improvement Program (TIP) to align funding with its proposed FY 2024 Budget and Six-Year Capital Improvement Program.

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

RESOLUTION ON AMENDMENTS TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT ARE EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO UPDATE FUNDING IN THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) SECTION TO ALIGN WITH WMATA'S PROPOSED FY 2024 BUDGET AND SIX-YEAR CAPITAL IMPROVEMENT PROGRAM, AS REQUESTED BY WMATA

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, WMATA has requested that the FY 2023-2026 TIP be amended to update its section of the TIP to align funding with WMATA's proposed FY 2024 Budget and Six-Year Capital Improvement Program, adding approximately \$894 million in funding, as described in the attached materials; and

WHEREAS, the attached materials include:

ATTACHMENT A) Programming Overview report showing how the program records will appear in the TIP following approval,

ATTACHMENT B) Amendment Summary report showing the change in 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) Letter from WMATA dated February 27, 2023 requesting the amendments (note: the attached letter references a second project which was withdrawn subsequent to VDOT's transmission of the letter and will be omitted from this TIP Action; and

WHEREAS, notice was provided at the TPB meeting on March 15, 2023 that WMATA had requested the amendments to the FY 2023-2026 TIP; and

WHEREAS, no comments have been received and no changes have been made to the materials that were initially released for review on March 15, 2023; and

WHEREAS, these amendments have been entered into the TPB's Project InfoTrak database under TIP Action 23-13.1, creating the 13th 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, all projects and programs included in this set of amendments are either included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP, or are exempt from the air quality conformity requirement, as defined in the Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012.

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include the funding updates for the WMATA section, as described in the attached materials.



National Capital Region
Transportation Planning Board

ATTACHMENT A

Overview Report for TIP Action 23-13.1: Formal Amendment to the
 FY 2023-2026 Transportation Improvement Program
 Requested by Washington Metropolitan Area Transit Authority
 for Consideration and Approval by the TPB on April 19, 2023

<i>TIP ID</i>	T11585	<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<i>Project Type</i>	Transit - Capital
<i>Project Name</i>	Railcars and Rail Yards: Replacement, Rehabilitation, Expansion and Enhancements	<i>County</i>		<i>Total Cost</i>	\$859,445,500
<i>Project Limits</i>		<i>Municipality</i>		<i>Completion Date</i>	
		<i>Agency Project ID</i>			

Description a) Railcar replacement or expansion of fleet. Railcar scheduled maintenance, rehabilitation, and overhauls. b) Rail Maintenance Facilities rehabilitation, replacement, enhancements and, or expansion of rail yards or associated rail facilities. c) Railcar Systems, operations and software replacement or upgrades. d) Preventative Maintenance.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	*Not Location Specific
OTHER	LOCAL	-	\$49,089,100	\$39,600,000	\$41,400,000	\$41,800,000	-	\$171,889,100	\$171,889,100	
OTHER	S. 5337- SGR	-	\$196,356,400	\$158,400,000	\$165,600,000	\$167,200,000	-	\$687,556,400	\$687,556,400	
	<i>Total Other</i>	-	\$245,445,500	\$198,000,000	\$207,000,000	\$209,000,000	-	\$859,445,500	\$859,445,500	
	<i>Total Programmed</i>	-	\$245,445,500	\$198,000,000	\$207,000,000	\$209,000,000	-	\$859,445,500	\$859,445,500	

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	8/25/2022	8/25/2022
23-13.1	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$608,003,574 to \$859,445,500



National Capital Region
Transportation Planning Board

Overview Report for TIP Action 23-13.1: Formal Amendment to the
 FY 2023-2026 Transportation Improvement Program
 Requested by Washington Metropolitan Area Transit Authority
 for Consideration and Approval by the TPB on April 19, 2023

TIP ID	T11586	Lead Agency	Washington Metropolitan Area Transit Authority	Project Type	Transit - Capital
Project Name	Rail Systems: Replacement, Rehabilitation, and enhancement of Rail systems and Support Equipment	County		Total Cost	\$353,553,000
Project Limits		Municipality		Completion Date	
Description	a) Rail systems rehabilitation and/or replacement for State of Good Repair. b) Systemwide rail support equipment, radios/signals and communications, power supply, and propulsion. c) Preventative Maintenance				
Agency Project ID					

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	*Not Location Specific
OTHER	LOCAL	-	\$21,776,500	\$40,000,000	\$55,000,000	\$60,000,000	-	\$176,776,500	\$176,776,500	
OTHER	PRIIA	-	\$21,776,500	\$40,000,000	\$55,000,000	\$60,000,000	-	\$176,776,500	\$176,776,500	
	<i>Total Other</i>	-	\$43,553,000	\$80,000,000	\$110,000,000	\$120,000,000	-	\$353,553,000	\$353,553,000	
	<i>Total Programmed</i>	-	\$43,553,000	\$80,000,000	\$110,000,000	\$120,000,000	-	\$353,553,000	\$353,553,000	

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-13.1 Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$188,800,000 to \$353,553,000



National Capital Region
Transportation Planning Board

Overview Report for TIP Action 23-13.1: Formal Amendment to the
 FY 2023-2026 Transportation Improvement Program
 Requested by Washington Metropolitan Area Transit Authority
 for Consideration and Approval by the TPB on April 19, 2023

TIP ID T11587
 Project Name Track and System Structures
 Project Limits
 Lead Agency Washington Metropolitan Area Transit Authority
 County
 Municipality
 Agency Project ID

Project Type Transit - Capital
 Total Cost \$628,325,573
 Completion Date

Description a) Rail systemwide track scheduled maintenance, replacement, or rehabilitation and acquisition of associated equipment. b) Rehabilitation, repair or replacement of track and rail structural infrastructure (ariel structures, tunnels, bridges (pedestrian and track). c) System rehabilitation to repair water leaks, vent shafts, air ducts, tunnels, tunnel liners, and other areas in the system to maintain state of good repair and safe operations. d) Preventative Maintenance.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	*Not Location Specific
OTHER	LOCAL	-	\$101,257,345	\$58,040,000	\$25,740,000	\$24,560,000	-	\$209,597,345	\$209,597,345	
OTHER	PRIIA	-	\$91,887,050	\$38,000,000	\$6,000,000	\$4,000,000	-	\$139,887,050	\$139,887,050	
OTHER	S. 5337- SGR	-	\$37,481,178	\$80,160,000	\$78,960,000	\$82,240,000	-	\$278,841,178	\$278,841,178	
	Total Other	-	\$230,625,573	\$176,200,000	\$110,700,000	\$110,800,000	-	\$628,325,573	\$628,325,573	
	Total Programmed	-	\$230,625,573	\$176,200,000	\$110,700,000	\$110,800,000	-	\$628,325,573	\$628,325,573	

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-13.1 Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$230,000,000 to \$628,325,573



National Capital Region
Transportation Planning Board

Overview Report for TIP Action 23-13.1: Formal Amendment to the
 FY 2023-2026 Transportation Improvement Program
 Requested by Washington Metropolitan Area Transit Authority
 for Consideration and Approval by the TPB on April 19, 2023

TIP ID T11588
 Project Name Station and Passenger Facilities
 Project Limits
 Lead Agency Washington Metropolitan Area Transit Authority
 County
 Municipality
 Agency Project ID

Project Type Transit - Capital
 Total Cost \$514,672,900
 Completion Date

Description a) Replacement, repair and, or rehabilitation of passenger (bus and rail) stations and facilities to maintain state of good repair b) Elevator and escalator facilities rehabilitation, replacement and expansion, parking facilities, etc. c) Rehabilitate, maintain and modernize station and passenger facilities, including capacity enhancements and safety improvements (e.g. canopies, shelters, lighting, cooling, bus stops and shelters, corridor service improvements). d) Improvements to bicycle and pedestrian facilities. e) Preventative Maintenance f) Fare management replacement, rehabilitation or upgrades to equipment or software.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	*Not Location Specific
OTHER	LOCAL	-	\$29,836,450	\$65,500,000	\$82,500,000	\$79,500,000	-	\$257,336,450	\$257,336,450	
OTHER	PRIIA	-	\$29,836,450	\$65,500,000	\$82,500,000	\$79,500,000	-	\$257,336,450	\$257,336,450	
	<i>Total Other</i>	-	\$59,672,900	\$131,000,000	\$165,000,000	\$159,000,000	-	\$514,672,900	\$514,672,900	
	<i>Total Programmed</i>	-	\$59,672,900	\$131,000,000	\$165,000,000	\$159,000,000	-	\$514,672,900	\$514,672,900	

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-13.1 Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$606,673,817 to \$514,672,900



**National Capital Region
Transportation Planning Board**

Overview Report for TIP Action 23-13.1: Formal Amendment to the
FY 2023-2026 Transportation Improvement Program
Requested by Washington Metropolitan Area Transit Authority
for Consideration and Approval by the TPB on April 19, 2023

TIP ID	T11589	Lead Agency	Washington Metropolitan Area Transit Authority	Project Type	Transit - Capital
Project Name	Bus, Bus Maintenance Facilities and Paratransit	County		Total Cost	\$1,233,529,761
Project Limits		Municipality		Completion Date	
		Agency Project ID			

Description a) Bus replacements, scheduled bus preventive maintenance, rehabilitation and overhauls and repairs. Replacement or repair of equipment (security, fare boxes, bike racks, ADA, etc.) b) Purchase replacement or expansion of Metro Access vehicles. c) Purchase of non-revenue service vehicles. d) Rehabilitation or replacement, expansion or redesign of bus garages and maintenance facilities to meet storage, maintenance needs, and diversification of fleet transition to zero emission buses.

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
ROW	LOCAL (NM)	\$55,000,000	-	-	-	\$55,000,000	\$55,000,000
	<i>Total ROW</i>	\$55,000,000	-	-	-	\$55,000,000	\$55,000,000
OTHER	CMAQ	\$3,505,651	\$3,413,169	\$2,725,958	\$3,467,710	\$13,112,488	\$13,112,488
OTHER	LOCAL	\$55,887,108	\$57,540,241	\$58,940,241	\$60,060,241	\$232,427,831	\$232,427,831
OTHER	S. 5307	\$212,794,352	\$219,680,000	\$225,280,000	\$229,760,000	\$887,514,352	\$887,514,352
OTHER	S. 5339	\$10,754,080	\$10,480,962	\$10,480,962	\$10,480,962	\$42,196,966	\$42,196,966
OTHER	URBAN FLEX	\$876,413	\$853,293	\$681,490	\$866,928	\$3,278,124	\$3,278,124
	<i>Total Other</i>	\$283,817,604	\$291,967,665	\$298,108,651	\$304,635,841	\$1,178,529,761	\$1,178,529,761
	<i>Total Programmed</i>	\$338,817,604	\$291,967,665	\$298,108,651	\$304,635,841	\$1,233,529,761	\$1,233,529,761

*Not Location Specific

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-01.1 Amendment 2023-2026	09/21/2022	10/06/2022	Pending
23-13.1 Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$1,001,467,063 to \$1,233,529,761



**National Capital Region
Transportation Planning Board**

Overview Report for TIP Action 23-13.1: Formal Amendment to the
FY 2023-2026 Transportation Improvement Program
Requested by Washington Metropolitan Area Transit Authority
for Consideration and Approval by the TPB on April 19, 2023

<i>TIP ID</i>	T11590	<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<i>Project Type</i>	Transit - Other
<i>Project Name</i>	Operations and Business Support	<i>County</i>		<i>Total Cost</i>	\$43,093,988
<i>Project Limits</i>		<i>Municipality</i>		<i>Completion Date</i>	
		<i>Agency Project ID</i>			

Description a) New, replacement, rehabilitation of facilities, equipment, or other operational needs at stations, yards, or non-revenue facilities. b) Supports other non-revenue business operations (roof rehabilitation, environmental compliance, revenue collection, non-rev service vehicles etc..). c) Metro Transit Police Department (MTPD) support facilities and operations.

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	*Not Location Specific
OTHER	LOCAL		-	\$5,618,798	\$5,000,000	\$5,000,000	\$5,000,000	-	\$20,618,798	\$20,618,798	
OTHER	PRIIA		-	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	-	\$20,000,000	\$20,000,000	
OTHER	S.	5307	-	\$2,475,190	-	-	-	-	\$2,475,190	\$2,475,190	
<i>Total Other</i>			-	\$13,093,988	\$10,000,000	\$10,000,000	\$10,000,000	-	\$43,093,988	\$43,093,988	
<i>Total Programmed</i>			-	\$13,093,988	\$10,000,000	\$10,000,000	\$10,000,000	-	\$43,093,988	\$43,093,988	

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	8/25/2022	8/25/2022
23-13.1	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$103,700,000 to \$43,093,988

ATTACHMENT B

**Amendment Summary Report for TIP Action 23-13.1: Formal Amendment to the
FY 2023-2026 Transportation Improvement Program
Requested by Washington Metropolitan Area Transit Authority**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE SUMMARY
T11588	Station and Passenger Facilities	\$606,673,817	\$514,672,900	(\$92,000,917)	-15	<p align="right">PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p align="right">LOCAL</p> <ul style="list-style-type: none"> - Decrease funds in FFY 23 in OTHER from \$106,914,764 to \$29,836,450 + Increase funds in FFY 24 in OTHER from \$62,350,000 to \$65,500,000 + Increase funds in FFY 25 in OTHER from \$46,100,000 to \$82,500,000 + Increase funds in FFY 26 in OTHER from \$50,150,000 to \$79,500,000 <p align="right">S. 5337-SGR</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 23 in ▶ Delete funds in FFY 24 in ▶ Delete funds in FFY 25 in ▶ Delete funds in FFY 26 in <p align="right">S. 5307</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 23 in ▶ Delete funds in FFY 24 in ▶ Delete funds in FFY 25 in ▶ Delete funds in FFY 26 in <p align="right">PRIIA</p> <ul style="list-style-type: none"> - Decrease funds in FFY 23 in OTHER from \$99,300,000 to \$29,836,450 + Increase funds in FFY 24 in OTHER from \$56,750,000 to \$65,500,000 + Increase funds in FFY 25 in OTHER from \$40,500,000 to \$82,500,000 + Increase funds in FFY 26 in OTHER from \$43,750,000 to \$79,500,000 <p align="right">S. 5339</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 23 in <p align="right"><i>Total project cost decreased from \$606,673,817 to \$514,672,900</i></p>
T11585	Railcars and Rail Yards: Replacement, Rehabilitation, Expansion and Enhancements	\$608,003,574	\$859,445,500	\$251,441,926	41	<p align="right">PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p align="right">LOCAL</p> <ul style="list-style-type: none"> + Increase funds in FFY 23 in OTHER from \$27,031,115 to \$49,089,100 + Increase funds in FFY 24 in OTHER from \$30,989,000 to \$39,600,000 + Increase funds in FFY 25 in OTHER from \$30,780,600 to \$41,400,000 + Increase funds in FFY 26 in OTHER from \$32,800,000 to \$41,800,000 <p align="right">S. 5337-SGR</p> <ul style="list-style-type: none"> + Increase funds in FFY 23 in OTHER from \$108,124,459 to \$196,356,400 + Increase funds in FFY 24 in OTHER from \$123,956,000 to \$158,400,000 + Increase funds in FFY 25 in OTHER from \$123,122,400 to \$165,600,000 + Increase funds in FFY 26 in OTHER from \$131,200,000 to \$167,200,000 <p align="right"><i>Total project cost increased from \$608,003,574 to \$859,445,500</i></p>

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE SUMMARY
T11587	Track and System Structures	\$230,000,000	\$628,325,573	\$398,325,573	173	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>LOCAL</p> <ul style="list-style-type: none"> + Increase funds in FFY 23 in OTHER from \$20,560,000 to \$101,257,345 + Increase funds in FFY 24 in OTHER from \$17,000,000 to \$58,040,000 + Increase funds in FFY 25 in OTHER from \$19,000,000 to \$25,740,000 + Increase funds in FFY 26 in OTHER from \$15,000,000 to \$24,560,000 <p>S. 5337-SGR</p> <ul style="list-style-type: none"> + Increase funds in FFY 23 in OTHER from \$27,840,000 to \$37,481,178 + Increase funds in FFY 24 in OTHER from \$32,000,000 to \$80,160,000 + Increase funds in FFY 25 in OTHER from \$36,000,000 to \$78,960,000 + Increase funds in FFY 26 in OTHER from \$20,000,000 to \$82,240,000 <p>PRIIA</p> <ul style="list-style-type: none"> + Increase funds in FFY 23 in OTHER from \$13,600,000 to \$91,887,050 + Increase funds in FFY 24 in OTHER from \$9,000,000 to \$38,000,000 - Decrease funds in FFY 25 in OTHER from \$10,000,000 to \$6,000,000 - Decrease funds in FFY 26 in OTHER from \$10,000,000 to \$4,000,000 <p><i>Total project cost increased from \$230,000,000 to \$628,325,573</i></p>
T11589	Bus, Bus Maintenance Facilities and Paratransit	\$1,001,467,063	\$1,233,529,761	\$232,062,698	23	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>LOCAL</p> <ul style="list-style-type: none"> + Increase funds in FFY 23 in OTHER from \$40,884,071 to \$55,887,108 + Increase funds in FFY 24 in OTHER from \$42,200,000 to \$57,540,241 + Increase funds in FFY 25 in OTHER from \$43,800,000 to \$58,940,241 + Increase funds in FFY 26 in OTHER from \$43,800,000 to \$60,060,241 <p>LOCAL (NM)</p> <ul style="list-style-type: none"> + Increase funds in FFY 23 in ROW from \$0 to \$55,000,000 - Decrease funds in FFY 23 in OTHER from \$55,000,000 to \$0 <p>URBAN FLEX</p> <ul style="list-style-type: none"> + Increase funds in FFY 23 in OTHER from \$876,409 to \$876,413 + Increase funds in FFY 24 in OTHER from \$853,292 to \$853,293 <p>S. 5307</p> <ul style="list-style-type: none"> - Decrease funds in FFY 23 in OTHER from \$229,942,401 to \$212,794,352 + Increase funds in FFY 24 in OTHER from \$158,400,000 to \$219,680,000 + Increase funds in FFY 25 in OTHER from \$164,800,000 to \$225,280,000 + Increase funds in FFY 26 in OTHER from \$164,800,000 to \$229,760,000 <p>S. 5339</p> <ul style="list-style-type: none"> + Increase funds in FFY 23 in OTHER from \$10,250,000 to \$10,754,080 + Increase funds in FFY 24 in OTHER from \$10,400,000 to \$10,480,962 + Increase funds in FFY 25 in OTHER from \$10,400,000 to \$10,480,962 + Increase funds in FFY 26 in OTHER from \$10,400,000 to \$10,480,962 <p>CMAQ</p> <ul style="list-style-type: none"> + Increase funds in FFY 23 in OTHER from \$3,505,635 to \$3,505,651 <p><i>Total project cost increased from \$1,001,467,063 to \$1,233,529,761</i></p>

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE SUMMARY
T11586	Rail Systems: Replacement, Rehabilitation, and enhancement of Rail systems and Support Equipment	\$188,800,000	\$353,553,000	\$164,753,000	87	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>LOCAL</p> <ul style="list-style-type: none"> - Decrease funds in FFY 23 in OTHER from \$27,400,000 to \$21,776,500 + Increase funds in FFY 24 in OTHER from \$25,000,000 to \$40,000,000 + Increase funds in FFY 25 in OTHER from \$21,000,000 to \$55,000,000 + Increase funds in FFY 26 in OTHER from \$21,000,000 to \$60,000,000 <p>PRIIA</p> <ul style="list-style-type: none"> - Decrease funds in FFY 23 in OTHER from \$27,400,000 to \$21,776,500 + Increase funds in FFY 24 in OTHER from \$25,000,000 to \$40,000,000 + Increase funds in FFY 25 in OTHER from \$21,000,000 to \$55,000,000 + Increase funds in FFY 26 in OTHER from \$21,000,000 to \$60,000,000 <p><i>Total project cost increased from \$188,800,000 to \$353,553,000</i></p>
T11590	Operations and Business Support	\$103,700,000	\$43,093,988	(\$60,606,012)	-58	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>LOCAL</p> <ul style="list-style-type: none"> + Increase funds in FFY 23 in OTHER from \$5,260,000 to \$5,618,798 + Increase funds in FFY 24 in OTHER from \$2,750,000 to \$5,000,000 - Decrease funds in FFY 25 in OTHER from \$22,000,000 to \$5,000,000 - Decrease funds in FFY 26 in OTHER from \$18,750,000 to \$5,000,000 <p>S. 5337-SGR</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 23 in S. 5307 <p>S. 5307</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 23 in OTHER for \$2,475,190 <p>PRIIA</p> <ul style="list-style-type: none"> + Increase funds in FFY 23 in OTHER from \$3,200,000 to \$5,000,000 + Increase funds in FFY 24 in OTHER from \$2,750,000 to \$5,000,000 - Decrease funds in FFY 25 in OTHER from \$22,000,000 to \$5,000,000 - Decrease funds in FFY 26 in OTHER from \$18,750,000 to \$5,000,000 <p><i>Total project cost decreased from \$103,700,000 to \$43,093,988</i></p>
		\$2,738,644,454	\$3,632,620,722	\$893,976,268		

ATTACHMENT C

February 27, 2023



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

SUBJECT: FY2023 TIP Action (23-13.1) for the Washington Metropolitan Area Transit Authority

Dear Chairman Collins:

The Washington Metropolitan Area Transit Authority (WMATA) requests the FY2023 Transportation Improvement Program (TIP) be amended to support WMATA's proposed budget for fiscal year 2024 for anticipated Federal assistance from the Federal Transit Administration in Federal Fiscal Year 2023. This amendment also updates the out-years to better reflect the planned programming through Federal Fiscal Year 2026 by TIP program. Lastly, this amendment includes PRIIA funding for ongoing capital programs and projects and the statutorily required allocation to WMATA's Office of Inspector General (OIG).

The TIP Programs are amended for WMATA's FY2024 budget (Federal Fiscal Year 2023) and updates current planned funding through WMATA's FY2027 (Federal Fiscal Year 2026) as follows:

T11585 for railcars and rail yards/facilities is increased for railcar preventive maintenance reflect the temporary increase in transfer from operating to capital to support anticipated operating funding gap in fiscal year 2024 budget. The program continues to support ongoing scheduled railcar maintenance and the replacement of the Heavy Repair and Overhaul facility. The overall four-year program increases from \$608.0 million to \$859.4 million.

T11586 for rail systems is trued up to support ongoing state of good repair Automatic Train Control Room Renewal program and associated projects. The overall four-year program increases from \$188.8 million to \$353.5 million.

T11587 for track and structures is increased to support safety and state of good repair projects including the Yellow Line Tunnel, rehabilitation of aerial structures and system water mitigation and ongoing track maintenance. The four-year program increases from \$230 million to \$628.3 million.

T11588 for stations and passenger facilities program reflects the ongoing elevator and escalator rehabilitation and replacement programs and anticipates future phases of

**Washington
Metropolitan Area
Transit Authority**

300 7th Street, SW
Washington, DC 20024
202-962-1234

wmata.com

*A District of Columbia,
Maryland and Virginia
Transit Partnership*

SUBJECT: FY2023 TIP Action (23-13.1) for the Washington Metropolitan Area Transit Authority

platform rehabilitation. The four-year program decreases from \$606.6 million to \$514.6 million.

T11589 for Bus/Paratransit Replacement and Bus Facilities program reflects bus replacements and bus facility improvements which include a future transition to zero emission buses. This action also clarifies that the Western Bus Garage allocation is for right-of-way acquisition. The four-year program increases from \$1,001 million to \$1,233 million.

T11590 for Operations and Business Support is trued-up to reflect current programming for systemwide operations and the statutorily required allocation to support the WMATA OIG. The four-year program decreases from \$103.7 million to \$43.1 million.

The proposed action does not add additional capacity to the region's transit system, therefore does not require air quality conformity analysis. WMATA hereby submits its notice to the Transportation Planning Board to amend the FY2023-2026 TIP to reflect WMATA's proposed FY2024 budget and six-year capital program and proceed with a 30-day comment and review period. Upon final approval of the amendment, WMATA will submit its request for inclusion in the District of Columbia's STIP. Thank you for your continued support of WMATA.

If you have questions or concerns please contact Marci Malaster at mmalaster@wmata.com or 202-450-8722.

Sincerely,

Patrick W. Bailey
Director, Funds and Grants Management

CC:
Andrew Austin, MWCOG
Mark Phillips, WMATA
Marci Malaster, WMATA

ITEM 9 – Action
April 19, 2023

Visualize 2050: Updated Schedule Approval

Action: Approve the Visualize 2050 plan development schedule.

Background: The TPB approved the Technical Inputs Solicitation document in February which included a detailed schedule to complete the plan update. Since the approval, outstanding circumstances have caused staff to re-examine the original schedule and add more time for completion.

Attachments:

- **New Visualize 2050 Schedule for TPB Approval**
- **Listening Session Materials Shared**



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: March 2023 TPB Listening Sessions Materials
DATE: April 13, 2023

In March, the Transportation Planning Board staff hosted three virtual facilitated listening sessions to support the Visualize 2050 project input process with each state. This memo contains the materials provided at those meetings. TPB staff are preparing written summaries of each of the meetings that will be shared at a later date.

These sessions offered an opportunity for agency staff to hear about the types of projects each jurisdiction would like to see proposed to be included in Visualize 2050, including which of the TPB goals and priorities are favored. Transportation agencies presented their processes for re-examining the projects in the current long-range transportation plan and to develop new projects to be proposed for inclusion. Many of the agencies provided a one-page summary of their processes for re-examination of current projects and development of new projects.

All materials were uploaded to their respective meeting pages and can be found as an attachment to this memo.

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

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

Meeting Pages:

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

ATTACHMENTS:

- Facilitated Listening Session - One-page project selection summaries
 - DDOT, MDOT, Frederick County, Montgomery County, VDOT, NVTA, VRE, City of Alexandria, Arlington County, Fairfax County, Loudoun County, Prince William County
- Facilitated Listening Session – Presentations
 - DDOT, Virginia combined presentation, MDOT

Government of the District of Columbia

Department of Transportation



VISUALIZE 2050 PLAN UPDATE DISTRICT DEPARTMENT OF TRANSPORTATION PROCESS FOR PROJECT INPUTS

Project development and selection at DDOT begins with the District of Columbia’s Long-Range Transportation Plan, [moveDC 2021](#). The plan has a goal for each of the following subjects: safety, equity, mobility, project delivery, management and operations, sustainability, and enjoyable spaces. Projects are assessed for their alignment with these goals. The goals are further supported by 18 policies that feed into 41 specific strategies, which help DDOT make specific decisions in working toward achieving the goals.

On February 28, 2023, DDOT launched its internal process to solicit inputs and updates for projects to be included in the Visualize 2050 Plan. This process was presented to DDOT’s Senior Leadership and subsequently with the Project Managers responsible for providing the inputs. DDOT intends to conduct a full review of previously included projects to verify the accuracy of all included information and ensure that the projects put forward meet the stated goals of moveDC 2021 and the Transportation Planning Board’s Policy Framework.

To do this, DDOT has developed the following process:

1. Phase 1: Project Managers:
 - a. Review existing projects within purview and assess continued accuracy of the included information.
 - b. Review the TPB Policy Framework and stated goals.
 - c. Assess current projects for alignment with the TPB’s Policy Framework and Stated Goals of the region.
 - d. Submit project updates and detailed responses to aspirational initiatives in the Project InfoTrak (PIT) System by June 2nd.
2. Phase 2: State & Regional Planning:
 - a. Conduct a review of Project Manager Submissions in the PIT to ensure the accuracy and quality of responses, including aspirational initiatives.
 - b. Conduct a review of the Capital Improvement Program for new Regionally Significant projects that may require inclusion in Visualize 2050.
 - c. Request input from DDOT Divisions on potential Regionally Significant projects under consideration for funding requests.
 - d. Approve and submit project entries to the TPB for review.

MDOT's Policy, Funding, and Project Selection and Prioritization Process

2040 Maryland Transportation Plan (MTP)

Every five years, MDOT develops a 20-year mission for transportation in the state known as the Maryland Transportation Plan (MTP). The MTP outlines the State's overarching transportation priorities and creates a larger context for transportation decision-making. Development of the 2050 MTP is currently underway developing Proposed Guiding Principles – Equity, Resilience, Preservation, Innovation, Customer Focus – and updating our Proposed Goals – Safety and Security, System Quality, Environmental Protection, and Management – which overlap almost entirely with the Transportation Planning Board's (TPB) Synthesized Policy Framework. The MTP has a robust public involvement and feedback process and is scheduled to be adopted in January 2024. The MTP will inform every project and program that will be reevaluated and submitted to the TPB's Visualize 2050 Plan.

Transportation Funding and the Consolidated Transportation Program (CTP)

The Transportation Trust Fund, comprised of various tax sources, fees, operating revenue and bond sales, is the source of "State" funding for transportation projects and programs in Maryland, and federal funding from the recently authorized Bipartisan Infrastructure Law is 26% of our revenues. The Consolidated Transportation Program (CTP) is MDOT's six-year capital investment program for transportation, which is presented annually by the Governor and approved by the Maryland General Assembly. MDOT works together with residents, businesses, local jurisdictions, and local and state elected officials to include capital projects in the CTP. Most of this coordination is on major projects that are generally new, expanded, or significantly improved facilities or services that may involve planning, environmental studies, design, right-of-way acquisition, construction, or the purchase of essential project-related equipment.

Priority Letters and Chapter 725

State and local elected officials are encouraged to reach consensus on local priorities for the highway and transit systems, as well as transit-oriented development sites, and to document these priorities annually in a letter to the MDOT Secretary. Chapter 725, in Maryland's Annotated Code, requires additional clarity and standards to define how MDOT evaluates and selects proposed major capital projects for inclusion in the Construction Program of the CTP. It requires MDOT and the local jurisdictions seeking project funding to demonstrate the relationship between prioritized projects and the long-term goals of the MTP, the Climate Action Plan Goals (as outlined in the Greenhouse Gas Reduction Plan), and local land use plans. Multi-modal submissions enable local governments to have a greater impact on all State transportation investment decisions.

Engaged at every stage of transportation planning, members of the public share input on the process as well through review and comment periods for County Transportation Priorities, Locally Operated Transit Systems public hearings, SHA public meetings, Local Comprehensive Plan Development, and communications with elected officials and various stakeholder groups.

Additional local coordination – Maryland’s counties and municipalities derive capital projects from approved master plans that are typically several years in development that have had numerous public engagement opportunities by the Planning Staff, Planning Board public hearings and work sessions, or local government public hearings and work sessions.

Project Selection Criteria

Projects selection and funding is determined by several factors that originate from the mission, policies, guidelines, and goals laid out in the MTP. The Chapter 30 law requires that all transit or highway capacity projects over \$5M across all phases be scored and evaluated before receiving construction funding. These projects must be in the local priority letter’s top priorities and be consistent with local plans. They must also meet all federal and other legal mandates (e.g. TMDL compliance, Positive Train Control (PTC), Federal Aviation Administration (FAA) regulations, etc.) and meet all federal match requirements to maximize federal revenue sources.

Frederick County Project Selection Process

Comprehensive Master Planning

In 2019, Frederick County adopted the Livable Frederick Master Plan (LMFP). The LMFP is a policy-focused, as opposed to a capacity-focused, document. It stems from a community-based vision, employed an unprecedented process to involve the participation of numerous community members in the development of the plan, and used a sophisticated scenario planning tool to evaluate possibilities for how we can shape our community in the future. In addition, this plan revives a once common approach to communicating planning strategies by introducing a county-wide growth diagram that draws inspiration from Frederick County's original 1959 Land Use Plan. It proposes no new growth areas, no expansion of existing growth areas, and no zoning changes. This new LMFP replaces the 2010 comprehensive plan but does not change the Comprehensive Plan Map of 2012.

The County is now implementing the planning process through small area or corridor plans. Also referred to as Community and Corridor Plans, these are plans that address issues of a portion of the county, covering specific geographies that have cohesive characteristics. Allow geographically precise and focused updates to the comprehensive plan map, which includes land use, transportation, and community facilities. Additionally, allows updates to occur in tandem with municipal plan updates, supporting the development of consistency between county and municipal plans.

Each plan may be a multi-year effort originating with the Planning Commission and moving to the County Council, along with an extensive public involvement process prior to adoption by the County Executive. For the most part, all new capacity projects including roadways, transitways, and bicycle and pedestrian projects align with the LMFP.

Transportation Priorities Letter

The County Executive and County Council review and approve an annual priority letter containing a summarized list of the multimodal transportation priorities to the Maryland Department of Transportation. The priority letter and the associated supporting documents are also presented to the Mayors and Burgesses, Transportation Services Advisory Council for concurrence prior to the Maryland State Delegation. The letter prioritizes MDOT funding for County projects for MDOT consideration in their Consolidated Transportation Program (CTP). The process provides numerous opportunities for public comment and contains elected officials the opportunity to review at the local and state levels.

Frederick County CIP Project Development

Major projects funded via the capital program are implemented through the Division of Public Works. Prior to the implementation stage, projects are evaluated using specific project prioritization ranking criteria by capital improvement program committee. These projects are included in the six-year CIP plan and included in the annual budget that is presented by the County Executive and approved by the County Council. Public involvement occurs throughout the budget process and each CIP project typically has its own public involvement process that will include public meetings.

Montgomery County Project Selection Process

There are three types of transportation projects in the Montgomery County Capital Improvement Program (CIP): (1) capacity expansion for both transit and highway projects, (2) bicycle and pedestrian facilities, and (3) state of good repair and Vision Zero projects. While all three types of projects are included in the Montgomery County Capital Improvement Program, only regionally significant projects and projects that are expected to use federal funding are included in the region's Transportation Improvement Program and Visualize 2050 Plan.

Comprehensive Master Planning

For the most part, all new capacity projects including roadways, transitways, and bicycle and pedestrian projects are derived from master plans. The overarching plan is the General Plan – Thrive 2050 that was recently adopted by County Council. Area plans, sector plans, and functional plans also include transportation infrastructure. Master plans are critical to advancing transportation capacity improvements because master plans specify the minimum right of way needed for the transportation project and the general roadway cross section. Each master plan may be a multi-year effort originating from a County Council Planning work program and leading to extensive public involvement process with the Planning Board and later with County Council leading to a County Council adoption. The Executive Branch is involved with the process and is responsible for project implementation.

Transportation Priorities Letter

The County Executive and County Council submit an extensive list of multimodal transportation priorities to the Maryland Department of Transportation and the Maryland State Delegation for consideration in MDOT funding. This letter is usually an annual letter that is periodically updated as needed. The letter prioritizes MDOT funding for County projects for MDOT consideration in their Consolidated Transportation Program (CTP).

Public Input into Capital and Operating Programs

There are numerous formal and informal opportunities to provide public input into the development of both the capital and operating transportation programs. Every year the County Executive holds numerous budget forums throughout the county to solicit public input into county priorities. Each of the five regional services centers has transportation and land use committees that provide guidance to the county government on transportation priorities and programs. The County Executive releases both a capital budget and operating budget to County Council in January and March respectively and County Council conducts public hearings and has responsibility to adopt both a capital and operating budget.

MCDOT Project Development

Major projects funded via the capital program start in facility planning. Facility planning has two separate phases with the first phase considered project planning that examines physical feasibility and alternatives and advances to preliminary engineering with the second phase that takes the project through final engineering. Each project will have a webpage and its own public involvement process that will include public meetings. County Council reviews the phase 1 facility planning and makes recommendations as to how the project proceeds with respect to scope of work, funding, and schedule and inclusion into the Capital Improvement Program.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

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

Summary of Virginia’s Project Prioritization Process for Inputs

The Commonwealth of Virginia has two legislated processes that has been used in determining projects listed in the current Visualize 2045 plan and for projects under development and consideration to include in the next plan underway, Visualize2050.



VTRANS is Virginia's statewide transportation plan. It is prepared for the Commonwealth Transportation Board (CTB) by the Office of Intermodal Planning and Investment (OIP). VTRANS lays out the overarching vision and goals for transportation in the Commonwealth and plans to achieve those goals as shown below.

GUIDING PRINCIPLES	GOALS
1. Optimize Return on Investments	1. Healthy Communities and Sustainable Transportation Communities
2. Ensure Safety, Security, and Resiliency	2. Economic Competitiveness and Prosperity
3. Efficiently Deliver Programs	3. Accessible and Connected Places
4. Consider Operational Improvements and Demand Management First	4. Safety for All Users
5. Ensure Transparency and Accountability, and Promote Performance Management	5. Proactive System Management
6. Improve Coordination Between Transportation and Land Use	
7. Ensure Efficient Intermodal Connections	

Pursuant to § 33.2-353, VTRANS identifies and prioritizes transportation needs, known as Mid-term needs for the next 10 years. Mid-term needs may be addressed by projects, policies, or programs, and are used to screen funding requests submitted for the SMART SCALE program referenced below.



State legislation § 33.2-214.1 established **SMART SCALE** as Virginia’s data-driven prioritization process for project selection. This statewide process helps Virginia invest limited state and federal tax dollars in the right projects that meet the most critical transportation needs. Projects submitted for funding should meet a VTRANS needs for Corridors of Statewide significance (COSS), Regional Network (RN) Urban Development Areas (UDA) and Safety.

Six key factors used in evaluating a project’s merits:

1. SAFETY – reduce the number and rate of fatalities and severe injuries
2. CONGESTION – reduce person hours of delay and increase person throughput
3. ACCESSIBILITY – increase access to jobs and travel options
4. ECONOMIC DEVELOPMENT – support economic development and improve goods movement
5. ENVIRONMENTAL QUALITY – improve air quality and avoid impacts to the natural environment
6. LAND USE – support transportation efficient land development patterns

In the future, Resiliency may be another factor used in SMART SCALE project evaluation.

Projects are scored, the public has the opportunity to comment before the CTB makes the best informed decisions in prioritizing projects for funding.



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

Summary of Project Prioritization Process at Northern Virginia Transportation Authority (NVTVA)

NVTVA is the regional transportation planning and funding agency for Northern Virginia as mandated by the Virginia General Assembly via SB576 (2002). The 17-member governing body includes the Chairs and Mayors of the nine member jurisdictions, General Assembly members or appointees, gubernatorial appointees, a town representative and transportation agency representatives. NVTVA is required to follow a rating and project prioritization process taking into consideration several key factors including congestion reduction, accessibility, and emergency mobility. The 70% regional revenues of NVTVA, used for funding under the NVTVA process, can only be used for capital improvements that are included in the long-range transportation plan. The 30% local fund revenues can be used at the discretion of localities consistent with HB2313 (2013).



TransAction is the legally mandated long-range multimodal transportation plan for NoVA. TransAction vision, goals, and core values guide the preparation of the Plan and funding prioritization. TransAction, updated every five years, is a needs-based plan and the update process includes extensive data-driven analyses and public engagement. The collaborative process brings in the NoVA jurisdictions, agencies, TPB, WMATA, and, in the recent update, Montgomery County, Prince George's County, and DDOT. The Plan performance is evaluated using a combined TransAction Rating based on the factors below.

Goal	Objective	Performance Measure	Weight	Alignment with Core Values
Mobility: Enhance quality of life of Northern Virginians by improving performance of the multimodal transportation system	A. Reduce congestion and delay*	A1. Total Person-Hours of Delay in autos	10	
		A2. Total Person-Hours of Delay on Transit	10	
	B. Improve travel time reliability*	B1. Duration of Severe Congestion	10	
		B2. Transit person-miles in dedicated/priority ROW	10	
Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities	C. Improve access to jobs*	C1. Access to jobs by car, transit, and bike	10	
		C2. Access to jobs by car, transit, and bike for EEA populations	10	
	D. Reduce dependence on driving alone by improving conditions for people accessing transit and using other modes	D1. Quality of access to transit and the walk/bike network	15	
		Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.	E. Improve safety and security of the multimodal transportation system	E1. Potential for safety and security improvements
F. Reduce transportation related emissions	F1. Vehicle Emissions	10		
	G. Maintain operations of the regional transportation system during extreme conditions*	G1. Transportation System Redundancy	5	

Core Values: Equity Safety Sustainability



Prioritization of projects for funding is carried out during the development of Six Year Program (SYP). This process includes extensive additional data-driven analyses and public engagement. The

selection criteria include:

1. Eligibility (inclusion in TransAction, supporting resolution from jurisdiction governing body)
2. Quantitative analysis (Congestion Reduction Relative to Cost, TransAction Rating, Long Term Benefit)
3. Qualitative considerations (external funds, past performance, geographic and modal balance, etc.)
4. Public comments

Several statutory and standing committees review the analytical results and public comments before recommending projects for funding, which the Authority reviews before making final adoption.

The goals, objectives, and core values NVTVA follows for prioritization overlap well with TPB's principles and goals.

Memorandum

To: Lyn Erickson, DC Transportation Planning Board
From: Christine Hoeffner, Virginia Railway Express
Date: March 29, 2023
Re: Summary of VRE Process to Identify Inputs for TPB Visualize 2050/FY 2025-2028 TIP

Planning Documents

Virginia Railway Express (VRE) capital projects and service expansion identified in the TPB long-range transportation plan (LRTP) and transportation improvement program (TIP) are drawn from VRE's [annual budget and six-year Capital Improvement Program \(CIP\)](#), long-range [System Plan 2040](#), mid-range [Transit Development Plan \(TDP\)](#), and other planning documents (e.g., [Transit Asset Management \(TAM\) Plan](#)), as adopted by the VRE Operations Board.

Project Selection Process

VRE will use its adopted planning documents as the starting point for re-examining LRTP and TIP project inputs and developing new projects for inclusion in the updated plan and TIP. The VRE FY 2024-2029 CIP is the primary source for VRE project inputs. Discrete capital projects have not been defined beyond the VRE CIP timeframe in VRE planning documents; VRE capital programs such as those related to TAM will make up the majority of VRE project inputs beyond FY 2029. LRTP/TIP project inputs related to VRE service expansion will include the additional VRE service as outlined in the Transforming Rail in Virginia (TRV) [DRPT/CSXT Comprehensive Rail Agreement and DRPT-VRE Agreements](#).

Projects included in the VRE CIP are prioritized with an emphasis on passenger safety, regulatory requirements, and maintaining current equipment and facilities in a state of good repair (SGR). The VRE System Plan identifies five goals the plan strives to achieve including maintaining system SGR, improving and expanding service for current passengers and emerging markets, advancing VRE's role in the regional multimodal mobility network, and adding system capacity. The VRE TDP further defines six goals against which VRE projects and service initiatives are evaluated including Growth Opportunities, Operational Excellence, Community Integration, Financial Accountability, Regulatory Compliance, and Environmental Stewardship.

VRE priorities and goals, as reflected in its adopted planning documents, align with the TPB Policy Framework goals and priorities.

Funding

Funding for VRE capital projects and operations comes from various federal, state, regional, local, and VRE dedicated sources and is documented in the VRE CIP and annual budget. VRE also applies for grants to supplement regular funding sources to advance its capital program and service initiatives. Grant applications are endorsed by the VRE Operations Board.

Note on VRE Visualize 2050 and FY 2025-2028 Project Inputs

VRE projects in the currently adopted LRTP and TIP are mostly a compilation of site-specific projects grouped under broad program areas such as Stations and Facilities, Rolling Stock Acquisition, Track and Storage Yards, etc. For this update, VRE will re-submit existing LRTP/TIP projects as "new" projects to more clearly identify them to TPB members and the general public rather than continue to include them as part of a broader program group. This will also enable a more transparent connection between the TPB plan and TIP and VRE planning documents.



City of Alexandria Project Selection Process

Funding for the City's Transportation initiatives comes from various state, federal, and local sources. The City's [annual budget](#) provides details on the projects and programs that receive this funding. There are numerous grant opportunities each year that fund ongoing programs and one-time Capital projects.

The [Transportation Long Range Plan](#) is a list of unfunded projects from approved plans that staff uses as a resource to identify potential grant opportunities. The [Transportation Commission](#) updates the list of projects, reconsiders the evaluation criteria, and reprioritizes the projects every two years. Evaluation criteria are based on the guiding principles from the City's Transportation Master Plan, the latest being the 2021 Alexandria Mobility Plan, which aligns very closely with the TPB Policy Framework. The guiding principles are:

- Accessible
- Connected
- Convenient
- Equitable
- Safe
- Sustainable

The evaluation criteria that derive from these guiding principles include components for maintenance, livability, and promoting multi-modal options.

Capital projects are selected from approved planning documents with consideration of the eligibility criteria for each particular grant, as well as the [City's Strategic Plan](#), [Transportation Master Plan](#), and [Transportation Long Range Plan priorities](#). The City also applies for grants to assist with day to day operations and state of good repair. The City develops and submits applications for these grants that are typically endorsed by the Transportation and approved by City Council.



Arlington County Transportation Planning Process

Arlington County follows similar planning processes to other Northern Virginia localities. **Comprehensive Planning** feeds **Project Selection**, which feeds **Funding** decisions. Only after funding has been identified are projects added to TPB's constrained planning element.

Comprehensive Planning

Arlington's Master Transportation Plan (MTP) acts as the guiding document for transportation planning. The plan is composed of separate elements for Streets, Transportation Demand Management (TDM), Bicycles, Parking & Curbs, Pedestrians, and Transit. Each element contains policies, programs, and projects for its specific mode, and is the genesis for later corridor plans and capital projects. Overall, the MTP focuses on access for all users and modes, coordinated land use & transportation, and movement of people rather than vehicles. A new MTP will kick off in 2024, ultimately resulting in a new plan.

Project Selection

Selection considers safety, equity, feasibility, public support, functionality, connectivity, and funding. Public input drives the process at every stage, first guiding the plans, then the individual projects that result from the plans. Arlington's Six Step Public Engagement Process grounds decision-making in public input.

Funding

Arlington's FY 2023-2032 Capital Improvement Program (CIP) implements projects. Federal, state, and regional funds supplement dedicated local funds in a manner similar to Northern Virginia peer jurisdictions.

Fairfax County Project Selection Process

Comprehensive Plan:

- Fairfax County's Comprehensive Plan is used as a guide to decision-making about the natural and built environment. One of the principal goals is that land-use must be balanced with the supporting transportation infrastructure, including the regional network. It's within this context that Fairfax County acts locally while simultaneously considering regional priorities.
- A keystone policy achievement includes developing a multimodal transportation system to reduce excessive reliance on the automobile. It specifies that regional and local efforts will focus on planning and developing a variety of transportation options. The transportation component of the Comprehensive Plan consists of the Policy Plan, four geographic Area Plans, and three maps: a Transportation Plan map, a Trails map, and a Bicycle Master Plan.

Project Selection Process:

- One of the Fairfax County Department of Transportation's primary objectives is to reduce reliance on automobile travel by coordinating land use decisions and transportation planning within Fairfax County and the region as a whole; this is achieved by:
 - Developing a multimodal transportation system that provides for both through and local movement of people and goods.
 - Increasing the use of public transportation and non-motorized transportation.
 - Promoting Transportation Demand Management
 - Ensuring that improvements are cost-effective.
 - Ensuring safety for all users.
 - Ensuring that land-use and transportation policies are complementary.
 - Providing a comprehensive network of sidewalks, trails, and on-road bicycle routes
- One Fairfax
 - One Fairfax Policy is a **social and racial equity policy** that provides a framework based on equity for all decision-making in the County, including transportation and land use decisions.
- The goals and objectives in the Comprehensive Plan, combined with the One Fairfax Policy, help guide the project selection process.

Funding:

As part of the transportation planning process, the County develops and implements a responsible financial plan that considers both public and private sources of financial support for the County's transportation system. Priority is given to the programming of transportation improvements that assist in accomplishing the County's goals and objectives.

Loudoun County Project Selection Process

Comprehensive Plan

The Loudoun County Comprehensive Plan (Comprehensive Plan) provides policy guidance on land and infrastructure development. The Loudoun County Countywide Transportation Plan (CTP) is a volume of the County's Comprehensive Plan, alongside other volumes such as the General Plan (General Plan), both of which were last revised in 2019 and which have a current horizon year of 2040. The Comprehensive Plan forms the policy foundation for the County's various regulatory documents. The CTP provides the policy foundation for the County's transportation network; policies are included for each mode of transportation and geographic policy area; mitigating impacts of development; regional, state and local coordination; environmental and heritage resources; and prioritization, funding, and implementation. The CTP is guided by a set of goals developed based upon public input and affirmed by the Board of Supervisors.

CTP Vision and Goals

1. Enhanced multimodal safety for all system users.
2. A reliable and efficient multimodal transportation network that manages the travel demands of the County while maintaining fiscal and environmental sustainability.
3. Transportation choices that connect people to their communities, employment centers, educational institutions, activity centers, and other amenities.
4. Integration with neighboring jurisdictions to improve regional and statewide connectivity and to attract residents and businesses to Loudoun County.
5. Support the growth and potential of enhanced national and international connectivity including consideration of Washington Dulles International Airport and the Silver Line Metrorail stations.
6. Context-sensitive planning and design that addresses the different characteristics and needs of the Urban, Suburban, Transition, Towns, County/Town Joint Land Management Areas, and Rural environments.
7. A transportation network supportive of the County's overall vision to support economic development, create vibrant, safe communities and public spaces, and protect natural and heritage resources.

Prioritization

The County sets priorities for its planned transportation improvements to be able to efficiently focus public and private resources on projects needed in both the short- and long-term. The CTP includes policies that call for the County to base transportation decisions in part on its land use policies contained in the General Plan and the CTP and its transportation model outputs. Road and other transportation infrastructure improvements will promote traffic, pedestrian, and bicycle safety and mobility. Priorities outlined in the CTP are given to:

- Projects that complete missing segments of arterial and major collector corridors
- Projects within the County's Intersection Improvement Program
- Projects to provide connectivity in and around the County's Metrorail stations
- Projects that provide significant economic development benefits to the County
- Projects within the County's Sidewalk and Trail Program
- Projects that incorporate "complete streets" concepts and features

Projects are reviewed each year as part of County's Capital Improvement Program (CIP) and VDOT's Six-Year Improvement Program (SYIP). Public involvement and participation are encouraged through public hearings on both program documents.

Funding

The funding of transportation infrastructure requires significant expenditure of capital, typically beyond the resources of local government. Traditionally, the County has depended on State and Federal funds for the design and construction of transportation projects, augmented by private sector contributions, known as proffers. In recent years, the County has also committed to greater local funding options for transportation, including the sale of bonds and the use of innovative financing options, along with use of regional funds administered by NVTA. The County's CIP identifies projects with programmed and approved funding, with an emphasis on setting priorities through the annual CIP process and project review.

Prince William County Project Selection Process

The Prince William County Comprehensive Plan Mobility Chapter provides guidance on mobility projects for the next 20 years in the County and includes all modes of transportation, to include roadways, transit, and on and off-road pedestrian and bicycle facilities. An updated Mobility Chapter was adopted by the Prince William Board of County Supervisors in December 2022, following a two-year planning process that included robust public input. Projects in the plan are determined based on meeting the projected growth of the County and the required level of service to meet the County's goal of providing a high quality of life to residents. This is informed by MWCOG population and employment projections and transportation demand modeling. Projects are also selected on alignment with the goals and strategies of the Mobility Chapter, which closely align with those adopted by TPB and include equity, safety, sustainability and emerging technologies. Comprehensive Plan mobility projects located in County designated Small Area Plans have undergone additional planning and public input processes to further align with shared local and regional goals of creating mixed-use, transit-oriented, walkable communities.

Major mobility projects in the Comprehensive Plan are advanced with funding allocated in the County's Capital Improvement Program (CIP). The CIP covers a six-year period adopted annually following Planning Commission review and recommendation and public hearings. The CIP identifies existing and future funding from a wide variety of sources including local revenues, private contributions, and federal, state and regional funding. Projects in the CIP, and other Board designated priority projects to include approved Mobility Bond Projects, are high priority for application to grant funding opportunities. Other criterion used to prioritize projects for grant funding opportunities are detailed in the Prince William County Department of Transportation's Grant Priority Process and include inclusion in the Comprehensive Plan or other Board approved plans, public input, and alignment with long range plans of the County's transportation partners.

Projects submitted for Visualize 2050, including resubmission of previous projects, must be included in the Prince William County Comprehensive Plan and will be prioritized using the same criteria in the grant prioritization process. This ensures that projects being advanced align with the County's goals and strategies, have public support and will meet current and projected needs of Prince William County.

Prince George's County Transportation Project Selection Process

There are four types of transportation projects in the Prince George's County Department of Public Works and Transportation (DPW&T) Capital Improvement Program (CIP): (1) capacity expansion for both transit and highway projects, (2) bicycle and pedestrian facilities, and (3) state of good repair (i.e., maintenance) and (4) Vision Zero (i.e., safety) projects.

While all four types of projects are included in the Prince George's County Capital Improvement Program, the County typically focuses on regionally significant projects and projects that are expected to use federal funding to be included in the region's Transportation Improvement Program (TIP) and Visualize 2050 Plan.

Prince George's County Overarching Priorities

Prince George's County shares the TPB Synthesized Policy Framework emphasizing the core principles of Equity, Resilience, Accessibility, Prosperity and Livability built upon the Goals of Safety (Prince George's County adopted Vision Zero in 2019 as a foundational approach), Security, System Quality, Environmental Protection, Reliability, Maintenance and Efficient Operating Systems. The County also embraces the Washington Council of Governments Region Forward and Region United strategies as well as the 2020 affirmation of racial equity and a fundamental value. By better balancing and uniting the region through more integrated land-use and transportation, specifically with an emphasis on Transit Oriented Development, so that individuals are closer to where they live, shop and work, enabling all systems to function better, reduce the need for new capacity while advancing equity and sustainability in a meaningful manner is how we can best meet the needs that lie ahead.

Prince George's County continues to advance priorities for a comprehensive multimodal transportation network that will strengthen the County, the Capital region and the state. The County emphasizes projects that further safe system transportation approaches like Vision Zero Prince George's, Zero Emission Fleet Transition, Transit Oriented Development (TOD), and strategies designed to spur economic growth while promoting sustainability, safety, and equity. In addition to forward thinking aspirational programs, it is critical to preserve and maintain County infrastructure and state of good repair needs of our roadways, bridges, sidewalks, facilities, and stormwater structures.

Transportation Priorities Letter

The County Executive and County Council jointly submits a letter with an accompanying extensive list of multimodal transportation priorities to the Maryland Department of Transportation (MDOT) and the Prince George's County Delegation of the Maryland General Assembly for consideration in MDOT funding. This letter is typically provided annually, with periodic updating as needed. The letter prioritizes MDOT funding for County projects for MDOT consideration in their Consolidated Transportation Program (CTP).

Comprehensive Planning

New capacity projects including roadways, transitways, and bicycle and pedestrian projects are derived from the planning process, both those generated by the Maryland National Capital Park and Planning (M-NCPPC), as well as internal Executive Branch processes. The overarching plan is the General Plan – Plan Prince George's 2035 which was adopted by County Council in 2014. Area plans, master plans, sector plans, and functional plans also

include transportation infrastructure. In addition, M-NCPPC is currently developing an update to the Master Plan of Transportation (MPOT), which provides a transportation specific perspective to the plans that guide transportation projects. These are critical to advancing transportation capacity improvements because master plans specify the minimum right of way needed for the transportation project and the general roadway cross section. Each of these planning processes may require a multi-year effort leading to extensive public involvement process with the community, the Planning Board and later with County Council leading to a County Council adoption. The Executive Branch is involved with the process and is responsible for project implementation.

Prince George's County DPW&T Project Development

Major projects, funded via the capital program, start in the planning process. Project planning has two separate phases with the first phase considered project planning that examines feasibility and alternatives and advances to preliminary engineering. The second phase takes the project through final engineering. Each project will be on the County's website and have its own public involvement process that will include public meetings.

Public Input into Capital and Operating Programs

There are numerous formal and informal opportunities to provide public input into the development of both the capital and operating transportation programs. Every year the County Executive holds numerous budget forums throughout the county to solicit public input into county priorities. The County Executive releases both a capital budget and operating budget to County Council in the late winter-early spring and the County Council conducts public hearings and has responsibility to adopt both a capital and operating budget.

DISTRICT DEPARTMENT OF TRANSPORTATION

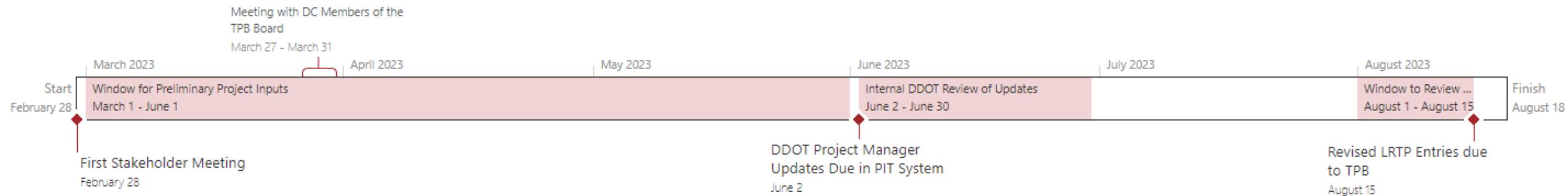
Visualize 2050 Plan Update Listening Session

State & Regional Planning Division
District Department of Transportation
March 27, 2023

Project Submission Plan

Project managers have been invited to a Project SharePoint site that holds the guidance and documentation we have received from TPB for this update process:

1. Existing Project Pages (for review)
2. Guidance (TPB Goals and Aspirational Initiatives)
3. Project InfoTrak (PIT) Database Instructions



- **Final DDOT Project updates due Friday, June 2, 2023**

moveDC – Long-Range Transportation Plan

Project development at DDOT is tied to the long-range transportation plan.

New ideas and submissions require project managers to assess how the project relates to each goal of moveDC. These scores are used during DDOT leadership’s review of proposed projects and eventually becomes Department’s budget request.



Safety

DDOT will design and manage a transportation network that offers safe and secure travel choices for all users, in accordance with Mayor Bowser’s Vision Zero initiatives.



Sustainability

DDOT will manage and promote a transportation network that supports economic vitality and opportunity, reduces emissions, and strengthens resilience in the face of climate change, especially in historically under-resourced neighborhoods that may experience greater impacts.



Project Delivery

DDOT will complete projects on-time and on-budget while engaging and communicating with the community.



Mobility

DDOT will increase system reliability, improve accessibility and manage congestion through coordination, communications, and mobility options, providing safe and affordable travel choices for all users and trips.



Enjoyable Spaces

Public spaces and transportation systems managed by DDOT will be accessible, safe, and welcoming to residents, visitors, and commuters.



Management and Operations (State of Good Repair)

DDOT will ensure the state of good repair for existing assets by investing in maintenance and operations to address the greatest mobility needs.

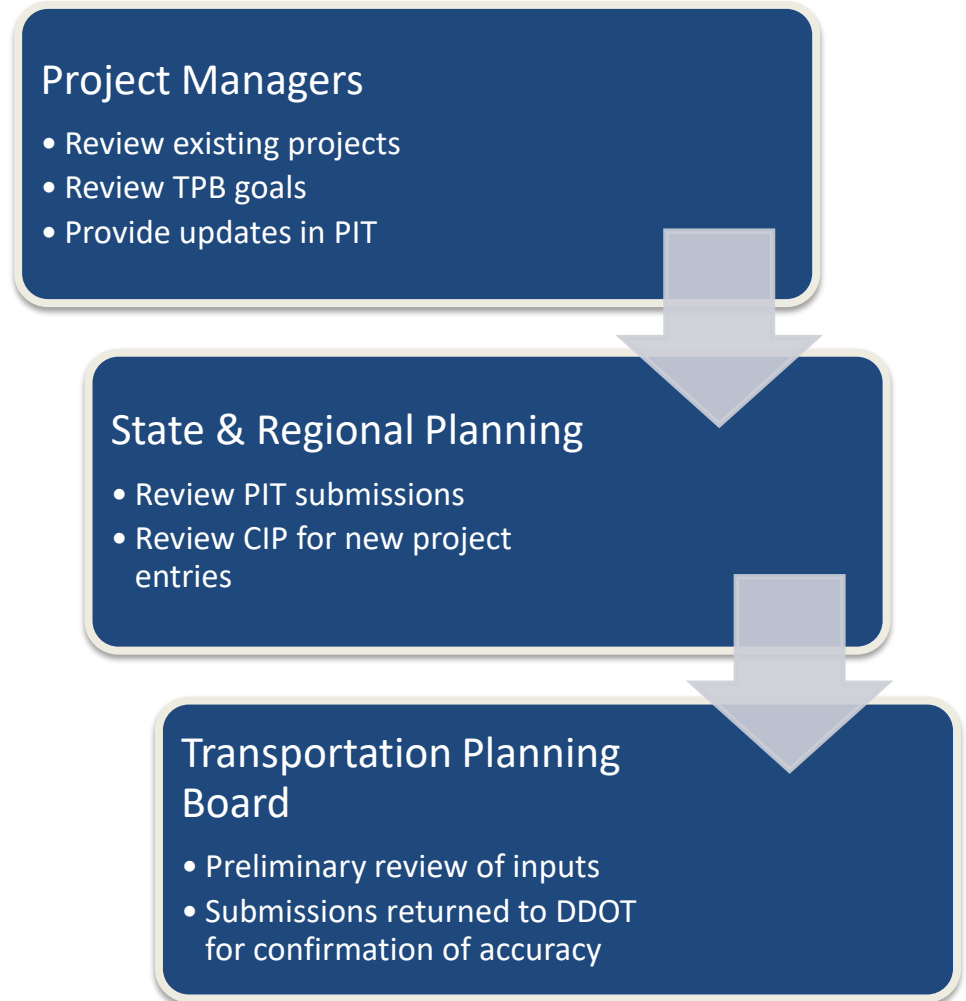


Equity

DDOT will advance transportation equity by evaluating its policies, planning, community engagement, and project delivery to ensure public investments in transportation justly benefit all residents, visitors, and commuters.

Visualize 2050 Input Process

1. Phase 1: Project Managers:
 - a. Review existing projects within purview and assess continued accuracy of the included information.
 - b. Review the TPB Policy Framework and stated goals.
 - c. Assess current projects for alignment with the TPB's Policy Framework and Stated Goals of the region.
 - d. Submit project updates and detailed responses to aspirational initiatives in the Project InfoTrak (PIT) System by June 2nd.
2. Phase 2: State & Regional Planning:
 - a. Conduct a review of Project Manager Submissions in the PIT to ensure the accuracy and quality of responses, including aspirational initiatives.
 - b. Conduct a review of the Capital Improvement Program for new Regionally Significant projects that may require inclusion in Visualize 2050.
 - c. Request input from DDOT Divisions on potential Regionally Significant projects under consideration for funding requests.
 - d. Approve and submit project entries to the TPB for review.





District Department of Transportation

250 M St SE | Washington, DC 20003 | 202.673.6813



TPB LISTENING SESSION

MARCH 30, 2023

presented by: Heather Murphy, Director

Maryland Department of Transportation
Office of Planning and Capital Programming

MDOT POLICY FRAMEWORK

- 2040 Maryland Transportation Plan (MTP): 20-year mission document for a balanced, multimodal approach to transportation planning
 - This shapes our transportation priorities and is updated every 5 years.
 - Shaped by Goals, Objectives, and Performance Measures
 - Robust public involvement and feedback process at the front end with the MTP and the back end with the Attainment Report
- Existing MDOT 2040 MTP Goals
 - Ensure a **Safe, Secure, and Resilient** Transportation System
 - Facilitate **Economic Opportunity and Reduce Congestion** in Maryland through Strategic System Expansion
 - **Maintain a High Standard** and Modernize Maryland's Multimodal Transportation System
 - Improve the **Quality and Efficiency** of the Transportation System to Enhance the Customer Experience
 - Ensure **Environmental Protection** and Sensitivity
 - Promote **Fiscal Responsibility**
 - Provide Better Transportation **Choices and Connections**

2050 MARYLAND TRANSPORTATION PLAN UPDATE

2040 vs 2050 Goals:

- **Safety & Security**

- Existing GOAL: Ensure a Safe, Secure, and Resilient Transportation System

- **System Quality**

- Existing GOAL: Facilitate Economic Opportunity and Reduce Congestion in Maryland through Strategic System Expansion
- Existing GOAL: Maintain a High Standard and Modernize Maryland's Multimodal Transportation System
- Existing GOAL: Improve the Quality and Efficiency of the Transportation System to Enhance the Customer Experience (also contained in Customer Experience guideline)
- Existing GOAL: Provide Better Transportation Choices and Connections

- **Environmental Protection**

- Existing GOAL: Ensure Environmental Protection and Sensitivity

- **Management**

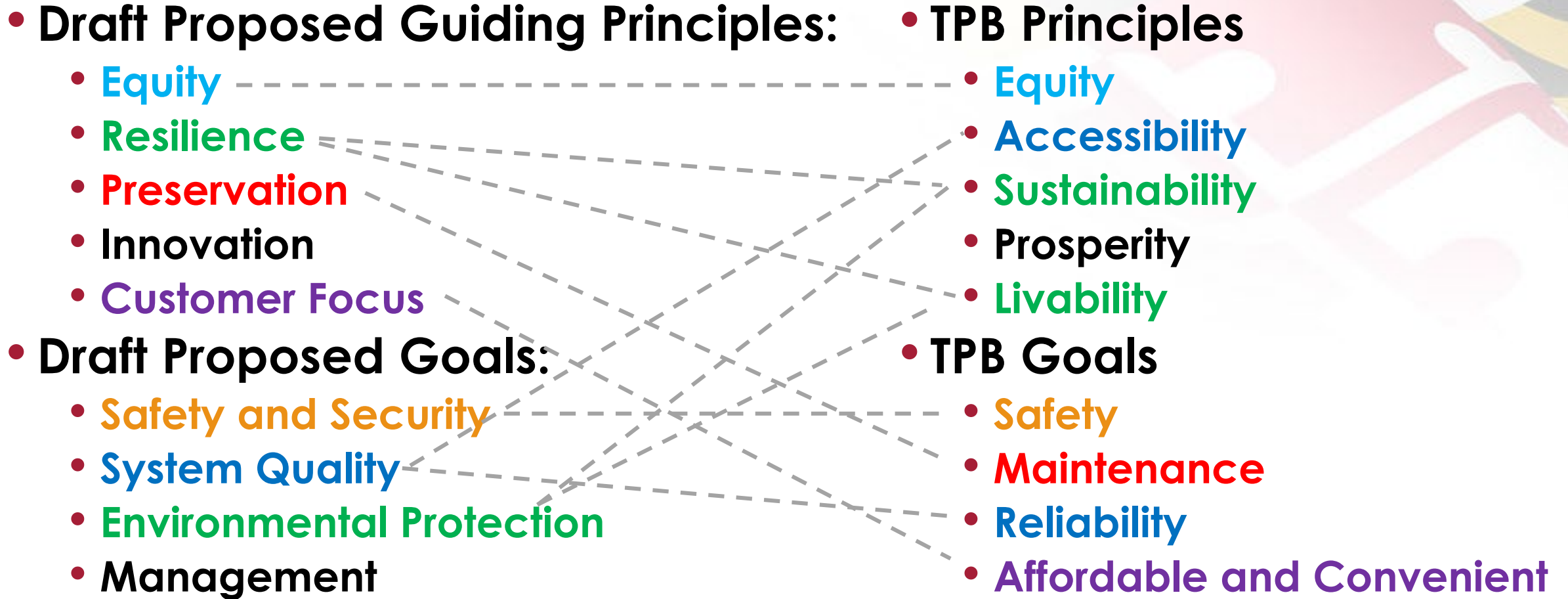
- Existing GOAL: Promote Fiscal Responsibility

2050 PROPOSED GUIDING PRINCIPLES

Guiding principles align mission, values, and capabilities with the overall vision and serve as overarching, cross cutting ideas that MDOT strives for through each of the goals.

- **Equity:** Integrate equity considerations in all aspects of transportation planning, programming, and operational processes.
- **Resilience:** Improve the transportation system's ability to provide reliable service throughout natural weather events and man-made threats.
- **Preservation:** Preserve the condition of the existing transportation system assets to provide safe and efficient movement.
- **Innovation:** Explore new ideas and technologies to transform the transportation system.
- **Customer Focus:** Maintain an emphasis on improving the experience of the community we serve.

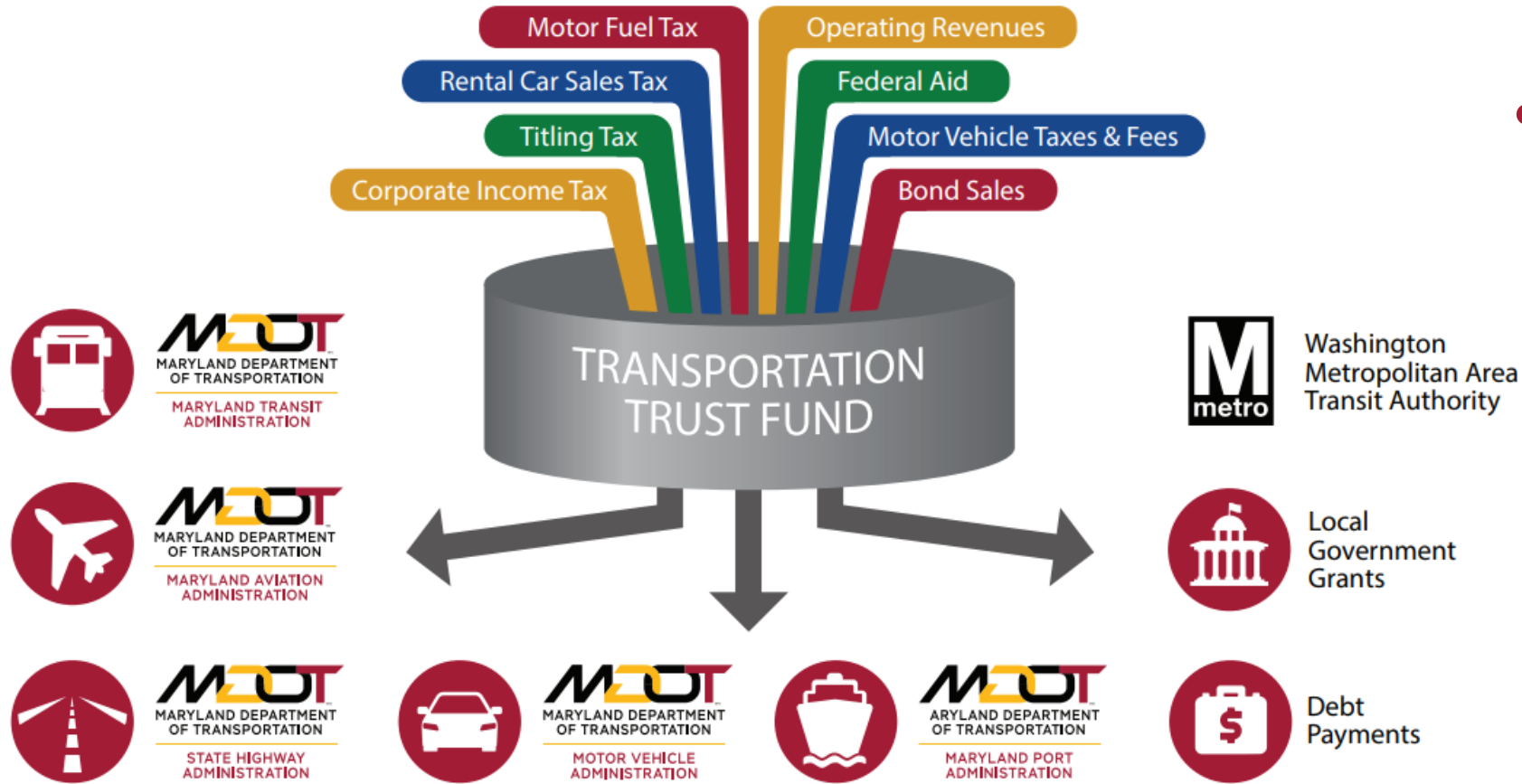
MDOT & TPB POLICY CORRELATION



TRANSPORTATION FUNDING & THE CTP

- The Consolidated Transportation Program (CTP) is MDOT's fiscally constrained **6-year capital budget**
 - Contains all State major and minor transportation projects.
- The CTP is presented annually by the Governor and approved by the Maryland General Assembly's budget process
- Transportation Business Units Needs Assessments
 - SHA, MTA, MPA, MVA, MAA, & MDTA
- **Public involvement and feedback through the County Priority Letters and the Secretary's Annual Tour**

HOW THE TRANSPORTATION TRUST FUND WORKS

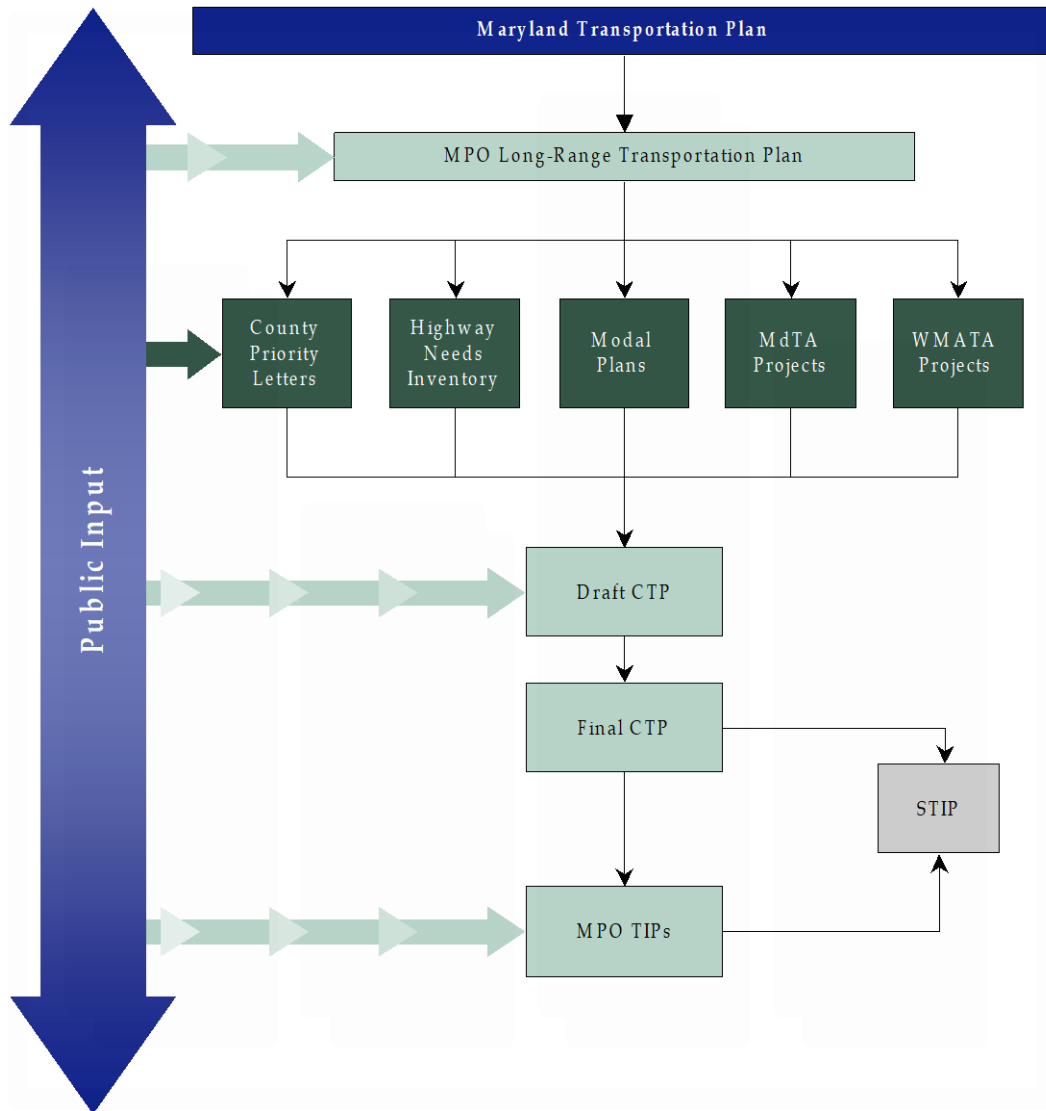


- The Transportation Trust Fund (TTF) allows transportation projects to be programmed based on when the funding is needed and available.

PRIORITY LETTERS & CHAPTER 725

- Priority letters represent each County's internal ranking of State projects deemed most important based on local need and local input. They can include:
 - Local priorities for the highway and transit systems, as well TOD sites
 - Information on project consistency with State and local plans
- Chapter 725 requires additional clarity and standards to define how MDOT evaluates and selects proposed major capital projects for inclusion in the CTP's Construction Program
 - The relationship between prioritized projects and the **long-term goals of the MTP, the Climate Action Plan Goals** (as outlined in the Greenhouse Gas Reduction Plan), and **local land use plans** must be demonstrated in this process.

PROJECT DEVELOPMENT PROCESS



- Projects are selected by a strategic decision-making process using established priorities and criteria to prioritize programs and projects.
- Projects must:
 - Meet the goals of the MTP
 - Be scored in Chapter 30
 - Be in a local Priority Letter/ consistent with local plans
 - Meet federal and legal mandates
 - Meet federal match requirements

MDOT LINKS

2040 Maryland Transportation Plan

<https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=22>

MDOT FY 2023-2028 CTP

[CTP.Maryland.Gov](https://www.mdot.maryland.gov/ctp)

MDOT FY 2022-2025 STIP

<https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=117>

THANK YOU

For more information:

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TPB LISTENING SESSION VISUALIZE 2050 PROJECTS VIRGINIA



3/29/2023



PRINCE WILLIAM
COUNTY



Northern Virginia
Transportation Authority
The Authority for Transportation in Northern Virginia

Joint Presentation by:

Arlington Co., Fairfax Co., Loudoun Co., Prince William Co., City of Alexandria, NVTAA, & Virginia DOT

Outline

- **Build on Visualize 2045 Plan Update**
- **Localities Project Selection Process**
 - **Arlington, Fairfax, Loudoun, and Prince William Counties, City of Alexandria**
- **Northern Virginia Transportation Authority (NVTa) Project Selection Process**
 - **Enabling Legislation**
 - **TransAction and Prioritization Process**
- **Virginia DOT Project Selection Process**
 - **Virginia's Statewide Transportation Plan (VTrans)**
 - **Prioritization Process (SMART SCALE)**
- **Common Priorities and Goals**

Build on Visualize 2045 Plan Update

- **The current plan was approved in June 15, 2022.**
- Compare project submissions with TPB’s existing policies and goals
- Provide detail responses to four policy questions

Project	Project ID	Question 34b How this project further supports or advances equity as described by the TPB July 2020 resolution.	Question 40b If the answer to question 40a regarding contributing to greenhouse gas emission reduction was yes, then how is this project anticipated to reduce emissions? If No, please describe how the project will mitigate increased greenhouse gas emissions or vehicle miles traveled.	Question 44a How this project further supports or advances the TPB Aspirational Initiatives, other regional goals, or needs.	Question 44b How this project further supports or advances other regional goals or needs.
Local Streets and Roadways					
Gum Spring Rd.	CE1818	This project supports the commitment to providing fair and equitable transportation and mobility and meeting accessibility needs by providing mobility, safety and efficiency enhancements on the regional travel network serving a diverse public. The project development process, environmental reviews and public involvement activities are in place to allow identification and mitigation of inequitable project impacts.	This project will enhance continuity and connectivity of the street network, which will contribute to lower emissions, as some vehicles will be able to take a more direct, and shorter, route. Related bicycle and pedestrian facility improvements will provide an alternative to motorized travel.	This project supports the TPB Vision goals 2 (develop, implement, and maintain an interconnected transportation system,) and 3 (give priority to management, performance, maintenance, and safety of all modes and facilities).	Supports RTPP goals 1 (Comprehensive Range of Transportation Options) and 4 (Operational Effectiveness and Safety).
New Telegraph Rd/Summit School Road	CE1921	This project supports the commitment to providing fair and equitable transportation and mobility and meeting accessibility needs by providing mobility, safety and efficiency enhancements on the regional travel network serving a diverse public. The project development process, environmental reviews and public involvement activities are in place to allow identification and mitigation of inequitable project impacts.	This project will enhance continuity and connectivity of the street network, which will contribute to lower emissions, as some vehicles will be able to take a more direct, and shorter, route.	This project supports the TPB Vision goals 2 (develop, implement, and maintain an interconnected transportation system,) and 3 (give priority to management, performance, maintenance, and safety of all modes and facilities).	Supports RTPP goals 1 (Comprehensive Range of Transportation Options) and 4 (Operational Effectiveness and Safety).
New Braddock Rd.	CE2206	This project serves an Equity Emphasis Area. This project supports the commitment to providing fair and equitable transportation and mobility and meeting accessibility needs by providing mobility, safety and efficiency enhancements on the regional travel network serving a diverse public. The project development process, environmental reviews and public involvement activities are in place to allow identification and mitigation of inequitable project impacts.	This project will enhance continuity and connectivity of the street network, which will contribute to lower emissions, as some vehicles will be able to take a more direct, and shorter, route.	This project supports the TPB Vision goals 2 (develop, implement, and maintain an interconnected transportation system,) and 3 (give priority to management, performance, maintenance, and safety of all modes and facilities).	Supports RTPP goals 1 (Comprehensive Range of Transportation Options) and 4 (Operational Effectiveness and Safety).

Snapshot comparison with Regional Transportation Priorities Plan (RTPP) Goals from Visualize 2045 Plan

Project	Project ID	Goal 1 Non-Auto Travel/Reduce VMT	SOV	HOV	Metrorail	Commuter Rail	Streetscar/Light Rail	BRT	Express/Commuter Bus	Metrolus	Local Bus	Bicycling	Walking	Other	Diasegregated Groups	Goal 2 In EEA	Goal 2 Bridg/End in AC	Connect ACs	Non-Auto w/in AC	Connect EEA to ACs	Goal 3 Maintenance	Goal 4 Reduce Time w/o Capacity	Enhance Safety	Goal 5 Criteria Pollutants	Greenhouse Gases	Goal 6 Long-Haul Truck	Local Delivery	Freight Rail	Freight Air	Air Passenger	Amtrak	Intensity			
Technical Inputs Solicitation Questions 32-42		Question 32 a	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 33	Question 34 a	Question 35 a	Question 35 b	Question 35 c	Question 35 d	Question 36	Question 37	Question 38	Question 39	Question 40 a	Question 41	Question 41	Question 41	Question 41	Question 42	Question 42	Question 42			
VA 621 Devlin Road Widening	CE3693		X	X													X			X															
VA 7 / 123 Interchange	CE3701		X		X					X	X	X							X							X									
VA 234 Bypass Interchange @ Clover Hill Road	CE3703		X		X														X																
Shirlington Interchange Improvements	CE3762																		X			X		X											
VA 28 PPTA, Upgrade, Construct	CE1734			X				X								X	X	X	X			X	X		X	X	X	X	X	X					
TIP Grouping project for Construction Safety/ITS/Operational Improvements	CE2695																		X			X	X			X	X	X	X	X					
Manassas National Battlefield Park Bypass	CE3061		X																X				X	X			X								
Widen Rte 1 from Telegraph Rd (Fairfax County) to Annapolis Way (Prince William Cnty)	CE3180									X						X	X	X				X					X								
Frontier Drive Extension plus Braided Ramps	3460		X		X	X				X	X															X									
Rolling Road Widening	3301		X								X	X	X														X								
Lee Highway Widening	3474		X								X	X	X														X								
VA 638 Rolling Road Widening	1936		X								X	X	X														X								
VA 123 Widen	CE1723										X	X	X														X			X					
Transit																																			
Alexandria 4th Track Project	6673					X					X	X	X			X	X	X			X		X	X				X				X			
Franconia to Ocoquan 3rd Track Project	6706					X							X			X	X	X	X		X		X	X				X				X			
Dulles Corridor Metrorail Project	CE1981				X											X	X	X	X			X		X	X										
VRE - Tracks and Storage Yards	CE1996					X													X				X	X											
VRE - Rolling Stock Acquisition	CE2163					X													X				X	X											
VRE - Stations and Facilities	CE2164					X													X				X	X											
VRE Track Lease Improvements	CE2684					X													X				X	X											
Arkendale to Powell/Creek Third Track Project and Potomac Shores Station	CE2831					X										X								X	X							X			
VRE Service Improvements (Reduce Headways)	CE2832					X										X	X	X	X	X			X	X											
US 1 Bus Rapid Transit	CE3496							X	X	X	X					X	X	X	X	X			X	X										X	
Crystal City Potomac Yard Transitway Northern Extension	CE3521			X				X	X	X	X	X				X	X	X	X			X	X				X								
New Herndon Station Park and Ride Garage	CE3700			X						X	X								X				X	X										X	
Innovation Station Park and Ride Garage	CE3711			X						X	X								X				X	X										X	
Herndon Metrorail Intermodal Access Improvements	CE3166	X			X					X	X	X	X	X		X	X	X	X																
L'Enfant Station and Fourth Track	CE3758				X											X			X				X	X				X						X	
VRE - Broad Run Expansion	CE2420				X														X				X	X				X						X	
Long Bridge Construction	6727	X			X					X	X					X	X			X		X	X			X	X		X	X			X	X	

Arlington County's Process



- **Comprehensive Plan**

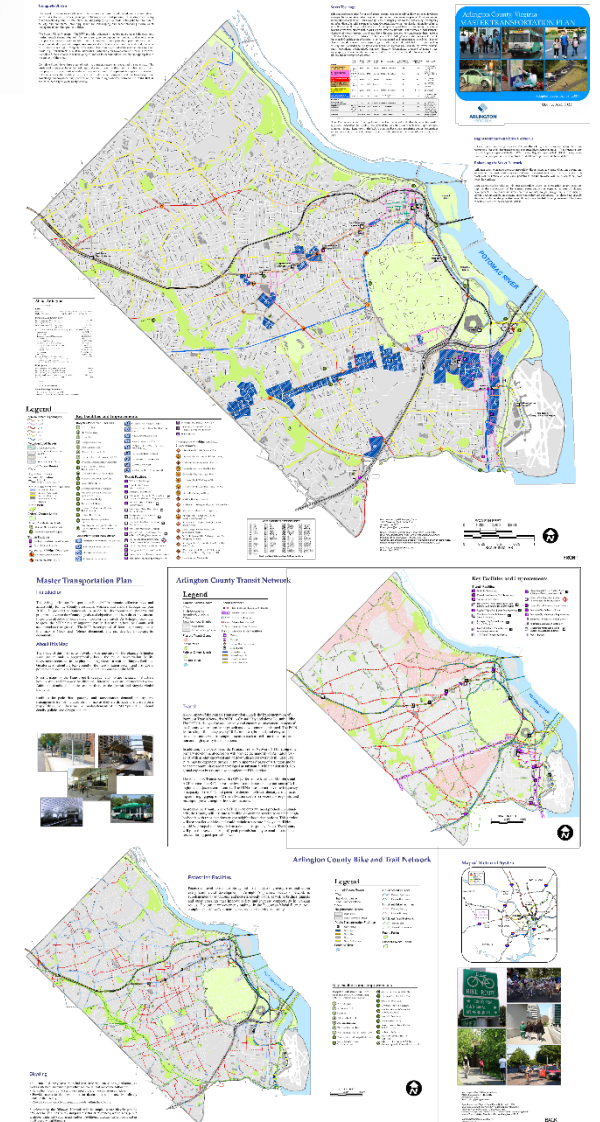
- **Master Transportation Plan** w/ elements for Streets, TDM, Bikes, Parking/Curb, Pedestrians, Transit. Update kicks off in 2024.
- **Focus on** safe access for all, coordinated land use/transportation, movement of people rather than vehicles, similar to TPB.
- **Genesis** for corridor plans & capital projects.

- **Project Selection Process**

- **Selection/Prioritization** considers safety, equity, feasibility, public support, functionality, connectivity, and funding.
- **6-Step Public Engagement Process** grounds decision-making.

- **Identify Funding**

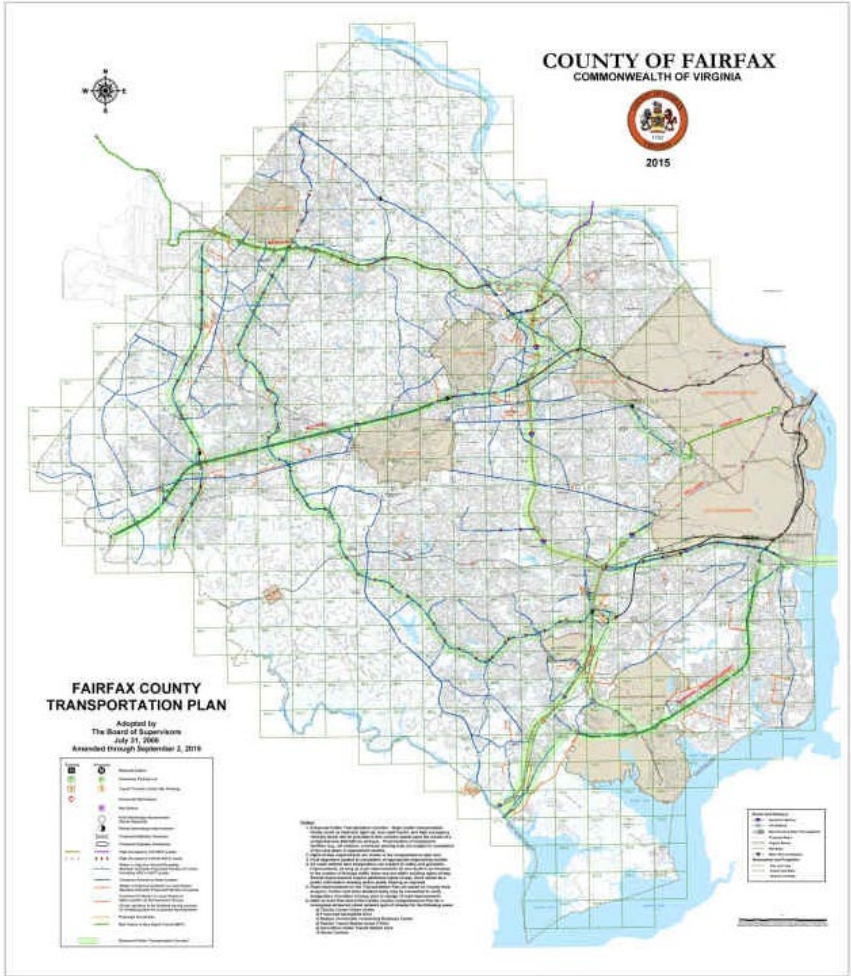
- **FY 23-32 CIP** implements projects. Federal, state, & regional funds supplement dedicated local funds, similar to NoVa peers.



Modal maps from MTP

Fairfax County's Process

- **Comprehensive Plan**
 - **Priorities and Goals:** Land Use must be balanced with the supporting transportation infrastructure, including the regional network.
- **Project Selection Process**
 - **Comprehensive Plan**
 - **Transportation Priorities Plan 2020 - 2025**
 - **One Fairfax**
 - **Area of Focus to Promote Equity: Multimodal Transportation System**
 - **Public Involvement**
- **Identify Funding**
 - **Financial Plan: Public and Private Sources**
 - **Pursue local, regional, state and federal funding**



TRANSPORTATION PLAN MAP FIGURE 1

Loudoun County's Process



- **Comprehensive Plan**

- Countywide Transportation Plan (CTP) outlines Loudoun County's multimodal vision for transportation. CTP adopted in 2019.
- Policies for each mode of transportation and geographic policy area; mitigating impacts of development; environmental and heritage resources; regional, state and local coordination; and prioritization, funding and implementation.

- **Project Selection Process**

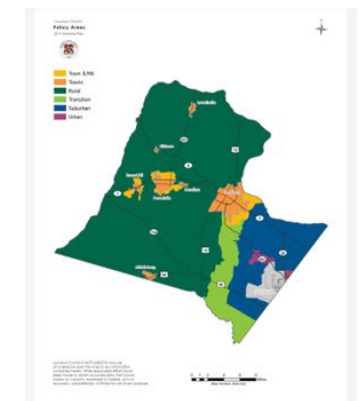
- Capital Program Development (CIP & SYIP): 6-year plan horizons
 - Public Involvement and Input through Public Hearings
- Safety, Operations, Missing Links and Complete Streets
- Economic Development Priorities
- Connectivity in and around Metrorail Station Areas
- Sidewalk & Trail Program and Gap Analyses – Equity Analysis
- Intersection Improvement Program

- **Identify Funding**

- CIP identifies projects with programmed and approved funding.
- Emphasis on setting priorities through annual CIP and project review.
- Federal, State and Regional funds augmented by local funding options and private sector contributions.



Countywide Transportation Plan



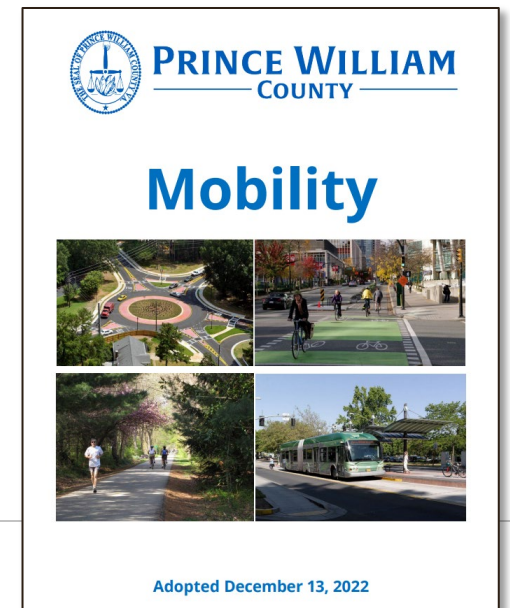
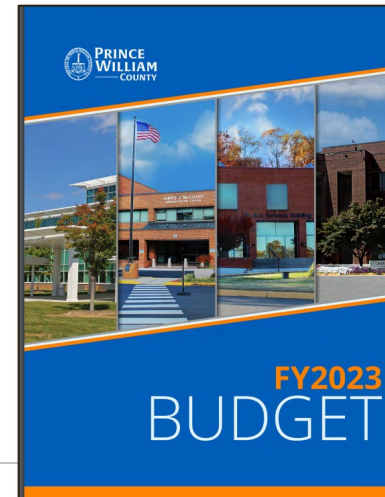
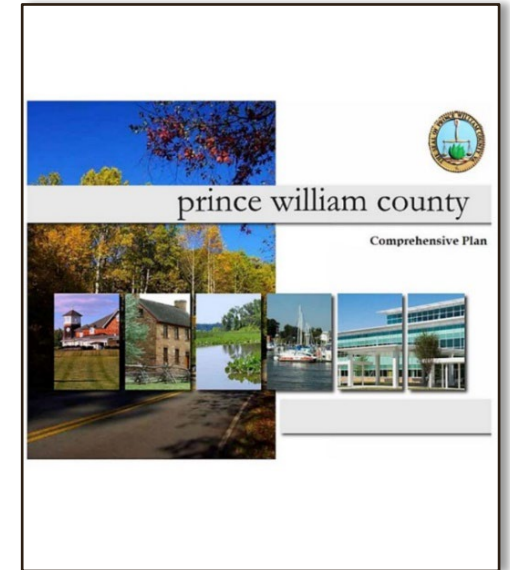
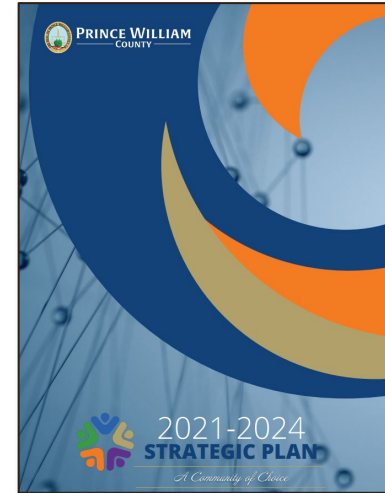
Loudoun County General Plan Policy Areas

Prince William County's Process



PRINCE WILLIAM
COUNTY

- **Comprehensive Plan**
 - The Mobility Chapter of the Comp Plan considers all modes and provides a renewed focus on safety, equity, sustainability, resiliency, and emerging technologies.
- **Project Selection Process**
 - The Mobility Chapter provides guidance on major mobility projects over the next 20+ years.
 - Projects in the plan are determined based on meeting the required level of service and growth of the County.
 - Mobility Plan development took over 2 years and included robust public input process.
- **Identify Funding**
 - The County's Capital Improvement Program (CIP) identifies projects with programmed and approved funding over a six-year period.
 - The CIP is guided by the Comp Plan and Strategic Plan.
 - Other priorities include projects specifically prioritized by the Board, included as part of a referendum, or have existing funding.



City of Alexandria Process

Comprehensive Plan: 2021 Alexandria Mobility Plan (AMP) + Small Area Plans

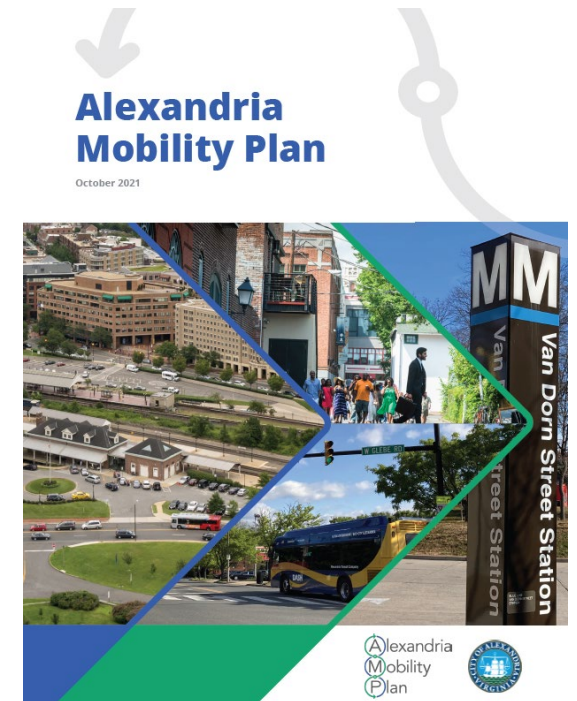
- Transit, Pedestrian & Bicycle, Streets, Parking, Smart Mobility **chapters** composed largely of **strategies and policies**
- **Guiding Principles: Accessible, Connected, Convenient, Equitable, Safe, Sustainable**
- **Transportation Projects:** Identified in AMP and Small Area Plans

Project Selection Process: Transportation Long Range Plan

- **Ranking of projects** Informs prioritization for CIP and grants
- **Updated every 2 years** by Transportation Commission

Identify Funding:

- **10 year CIP** implements projects. Federal, state, and regional funds supplement dedicated local revenues





Northern Virginia Transportation Authority (NVTA)



Legislative Mandate

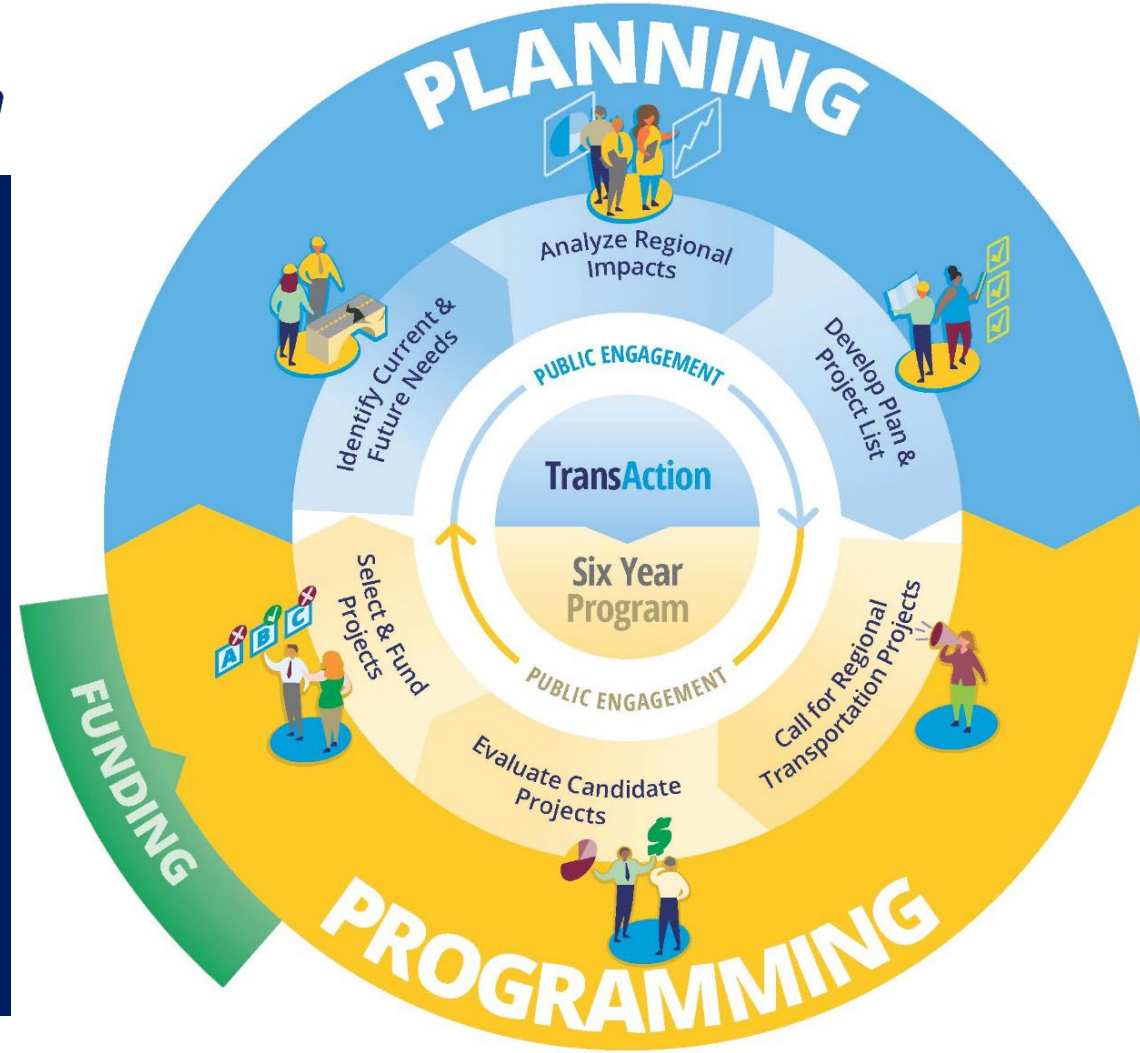
- **SB 576 (2002):** NVTA was created by Virginia General Assembly on July 1, 2002
 - NVTA is the Regional Transportation Planning Agency for Northern Virginia to develop regional transportation priorities and policies
 - Board members: The Chairs and Mayors of member localities, GA members/appointees, Governor's appointees, Agency and Town representatives
- **HB599 (2012):** NVTA is required to follow a rating and evaluation process for prioritization
 - Congestion reduction (auto, transit)
 - Accessibility to jobs
 - Emergency mobility
- **HB2313 (2013):** Established dedicated revenues for NVTA
 - 70% Regional Revenues (NVTA prioritization) – capital improvements only; no O&M
 - 30% Local Fund Revenues (jurisdictional discretion) – both capital and O&M



NVTA's Primary Responsibilities



- ## TransAction
- Long-range transportation plan for NoVA
 - Updated every five years
 - Fiscally and geographically unconstrained
 - Identify current and future transportation needs & priorities
 - Analyze regional impacts
 - Extensive public engagement
 - Current plan adopted in December 2022 (horizon year 2045)
 - Collaborative process with jurisdictions, agencies, incl. TPB, WMATA, MoCo, PGC, DDOT



- ## NVTA's Six Year Program
- Northern Virginia Transportation Authority
- ### Six Year Program (SYP)
- Allocates NVTA's regional revenues to regional transportation projects
 - Updated every two years
 - Model-based & off-model analyses
 - Extensive public engagement
 - Most recent SYP adopted in July 2022
 - Total of \$3.1B invested on BRT, bus, Metro, VRE, bike-ped, road, intersection, parking & technology projects



Goals, Objectives, Performance Measures & Core Values



Goal	Objective	Performance Measure	Weight	Alignment with Core Values
Mobility: Enhance quality of life of Northern Virginians by improving performance of the multimodal transportation system	A. Reduce congestion and delay*	A1. Total Person-Hours of Delay in autos	10	
		A2. Total Person-Hours of Delay on Transit	10	
	B. Improve travel time reliability*	B1. Duration of Severe Congestion	10	
		B2. Transit person-miles in dedicated/priority ROW	10	
Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities	C. Improve access to jobs*	C1. Access to jobs by car, transit, and bike	10	
		C2. Access to jobs by car, transit, and bike for EEA populations	10	
	D. Reduce dependence on driving alone by improving conditions for people accessing transit and using other modes	D1. Quality of access to transit and the walk/bike network	15	
Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.	E. Improve safety and security of the multimodal transportation system	E1. Potential for safety and security improvements	10	
	F. Reduce transportation related emissions	F1. Vehicle Emissions	10	
	G. Maintain operations of the regional transportation system during extreme conditions*	G1. Transportation System Redundancy	5	



Six Year Program (SYP) Project Selection Process



Multiple Components:

1. Eligibility
 - TransAction ID; project descriptions will be verified
 - Project location
 - Governing Body resolution(s)
2. Quantitative Analyses
 - Congestion Reduction Relative to Cost (CRRC) – initial ranking uses this measure
 - TransAction Project Ratings (formerly HB 599)
 - Long Term Benefit (LTB)
3. Qualitative Considerations
 - External funding (committed sources only)
 - Past performance
 - Continuation project
 - Geographic and modal balance
4. Public Comment



Project Recommendations



- Public Comments
- Staff Recommendations
- Multiple Committee Reviews and Recommendations
 - Technical Advisory Committee
 - Planning Coordination Advisory Committee
 - Planning and Programming Committee
- Authority Adoption

Northern Virginia Transportation Authority

FY2022-2027 Six Year Program: **Adopted by the Authority**

7/14/2022

Jurisdiction	Application ID	Project Title	Requested Amount	Approved Amount
Arlington County	ARL-021	Ballston-MU Metrorail Station West Entrance*	\$ 80,000,000	\$ 80,000,000
Fairfax County	FFX-126	Fairfax County Parkway Widening: Nomes Court to Route 123*	\$ 108,000,000	\$ 108,000,000
Fairfax County	FFX-124	8 New Battery Electric Buses - Fairfax Connector Buses for Tysons to Franconia Service	\$ 10,000,000	\$ 10,000,000
Fairfax County	FFX-131	Richmond Highway Widening From Mt. Vernon Memorial Highway/Jeff Todd Way to Sherwood Hall Lane*	\$ 60,207,038	\$ 60,207,038
Fairfax County	FFX-128	Richmond Highway (Route 1) BRT*	\$ 80,000,000	\$ 80,000,000
Fairfax County	FFX-121	Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive*	\$ 73,793,037	\$ 73,793,037
Fairfax County	FFX-125	Seven Corners Ring Road Improvements: Arlington Boulevard (Route 50) Westbound Ramp to Castle Place/Sleepy Hollow Road	\$ 94,800,000	\$ 4,200,000
Loudoun County	LDN-023	Route 7 Corridor ITS Implementation Program	\$ 2,500,000	\$ 2,500,000
Loudoun County	LDN-025	Route 7 Improvements: Route 9 to Dulles Greenway	\$ 20,000,000	\$ 20,000,000
Loudoun County	LDN-024	Ryan Road Widening (Phase 2): Evergreen Mills Road to Beaverdam Drive	\$ 16,000,000	\$ 16,000,000
Loudoun County	LDN-028	Loudoun County Parkway Interchange at US 50*	\$ 35,250,000	\$ 35,250,000
Prince William County	PWC-028	University Boulevard Extension: Devlin Road to Wellington Road	\$ 53,000,000	\$ 53,000,000
Prince William County	PWC-036	Old Bridge Road Widening: Colby Drive to Minnieville Road	\$ 25,000,000	\$ 25,000,000
Prince William County	PWC-027	Van Buren Road North Extension: Route 234 to Cardinal Drive	\$ 80,000,000	\$ 8,000,000
Prince William County	PWC-030	Route 1 at Route 123 Interchange	\$ 61,200,000	\$ 3,000,000
City of Alexandria	ALX-018	West End Transitway Phase 1b: South Van Dorn Street and Bridge Design*	\$ 5,000,000	\$ 5,000,000
City of Alexandria	ALX-020	Alexandria Bike and Pedestrian Trails Construction and Reconstruction: Holmes Run Trail - Dora Kelly Fair-weather Crossing Bridge	\$ 5,000,000	\$ 5,000,000
City of Falls Church	CFC-008	North Washington Street Multimodal Improvements Project: Great Falls Street to Gresham Place	\$ 22,500,000	\$ 22,500,000
City of Manassas	MAN-002	Liberia Avenue 3rd Lane Eastbound: Route 28 to Euclid Avenue	\$ 8,851,639	\$ 8,851,639
Town of Herndon	HND-005	Herndon Parkway Improvements at Worldgate Drive Extension	\$ 4,581,000	\$ 4,581,000
TOTAL			\$ 845,682,714	\$ 624,882,714
NVTA-approved Regional Revenue				\$ 626,290,870
Unprogrammed				\$ 1,408,156

VTrans- Virginia's Statewide Transportation Plan



- **Federal mandate; Long-Range Transportation Plan.**
- **State Legislation § 33.2-353.**
 - **Tasked the Commonwealth Transportation Board (CTB) to develop and update VTrans every four years.**
 - **VTrans lays out the overarching vision, principles, and goals for transportation in the Commonwealth and plans to achieve those goals.**
 - **VTrans identifies mid and long-term transportation needs and promotes**
 - **Economic development and all transportation modes, intermodal connectivity, environmental quality, accessibility for people and freight, resiliency, and transportation safety.**
 - **Mid-term needs are used for funding eligibility under SMART SCALE, and guiding Revenue Sharing funds.**

VTrans Principles and Goals



Guiding Principles

- **Optimize Return on Investments**
- **Ensure Safety, Security, and Resiliency**
- **Improve Coordination Between Transportation and Land Use**
- **Ensure Efficient Intermodal Connections**
- **Efficiently Deliver Programs**
- **Consider Operational Improvements and Demand Management First**
- **Ensure Transparency and Accountability, and Promote Performance Management**

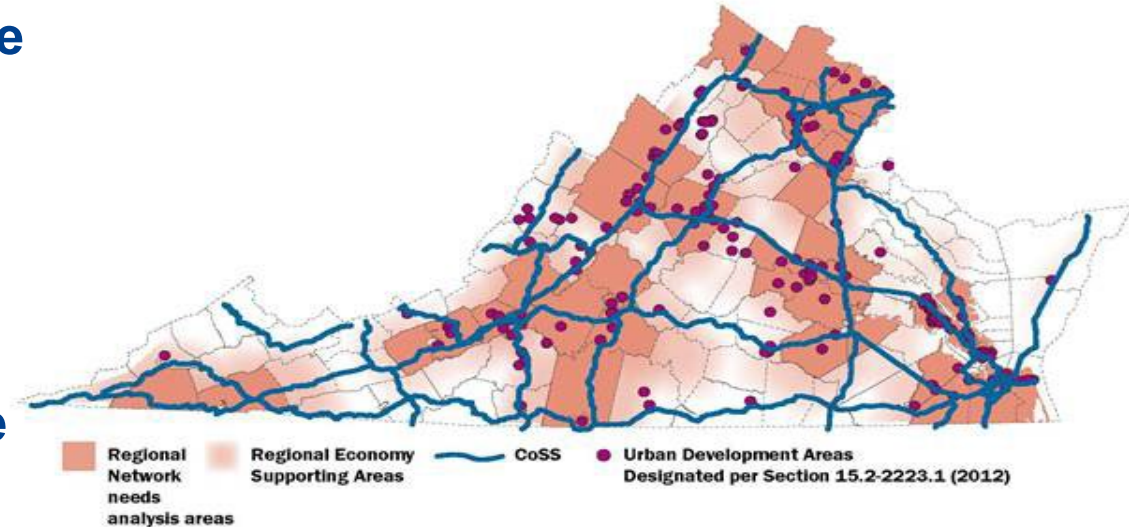
Goals

- **Healthy Communities and Sustainable Transportation Communities**
- **Economic Competitiveness and Prosperity**
- **Accessible and Connected Places**
- **Safety for All Users**
- **Proactive System Management**

SMART SCALE



- **State Legislation § 33.2-214.1**
 - Established SMART SCALE as the statewide prioritization process for project selection.
- **SMART SCALE; Performance Based Planning**
 - Measures benefits relative to the cost of the project or strategy in different factor areas.
 - CTB assigns weights to the factors based on the VTrans principles and goals.
 - Currently VTrans and Smart Scale are being reviewed for updates.



VTrans Travel Markets

SMART SCALE Factor Areas

Quantitative Performance Scoring to Allocate Transportation Funding

Factor Area	Definition
1. SAFETY	Reduce the number and rate of fatalities and severe injuries
2. CONGESTION	Reduce person hours of delay and increase person throughput
3. ACCESSIBILITY	Increase access to jobs and travel options
4. ECONOMIC DEVELOPMENT	Support economic development and improve goods movement
5. ENVIRONMENTAL QUALITY	Improve air quality and avoid impacts to the natural environment
6. LAND USE	Support transportation efficient land development patterns
7. RESILIENCY	<i>Factor in future rounds</i>

Public involvement process is essential throughout and before the CTB finalizes project selection for funding.

Common Priorities and Goals

TPB Framework Document Goals	Virginia DOT			NVTA	
	VTrans	SMART SCALE	Revenue Sharing	TransAction	Six-Year Program
Safety	X	X	X	X	X
Reliability	X	X	X	X	X
Maintenance *	X		X	@	@
Affordable & Convenient	X	X		X	X
Efficient System Operations	X	X	X	X	X
Environmental Protection	X	X	X	X	X
Resilient Region	X	X	X	X	X
Livable & Prosperous Communities	X	X	X	X	X

* The Commonwealth has a robust maintenance and SGR program – performance-based project selections. Established targets.
 @ By legislation NVTA's 70% Regional Revenues cannot be used for operation & maintenance but 30% Local Funds can be.

Questions and Comments

ITEM 9 – Action
April 19, 2023

Visualize 2050: Updated Schedule Approval

Action: Approve the Visualize 2050 plan development schedule.

Background: The TPB approved the Technical Inputs Solicitation document in February which included a detailed schedule to complete the plan update. Since the approval, outstanding circumstances have caused staff to re-examine the original schedule and add more time for completion.

Attachments:

- **New Visualize 2050 Schedule for TPB Approval**
- **Listening Session Materials Shared**



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: New Visualize 2050 Plan and TIP Update Schedule for April TPB Approval
DATE: April 13, 2023

In February, the Transportation Planning Board (TPB) approved the Technical Inputs Solicitation which kicked off the development of the Visualize 2050 long-range transportation plan and the Transportation Improvement Program (TIP) and set the schedule for their approval. At the March meeting, TPB staff suggested that the recently approved schedule for the Visualize 2050 plan and TIP update be revisited due to uncertainties with a few of the major projects in our region – the express lanes system in Maryland and the WMATA transit system. After consulting with many of TPB members, it seems that allowing six months extra time will enable these agencies to work through immediate issues yet will keep the spirit of the TPB’s intent to complete the update in a timely manner.

Attached, please find the updated schedule which includes a six-month extension and anticipated new approval date of June 2025. All plan and TIP update activities remain the same. The only changes to the schedule are to the dates and to the TIP years – the new TIP will cover the period from FY 2026-2029. The TPB will be asked to approve the attached schedule on April 19.

BACKGROUND

The intent of the next plan update, Visualize 2050, is to have all TPB member agencies re-examine the mix of projects in the current plan and resubmit an updated mix of projects supported by updated revenue and expenditure estimates for operations, maintenance, and capital projects, as well as transit service and fare inputs over the next 25 years. The expectation is that this updated project mix will better advance many of the region’s goals including equity, safety, reliability, reduced congestion, increased transit ridership, and reduction in greenhouse gas emissions.

The currently approved schedule for this work has two important milestones: the first is to receive the updated inputs from each member agency by end of June 2023, which the TPB would approve for use in conformity analysis; the second milestone is TPB adopting the updated plan in December 2024 as directed in Resolution R19-2021, after staff has completed the regional air quality and performance analyses.

TPB staff has been working closely with your transportation agency staff over the past few months on both the financial plan and the project lists. Since the schedule was first developed, there is now more information available about two of the biggest projects in our plan—the WMATA system and the Maryland Opportunity lanes. **Staff believes more time will be needed to work through short-term and long-term substantive issues with both that are outstanding.** These issues are related to plan input details that involve funding, project scope, service levels, and fare assumptions. Based on what staff

has learned in working with the agencies, it is unlikely that the level of detail needed for the plan inputs will be available by the end of June. Given that the TPB's interest in approving the plan by the end of 2024 is not federally mandated and given the importance of having these large projects reflect the best regionally agreed upon assumptions, staff suggests adding six months to the schedule to work through these issues.

Adding six months to the schedule would mean the TPB would adopt Visualize 2050 in June 2025 instead of December 2024. The plan would still reflect the zero-based budgeting approach, would still fully revise the revenue and project costs, and should still produce a mix of projects that could advance more of the region's goals and priorities. The work that agencies have begun will continue. This extra time will help us come up with the best information and best assumptions for these two major projects and others if needed.

Staff recognizes that projects progress on their own timelines and this schedule extension may necessitate the need for an out-of-cycle plan amendment and air quality conformity analysis if this adjustment negatively impacts a project approval or funding. Should a member transportation agency determine that a plan amendment request is necessary, the agency can request an amendment. All amendment requests should clearly demonstrate the urgent need to amend the plan, and each project must be submitted according to the new Visualize 2050 Technical Input Solicitation guidelines. Staff can accommodate a select few project changes and/or additions in a plan amendment in a narrow window of time while maintaining the workload for the Visualize 2050 update schedule. However, the preference is for agencies to submit projects under the Visualize 2050 update schedule.

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-November 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"> TPB member agencies will begin re-examination of project inputs and consider the TPB priorities (synthesized policy framework) and scenario findings in developing Visualize 2050 inputs. 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). TPB member agency technical staff will begin to input technical information into Project InfoTrak (fresh start- re-entry of data) for the proposed projects (including those exempt from re-examination as per ZBB Approach). TPB staff continue working with TPB member agencies on updates to financial analysis: high-level revenue and expenditure (operations, maintenance and capital) forecast
	May - December 2023	<ul style="list-style-type: none"> TPB member agency technical staff continue and complete re-examination of current projects and propose new projects, informed by TPB policy framework and scenarios studies, that advance TPB priorities and goals, for inclusion in Visualize 2050. TPB staff will continue to assist TPB members and member agency staff, including facilitated meetings with board members and their technical agency staff, as necessary, to discuss potential inputs to Visualize 2050. TPB member agency staff will continue to input technical information into Project InfoTrak (fresh start- re-entry of data) for the proposed projects (including those exempt from re-examination as per ZBB). TPB staff continue accepting and sharing public comments on Visualize 2050 project inputs with TPB members and their transportation agencies.

Visualize 2050 Schedule

CY 2024		<ul style="list-style-type: none"> TPB staff continues financial analysis, to be completed by December 29, 2023, in tandem with InfoTrak database updates.
	January – February 2024	<ul style="list-style-type: none"> Preliminary inputs due December 29 for the LRTP and Air Quality Conformity (AQC) analysis for staff review and coordination. Staff will review and compile the conformity table showing changes. Staff to send draft table with changes to agencies for review on February 1. Agencies to provide corrections by February 15. TPB member 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 AQC analysis due to TPB staff for inclusion in comment period documentation on February 15. TPB staff will reconcile draft financial analysis results and produce preliminary financial plan to reflect project submissions.
	March 2024	<ul style="list-style-type: none"> March 1 - The TPB Technical Committee will review the draft financial plan; projects proposed for inclusion in the conformity analysis, and the draft AQC scope of work. Public comment period starts March 1 on projects and AQC scope of work. The TPB will receive a briefing on the draft inputs to the plan/AQC analysis and the draft AQC scope of work and the draft financial plan. Public comment period runs March 1 through March 30 on inputs to the plan/AQC analysis and AQC scope of work. MWAQC TAC will review this information during its March meeting.
	April 2024	<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.
	Early 2024	<ul style="list-style-type: none"> EPA anticipated to find new Motor Vehicle Emissions Budgets (MVEBs) in the updated 2008 ozone maintenance plan adequate for use in air quality conformity analyses.
	May 2024	<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. Continue financial analysis: (May 2024-March 2025) final revisions, report production
	May 2024	<ul style="list-style-type: none"> TPB staff commence Air Quality Conformity technical analysis after TPB approval
Winter 2024	<ul style="list-style-type: none"> Transportation Improvement Program (TIP) inputs due for the FY 2026-2029 TIP January 26, 2025. TPB staff complete financial plan: 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. 	

Visualize 2050 Schedule

April 2025	<ul style="list-style-type: none">• Public comment period on the plan, TIP and the results of AQC analysis for the updated plan and FY 2026-2029 TIP from April 1 – April 30• The TPB Technical Committee and MWAQC and MWAQC TAC will review the draft results of AQC analysis for the updated plan and FY 2026-2029 TIP during their meetings.• The TPB will receive a briefing on the draft results of the AQC analysis for the plan and TIP.
May 2025	<ul style="list-style-type: none">• The TPB will receive a summary of the comments received on the analysis, plan and TIP; the agencies sponsoring the projects will have the opportunity to advise staff on responses to comments.
June 2025	<ul style="list-style-type: none">• The TPB will be asked to approve the results of the AQC analysis and adopt the updated plan and the FY 2026-2029 TIP.

ITEM 10 – Action

April 19, 2023

Approval of FY 2024 TLC Technical Assistance Recipients

Action: Approve TLC technical assistance recipients under the FY 2024 TLC Program.

Background: The TPB's Transportation Land-Use Connections (TLC) Program has provided support to local jurisdictions as they deal with the challenges of integrating land-use and transportation planning at the community level since 2006. Staff solicited applications for the FY 2024 TLC round of technical assistance between January 6 and March 3, 2023. The board will be briefed and asked to approve the applications that are being recommended for funding in FY 2024.



MEMORANDUM

TO: National Capital Region Transportation Planning Board
FROM: John Swanson, Transportation Planner
Justine-Ivan Gonzalez-Velez, Transportation Planning Intern
SUBJECT: FY 2024 Transportation Land-Use Connections Technical Assistance Funding Recommendations
DATE: April 13, 2023

This memo provides information on the recommendations of the Selection Panel for the FY 2024 round of technical assistance under the Transportation Land-Use Connections (TLC) Program. At the panel's meetings on March 28 and March 31, the group identified 10 projects to recommend for funding in FY 2024. The TPB is scheduled to vote on the panel's recommendations on April 19.

FUNDING RECOMMENDATIONS FOR FY 2024

A total of \$755,000 will be provided for the TLC Program in FY 2024 through funding in the Unified Planning Work Program (UPWP). The TLC Selection Panel is recommending 10 projects for funding.

The recommended slate of projects is highly consistent with key TPB objectives: All 10 projects are in/near Activity Centers or positively affect Activity Centers; 9 projects are in/near Equity Emphasis Areas or positively affect EEAs; 9 projects are in or near high-capacity transit station areas, and 6 of these 6 are in/near Transit Access Focus Areas (TAFAs); All 10 projects support the National Capital Trail Network (NCTN)—directly or indirectly.

The 10 projects recommended for funding are described below:

East Street Redesign 30% Design

City of Frederick, \$80,000

With more than 250 years of history behind it, East Street has long been Frederick's primary industrial strip but in recent years, the city has sought to make it more walkable and bikeable. This project will fund 30%-design plans to construct recommendations from a FY 2022 TLC study which called for new sidewalks, protected bikeways, and pedestrian crossing improvements. The project will focus on how to accommodate active industry as part of a pedestrian-friendly streetscape.

Safe Routes to School Priority Improvements Study

Gaithersburg, \$80,000

This project will make it safer and easier for kids to walk, bike, and roll to school in Gaithersburg. For three selected schools, the study will identify sidewalk gaps and other pedestrian needs, and will prioritize steps for implementation. The study will develop a prioritization methodology that can be applied to the other schools in the city.

FLEX Microtransit Post-COVID Planning Study

Montgomery County, \$60,000

FLEX, Montgomery County's microtransit service, was launched in June 2019 but suspended less than a year later because of COVID. Since restarting in July 2022, the service has been grappling with post-pandemic changes in travel patterns. This new study will reevaluate travel behaviors and conditions, market opportunities, and service delivery options to reimagine FLEX for the future. The study will build upon a FY 2019 TLC-funded study which evaluated the first six months of FLEX and identified new areas for possible expansion. The study's timing will be integrated with two major studies of fixed-route bus service – RideOn Reimagined and WMATA's Better Bus Study – whose preliminary results are expected this fall.

Bus Stop Safety and Accessibility Study

Prince George's, \$80,000

This study will develop a framework for making decisions for quick-build bus stop projects that improve the speed, efficiency and reliability of bus service where delays are the greatest or stops lack accessible features. Potential facility and roadway investments might include curb extensions at bus stops, ADA treatments, shelter placements, lighting, and drainage enhancements. The project will develop a bus stop safety and accessibility prioritization tool and a checklist that will be used to identify specific recommendations along a selected number of corridors, but which can also be used throughout the county to identify and implement bus stops improvements.

Mannakee Street Complete Streets Feasibility Study

Rockville, \$80,000

Mannakee Street borders the Rockville Town Center neighborhood and Montgomery College and travels through an older residential neighborhood. This study will assess possible pedestrian, bicycle, and transit facilities that could be added to this road in the city of Rockville, as well as determine the impact of these new facilities on existing transportation patterns. The project is within a COG Equity Emphasis Area and regional Activity Center and is adjacent to a large park and recreational facilities.

Laurel Avenue Street Closure Traffic Study

Takoma Park, \$60,000

In a post-COVID context, this study will analyze the potential impact of a full closure of Laurel Avenue in Takoma Park. There is growing interest in expanding the existing pandemic-initiated partial closure to include both sides of the one-block boulevard, creating the newest and largest public plaza in the city. To assess whether this project is viable, this study will provide a comprehensive understanding of the traffic impacts of such a dramatic reorientation of road use, including potential roadway redesigns, intersection changes, signage, and traffic patterns. The study will require coordination with the District of Columbia.

South Pickett Street Corridor Improvements Study

Alexandria, \$80,000

This project would produce conceptual design plans to enhance mobility, access, safety, and comfort for all roadway users on South Pickett Street between Duke Street and Edsall Road. Improvements may include bicycle lanes, new crosswalks, enhancements to existing crosswalks, medians, landscaping, signs, rectangular rapid flashing beacons, signal timing modifications, bus stop improvements, and sidewalk improvements. This project would support the city's adopted Alexandria Mobility Plan goals of creating a safe, comfortable walking and biking environment, and making transit easier to use.

Ped/Bike Connection Between the W&OD Trail and West End Feasibility Study

Falls Church, \$80,000

Improving ped/bike access to transit and supporting the National Capital Trail Network are two key TPB initiatives, and this project in Falls Church supports both of them. The study will look at options for providing an East-West pedestrian and bicycle connection between the W&OD Trail and the city's West End. The study will assist the city in identifying pathways, general design of those pathways, and other recommended improvements for the connection.

Yorkshire Multimodal Corridor Planning Study

Prince William County, \$80,000

The Yorkshire corridor is both a regional Activity Center and an Equity Emphasis Area with a large immigrant population, yet it is extremely pedestrian-unfriendly. Over \$100 million in federal and regional transportation funding is slated for investment in the Route 28 corridor, which runs directly through the Yorkshire Activity Center. While these large transportation projects focus primarily on roadway operations, the timing of this work presents an opportunity to implement additional improvements to create a more walkable, transit-oriented corridor to include bus pull-off areas, bus shelters, and pedestrian/bicycle facilities/amenities. The study, which will identify gaps and make recommendations for improvements, will require close coordination with Manassas, Manassas Park, as well as the OmniRide system.

Green Infrastructure Study

Prince William County, \$75,000

As Prince William rapidly grows and urbanizes, the county has allocated more than \$1.2 billion in its Capital Improvement Program for transportation improvements. This TLC project will establish a process for ensuring the infrastructure constructed is in alignment with locally adopted goals for sustainability, resiliency, and climate change mitigation. The project will evaluate green infrastructure alternatives, including permeable surfaces, rain gardens and landscaping. The study will be coordinated with the process of revising the county's Construction Standards Manual and it may include case studies for applying green infrastructure in Prince William County.

APPLICATION PROCESS

On January 6, 2023, the TPB issued a call for projects for the FY 2024 round of TLC technical assistance. The deadline for application submissions was March 3. Applicants were invited to submit optional abstracts which provided applicants an interim opportunity for TPB staff to review project concepts and to provide feedback on how to develop stronger TLC applications.

This year, the funding ceiling was increased for the first time in more than a decade to adjust for inflation. Planning projects were eligible to receive up to \$80,000 in technical assistance—an increase of \$20,000 from previous years. The ceiling for design projects remained \$80,000.

As another enhancement, the TLC application process was combined with the Regional Roadway Safety Program, which is a TPB program that operates on the same model as TLC. The application timelines for both programs were synchronized to simplify the application process for interested member jurisdictions. Applicants had the opportunity to submit one joint application for both programs – or they could choose to apply just for one program. Three applications were submitted for both programs.

The TPB received 16 TLC applications for FY 2024 – eight from Maryland and eight from Virginia. No applications from the District of Columbia were received. The total funding request for the entire application package was \$1.2 million.

For this application cycle, \$755,000 is available. This includes four funding sources:

- \$260,000 from the TPB’s FY 2024 UPWP core regional planning funds. Applications from all TPB jurisdictions are eligible for these funds
- \$310,000 from the Maryland UPWP Technical Assistance account for projects in Maryland
- \$185,000 from the Virginia UPWP Technical Assistance account for projects in Virginia

SELECTION PROCESS

The selection panel included the following members:

- Deborah Bilek, Panel Chair, Urban Land Institute Washington Chapter
- Ralph Buehler, Virginia Tech
- Mike Farrell, COG/TPB staff
- Greg Goodwin, COG staff
- Douglas Noble, Institute of Transportation Engineers (ITE)
- Claire Randall, Transportation Research Board
- John Swanson, COG/TPB staff

Janie Nham of the COG staff participated in the panel meetings as a technical resource for safety and freight-related questions.

The selection panel met twice— on March 28 and March 31— to review the applications and develop a list of recommended projects for the FY 2024 round of TLC technical assistance. The selection panel used established regional evaluation criteria and their own extensive industry knowledge to assess the proposed projects. The selection panel members individually reviewed and scored each application in advance of the meetings based on their assessments of the projects as well as regional criteria. The panel members then used their scores to divide the applications in rankings of high/medium/low. The rankings served as a starting point for the panel’s collective discussion.

Based upon discussion of the regional and local merits of the applications, the selection panel developed a list of 10 projects to recommend to the TPB for approval. The panel believes this package of projects will be locally and regionally beneficial. In developing the list, the panel strove to equitably allocate funding shares of different sizes among the region’s jurisdictions, while also attempting to create a slate of projects that addresses regional priorities across a diversity of topics affecting core, inner, and outer jurisdictions.

PROPOSED PROJECT COMPLETION TIMELINE

On April 19, 2023, the TPB will be asked to approve the proposed slate of 10 projects for funding under the FY 2024 TLC technical assistance program. Upon approval of the projects, TPB staff will begin to coordinate with the jurisdictions that have been awarded technical assistance to commence the consultant selection process from the pre-qualified list of TLC consultants. All projects will begin

soon after consultant task orders are signed. The projects will be scheduled for completion by June 30, 2024.

For further information regarding the TLC program, contact John Swanson (jswanson@mwkog.org; 202-962-3295) or Justine-Ivan Gonzalez-Velez (jvelez@mwkog.org) of the TPB staff.

TLC Program
 FY 2024 Applications and Recommendations

Jurisdiction or Agency	State	Project Name	TLC Request	Funding Recommendations
Frederick, City of	MD	Golden Mile Connectivity Study	40,000	
Frederick, City of	MD	East Street Redesign 30% Design	80,000	80,000
Frederick, City of	MD	Jefferson-Patrick Redesign Study	80,000	
Gaithersburg	MD	Gaithersburg Safe Routes to School - Priority Improvements	80,000	80,000
Montgomery Co.	MD	Planning for Restarting and Expanding FLEX Service	60,000	60,000
Prince George's Co.	MD	Bus Stop Safety and Accessibility Study	80,000	80,000
Rockville	MD	Mannakee Street Complete Streets Feasibility Study	80,000	80,000
Takoma Park	MD	Laurel Avenue Street Closure Traffic Study	60,000	60,000
MARYLAND TOTALS			560,000	440,000
Alexandria	VA	South Pickett Street Corridor Improvements	80,000	80,000
Arlington Co.	VA	Custis Trail Needs Assessment & Priority Improvements Study	80,000	
Falls Church	VA	East-west pedestrian/bicycle connection between W&OD Trail	80,000	80,000
Falls Church	VA	Wilson Boulevard Road Diet	80,000	
Prince William Co.	VA	Yorkshire Multimodal Corridor Planning Study	80,000	80,000
Prince William Co.	VA	The Landing at Prince William Transit Center	80,000	
Prince William Co.	VA	Sudley Road Corridor Placemaking Study	80,000	
Prince William Co.	VA	Green Infrastructure in Urbanized Capital Projects	80,000	75,000
VIRGINIA TOTALS			640,000	315,000
TOTALS (MD+VA)			1,200,000	755,000

ITEM 11 – Information

April 19, 2023

Coordinated Human Services Transportation Plan Update

Background:

The Coordinated Plan guides the Federal Transit Administration’s Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program for the Washington DC-VA-MD Urbanized Area. TPB, with COG as its administrative agent, is the designated recipient for this program. The board is scheduled to approve the plan in May.

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

DRAFT

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

Prepared by the National Capital Region Transportation Planning Board

DRAFT

ABOUT THE TPB

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

CREDITS

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SECTION 1: INTRODUCTION

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

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

The Enhanced Mobility Program

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

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

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

- "Public transportation projects planned, designed, and carried out to meet the special needs of older adults, and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable;

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

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

- Public transportation projects that exceed the requirements of the ADA;
- Public transportation projects that improve access to fixed-route service and decrease reliance on paratransit; and
- Alternatives to public transit that assist seniors and individuals with disabilities with transportation.”³

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

TPB Role in Enhanced Mobility

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

What Is Coordination?

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

MOBILITY MANAGEMENT

In recent years, human services coordination has focused on mobility management as a preferred approach. FTA describes mobility management as “an innovative approach for managing and delivering coordinated transportation services to customers, including older adults, people with disabilities, and individuals with lower incomes. Changes in demographics, shifts in land use patterns, and the creation of new and different job markets require new approaches for providing transportation services, particularly for customers with special needs. Mobility management focuses on meeting individual customer needs through a wide range of transportation options and service providers. It also focuses on coordinating these services and providers to achieve a more efficient transportation service delivery system for public policy makers and taxpayers who underwrite the cost-of-service delivery.”⁵

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

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

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

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

Purpose of the Coordinated Plan

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

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

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

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

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



⁶ FTA Circular 9070.1G Page I-4.

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

Figure 2: TPB Planning Area and Washington DC-MD-VA Urbanized Area, As Defined by the 2010 Census for FY 2023 Funding

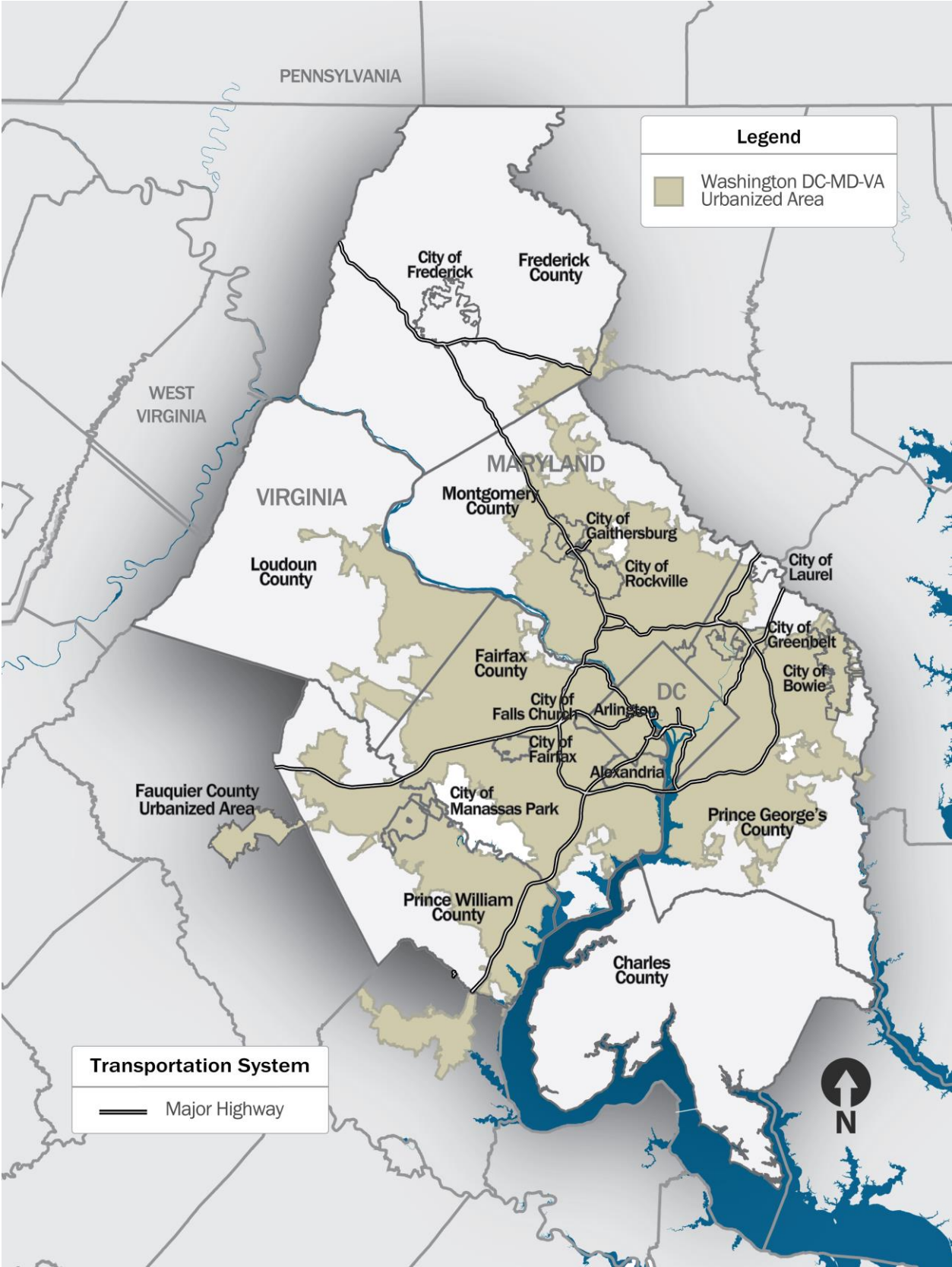
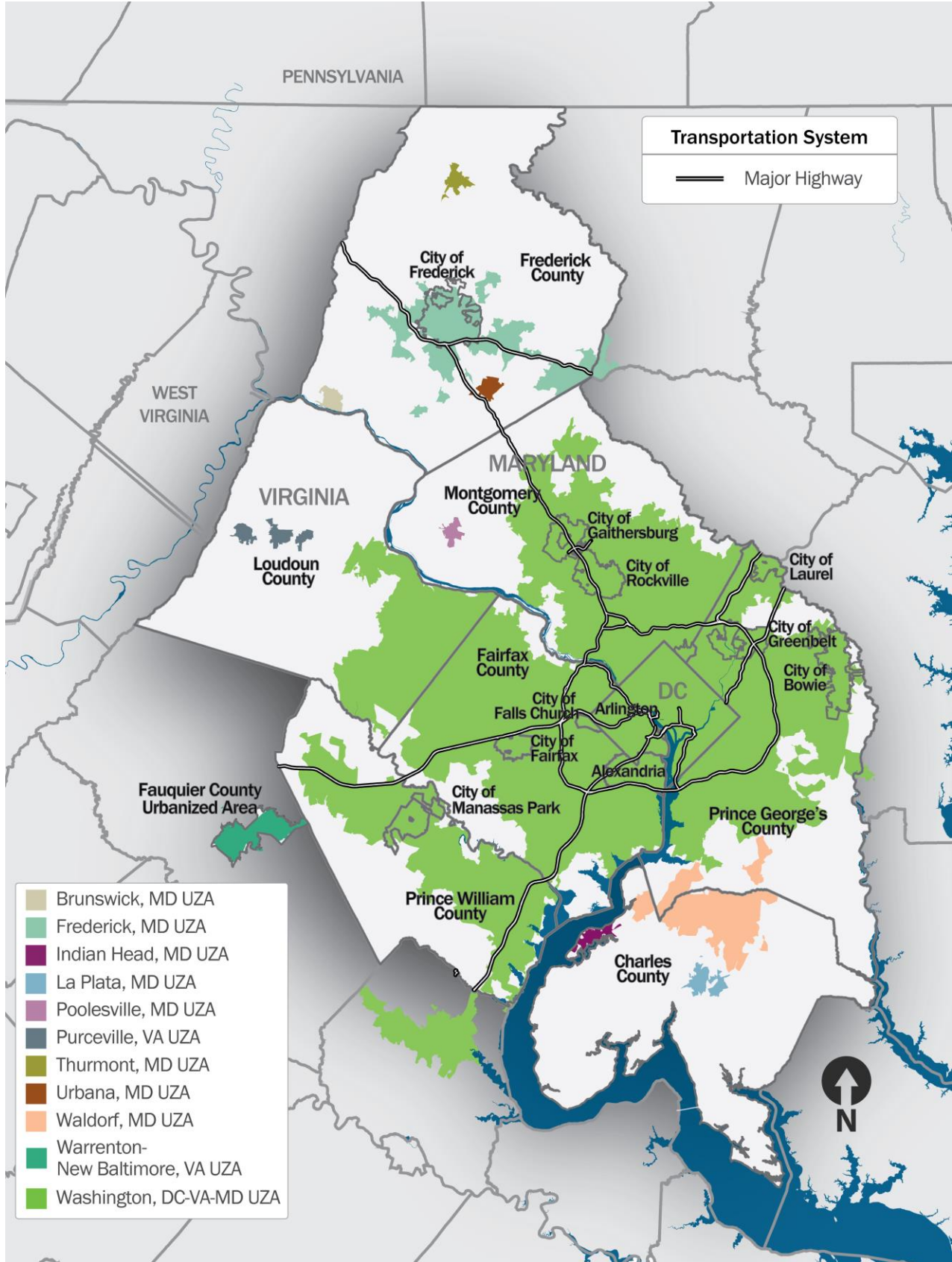


Figure 3: TPB Planning Area and Washington DC-MD-VA Urbanized Area, As Defined by the 2020 Census for funding starting in FY 2024



SECTION 2: PLAN DEVELOPMENT

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

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

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

Additional Public Input and Comments

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

This Coordinated Plan was released for a 30-day public comment period from April 13, 2023 to May 12, 2023, via COG's website and a mailing to COG committees and grantees. One comment was received and was satisfactorily addressed directly with the respondent with no changes to the draft document.

TPB Policy Framework and Coordinated Plan Guiding Principles

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

TPB POLICY FRAMEWORK

TPB's Synthesized Policy Framework

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

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

The Policy Framework's Accessibility principal states:

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

TPB Vision Goals

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

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

COG's Region Forward Goals

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

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

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

GUIDING PRINCIPLES

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

The Right to Mobility

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

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

Customer Service Focus

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

Elimination of Service Gaps

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

Maximize Efficiency of Service Delivery

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

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

SECTION 3: ASSESSMENT OF NEEDS

Regional Demographic Profile

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

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

Table 1: Transportation-Disadvantaged Populations in the Washington Region

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

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

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

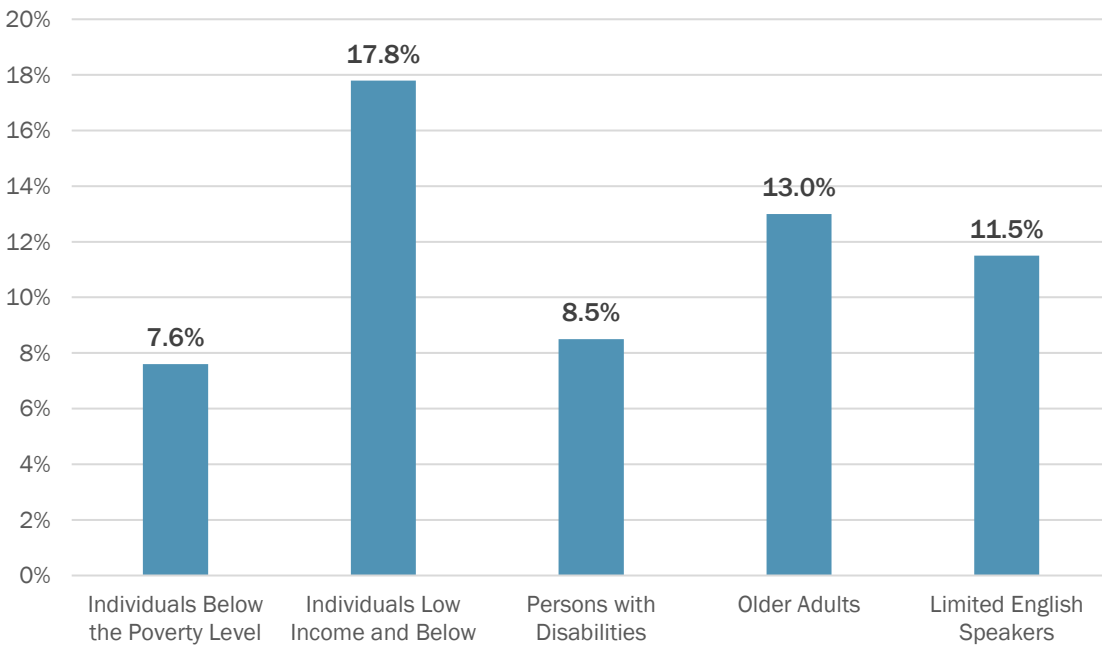
(2) Official poverty level depends on family size. For a family of four the poverty level is an annual income of \$26,000.

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

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

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

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



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

Unmet Transportation Needs

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

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

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

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

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

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

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

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

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

SECTION 4: SUMMARY OF EXISTING SERVICES

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

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

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

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

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

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

SECTION 5: STRATEGIES FOR IMPROVED SERVICE AND COORDINATION

Background

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

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

Strategies for Improved Service and Coordination

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

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

I. EXPAND AVAILABILITY AND COORDINATION OF TRANSPORTATION OPTIONS

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

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

II. INCREASE AWARENESS OF EXISTING TRANSPORTATION SERVICES

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

III. IMPROVE ACCESSIBILITY OF TRANSPORTATION OPTIONS

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

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

IV. MAKE TRANSPORTATION OPTIONS MORE AFFORDABLE AND SUSTAINABLE

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

SECTION 6: PRIORITY PROJECTS

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

A. Mobility Management

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

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

B. Coordinated Planning Efforts

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

C. Travel Training

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

D. Door-through-Door or Escorted Transportation Service

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

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

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

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

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

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

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

G. Volunteer Driver Programs

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

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

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

Funding Types and Match Amounts

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

Table 3: Eligible Activities and Funding Types

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

SECTION 7: FRAMEWORK FOR COMPETITIVE SELECTION

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

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

Coordination Among Agencies (25 points)

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

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

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

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

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

Project Feasibility (15 points)

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

Regional Need (5 points)

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

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

Equity Emphasis Areas (5 points)

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

Customer Focus and Involvement (10 points)

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

Figure 5: Equity Emphasis Areas and the U.S. Census 2010 Washington DC-MD-VA Urbanized Area used through FY2023

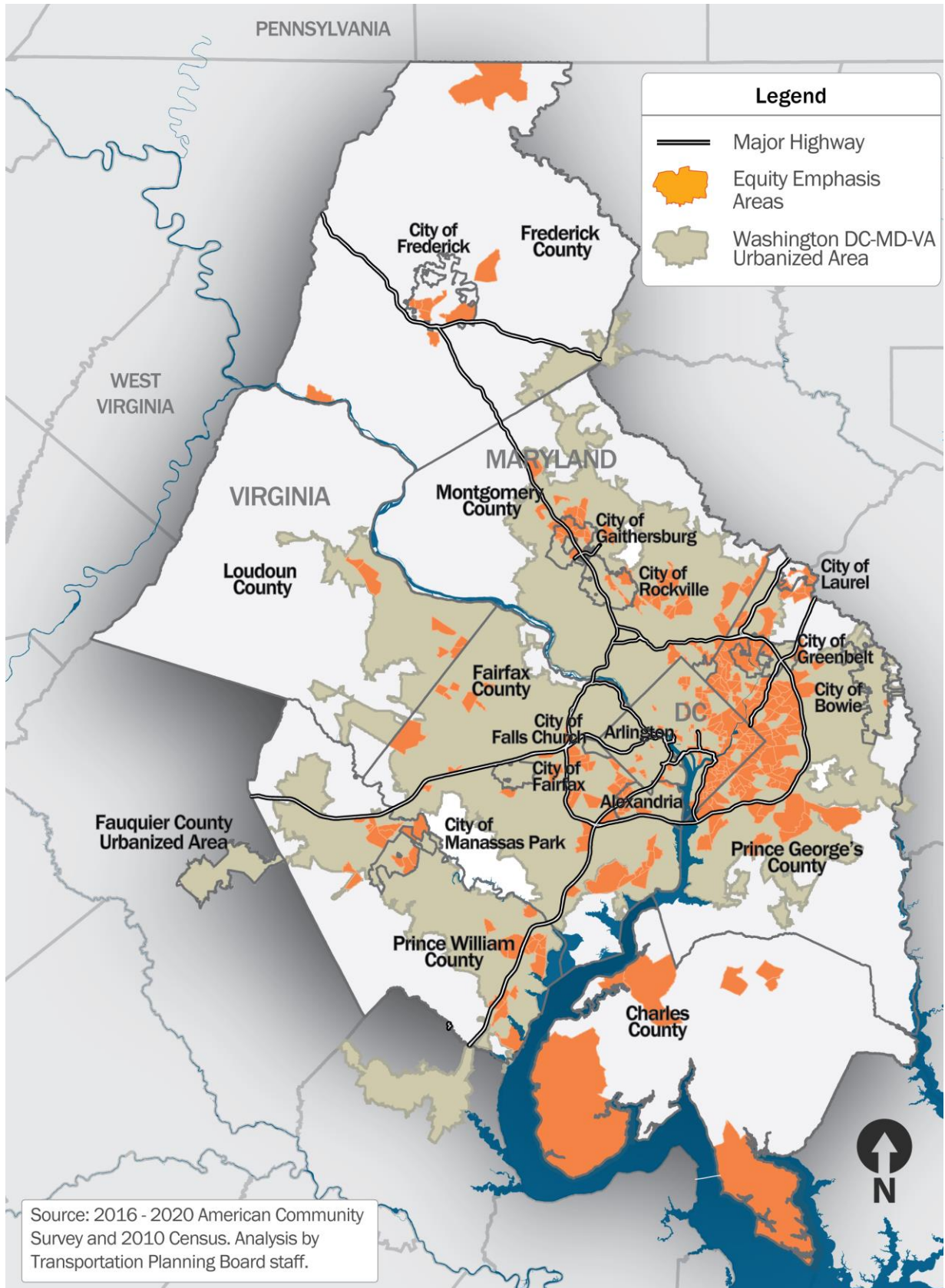
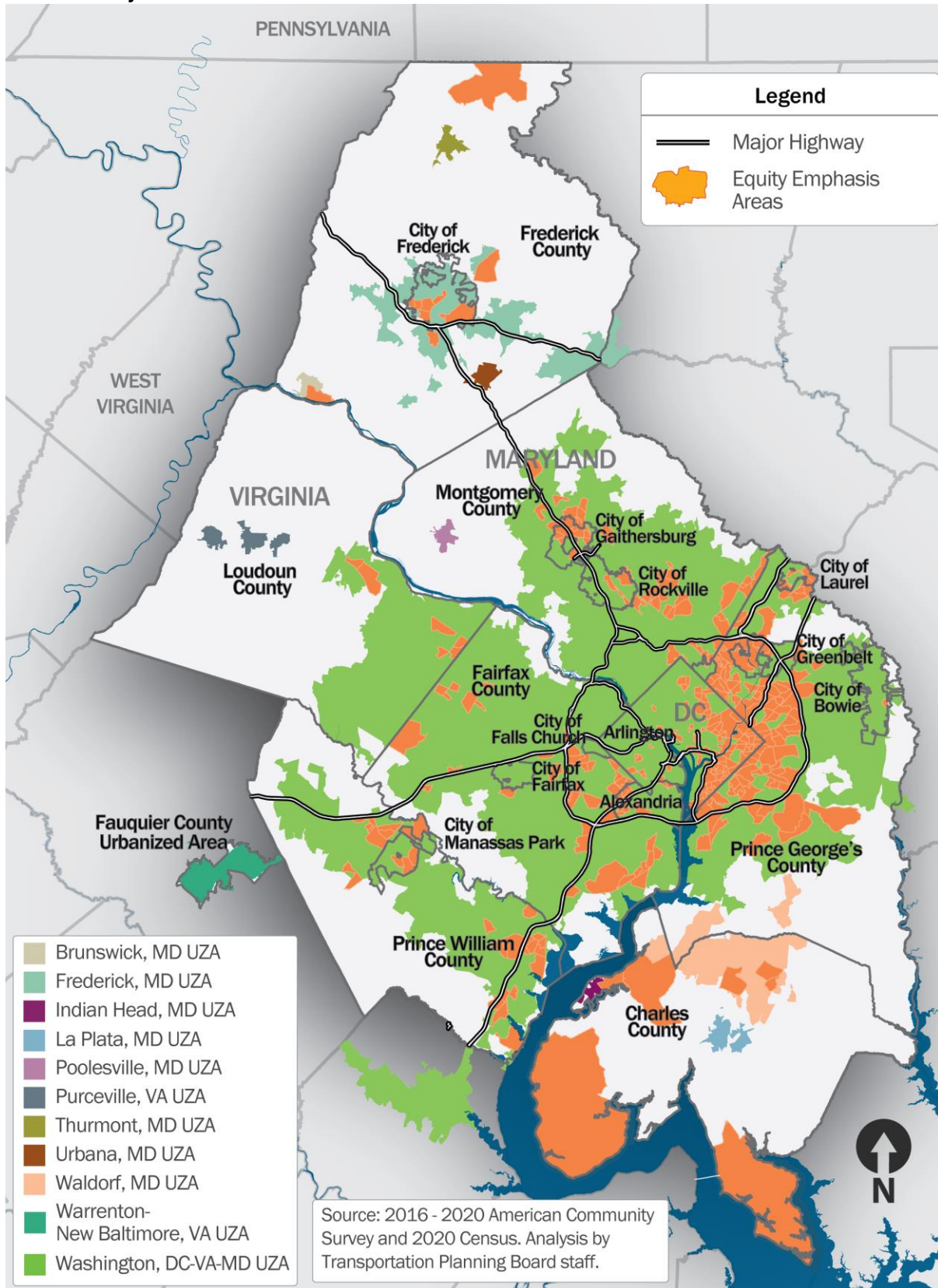


Figure 6: Equity Emphasis Areas and the U.S. Census 2020 Washington DC-MD-VA Urbanized Area for FY2024 and beyond



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

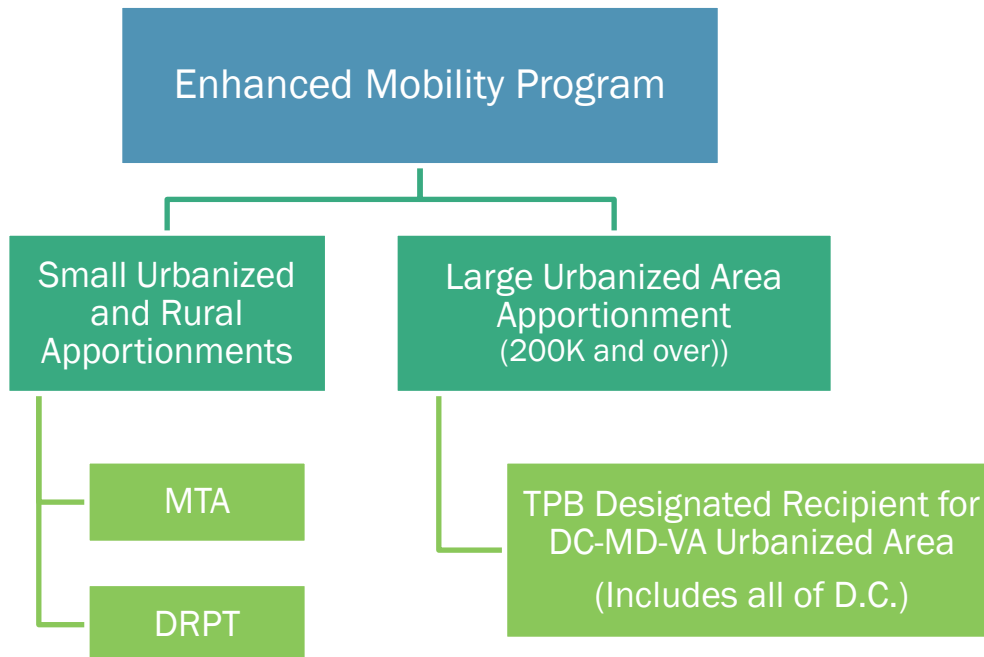
To be eligible for the 5310 Enhanced Mobility program funds administered by COG/TPB, federal rules require that a **project or service must benefit populations residing in the Washington DC-MD-VA Urbanized Area** as defined by the 2010 Census through FY 2023 and 2020 Census starting in FY 2024, shown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

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

www.mwcog.org/tpbcoordination-geography.

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

Figure 5: Flow of Funds for the Enhanced Mobility Program



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

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

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

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

APPENDIX B: INVENTORY OF SPECIALIZED SERVICES

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

Region-Wide Providers

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

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

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

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

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

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

Alexandria Providers

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

Arlington Providers

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

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

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

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

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

Charles County Providers

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

Washington, DC Providers

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

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

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

Falls Church Providers

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

Fauquier County Providers

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

Frederick County Providers

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

	Emmitsburg, Thurmont			fair ID & seniors, \$4.00 one-day pass available only for mobile app.	(FTA) and County funds	
TransIT Services of Frederick County, TransIT Medical Assistance Transportation	Frederick County and medical offices in metropolitan Baltimore and Washington area	Frederick County residents – Requirements as set by the Medical Assistance program – Medical Assistance recipients as designated by the Frederick County Health Department	Y	Passengers do not pay fare. The Frederick County Health Department Medical Assistance program is billed for trips monthly. Trips of 4 miles are \$15, all others are billed at 4.20 per mile.	Maryland Transit Administration State & Federal funds (FTA) and County funds	https://health.frederickcountymd.gov/480/Medical-Assistance-Transportation
TransIT Services of Frederick County, TransIT-Plus	Frederick County, Maryland	Older adults 60 years and up and persons with disabilities - Frederick County residents	Y	\$2.00 cash fare for medical trips, \$3.00 for non-medical, or 10-trip tickets may be purchased in advance reducing the cost to \$1.50 medical and \$2.50 non-medical	Maryland Transit Administration State & Federal funds (FTA) and County funds	http://www.FrederickCountyMD.gov/transit

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

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

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

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

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

Loudoun County Providers

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

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

Montgomery County Providers

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

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

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

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

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

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

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

Prince George's County Providers

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

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

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

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

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

Taxi Companies

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

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

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

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

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

APPENDIX C: REGIONAL DEMOGRAPHIC PROFILE OF TRANSPORTATION-DISADVANTAGED GROUPS

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

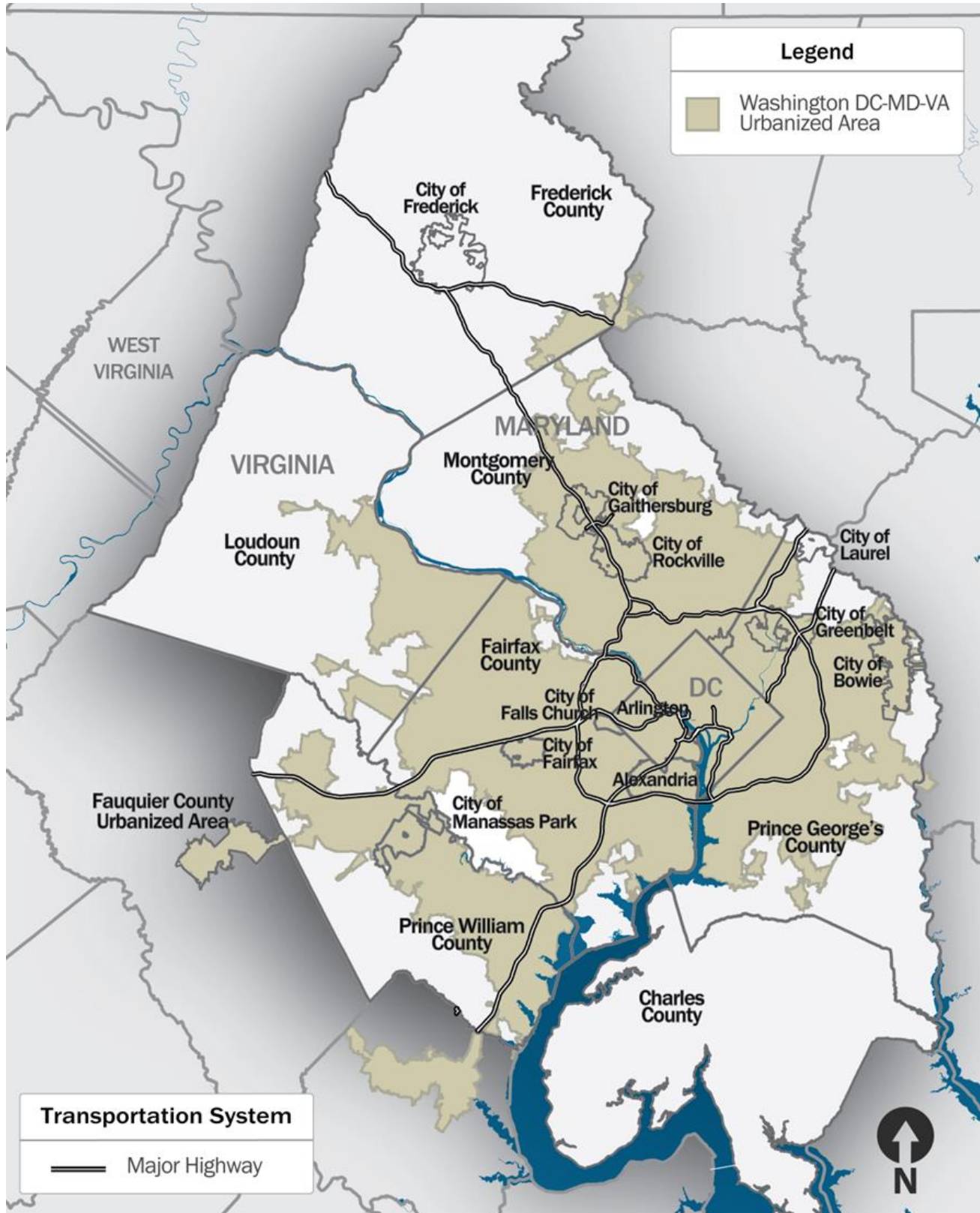
Transportation-disadvantaged groups are defined as populations lacking financial, physical, or language ability to provide their own transportation and/or have difficulty accessing public transportation.

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

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

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

Figure C-1: TPB Planning and Urbanized Area



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

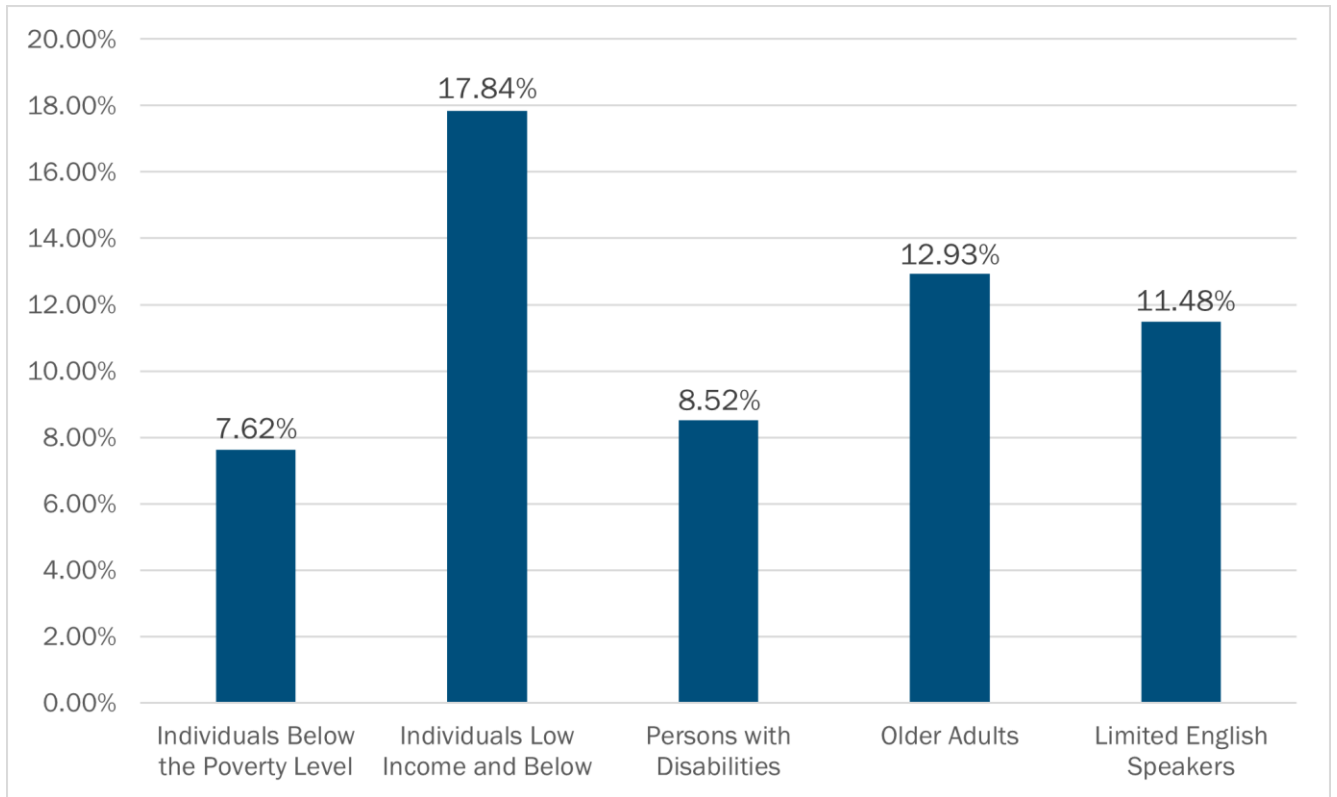
Figures C-3 to C-6 show the spatial locations of transportation-disadvantaged population groups in the region.

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

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

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

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



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

Figure C-3: Low-Income Population, 2020

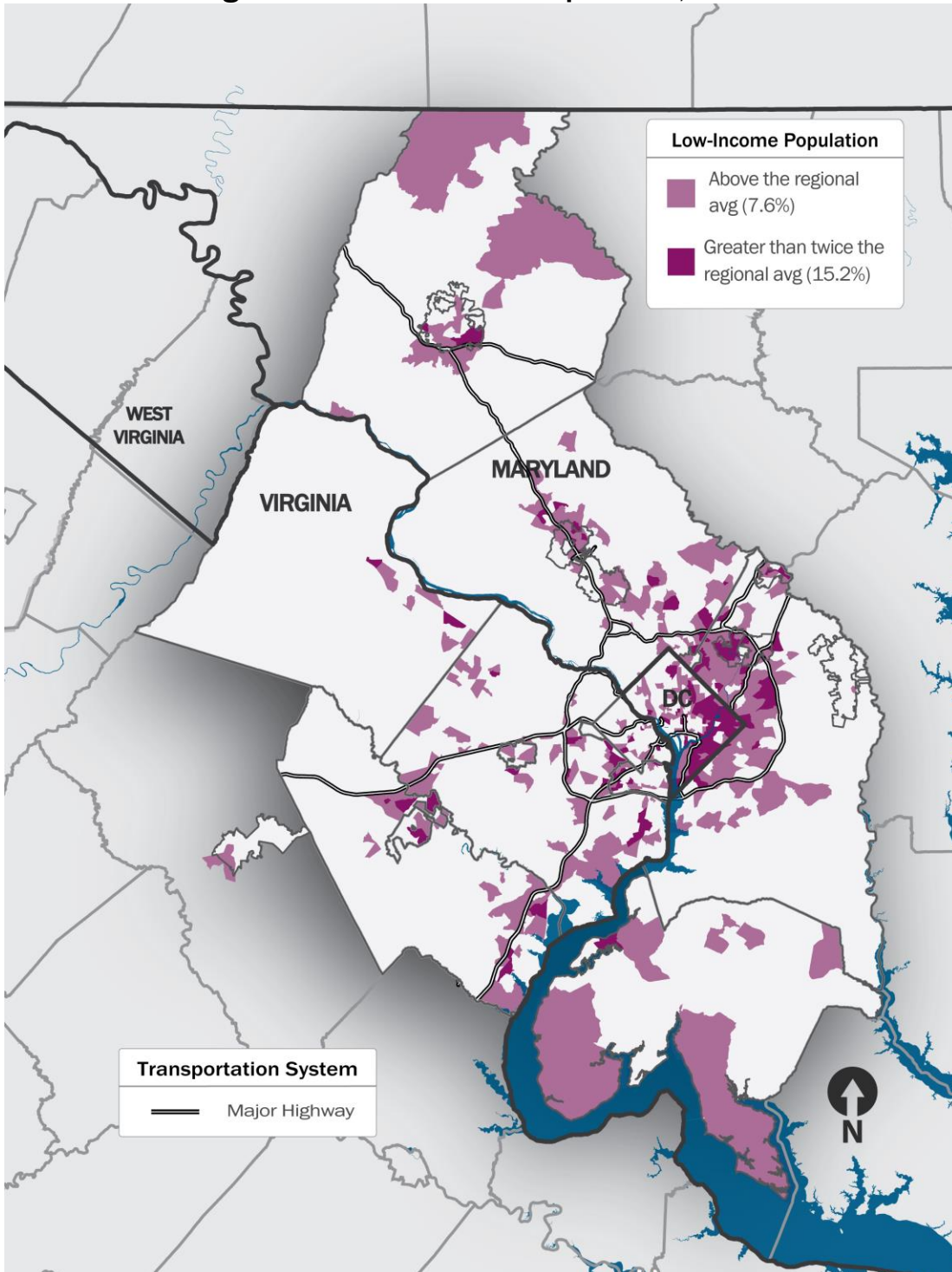


Figure C-4: People with Disabilities, 2020

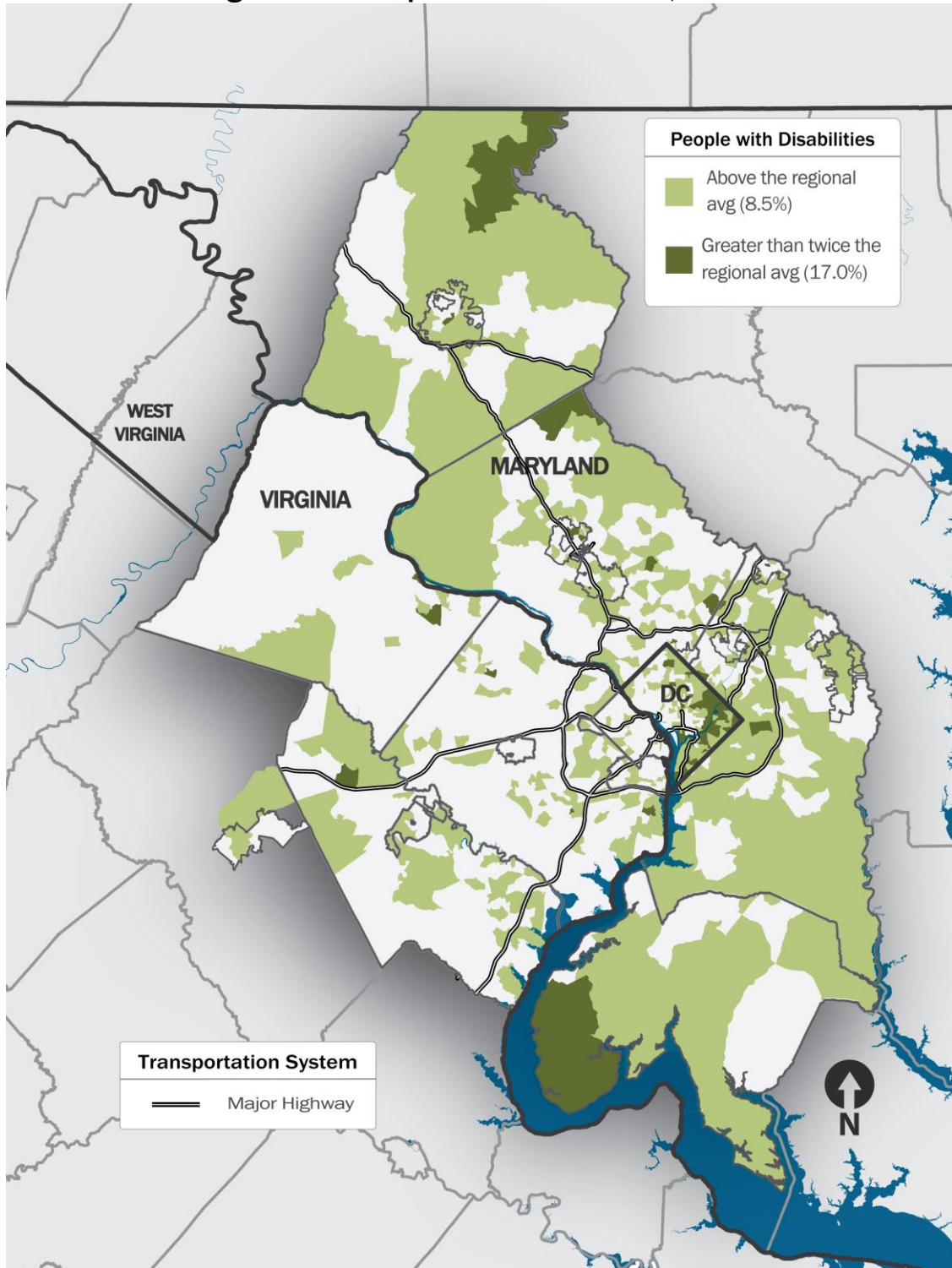


Figure C-5: Older Adult Population, 2020

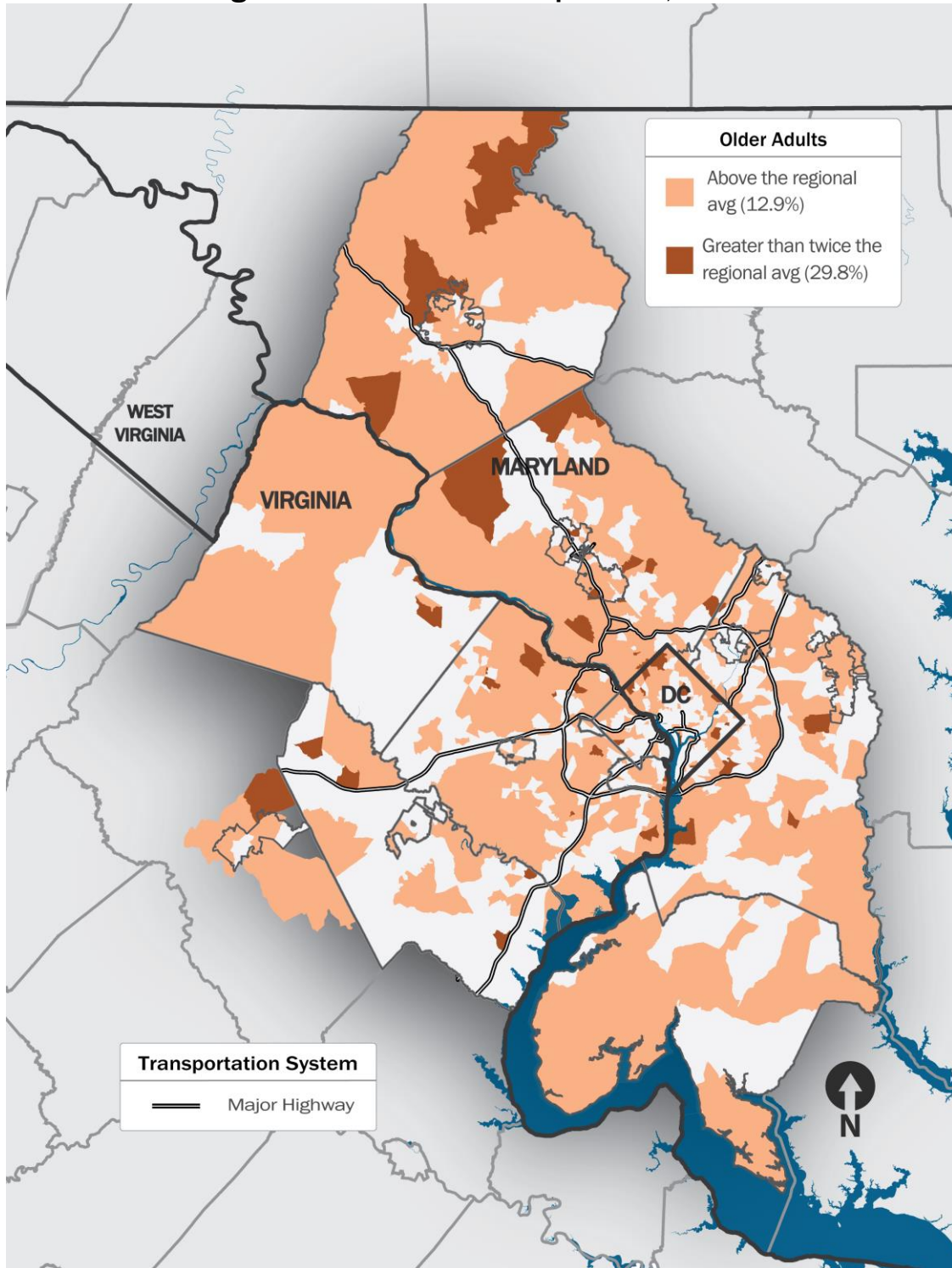
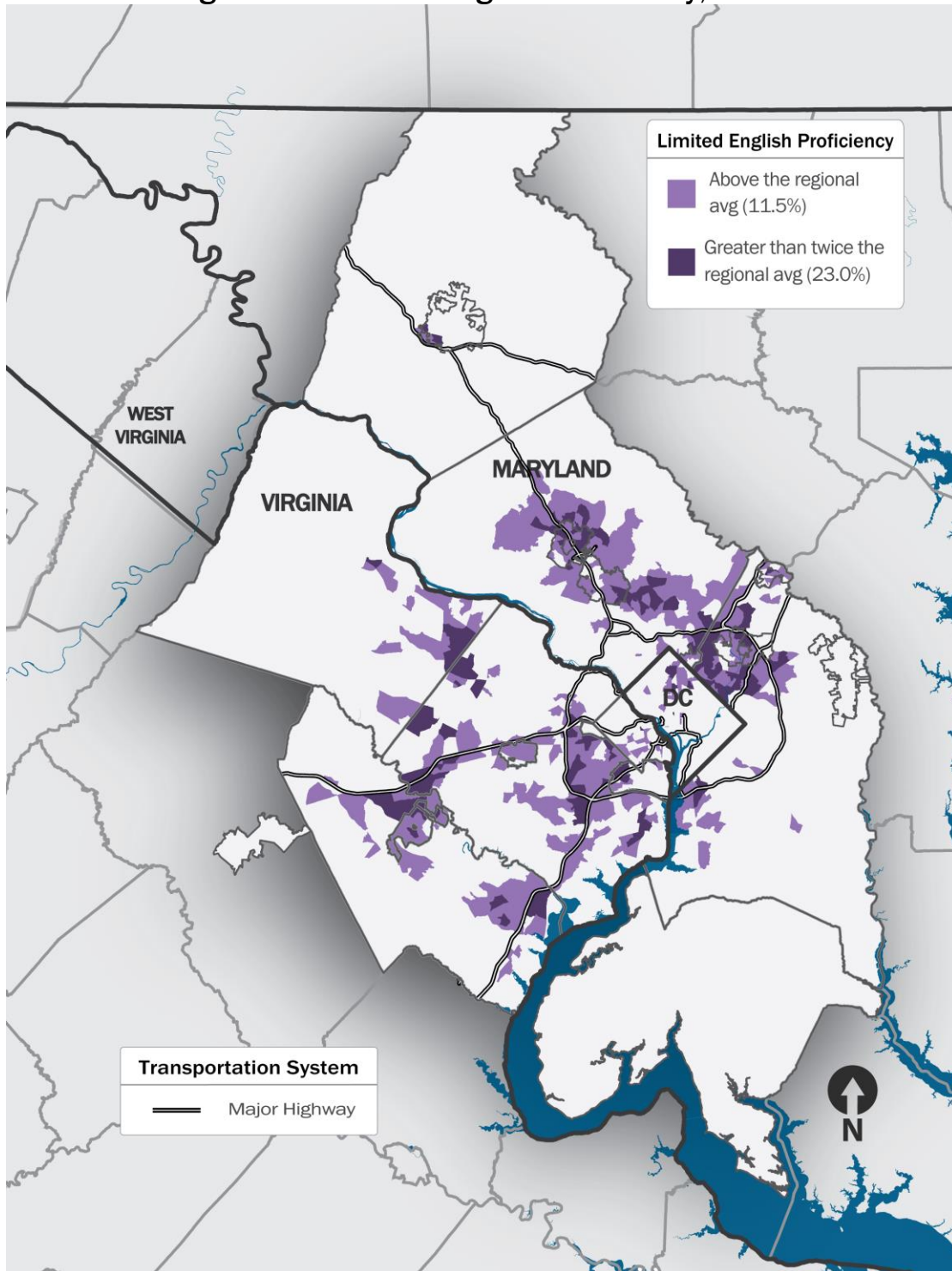


Figure C-6: Limited English Proficiency, 2020



Endnotes

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

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

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

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

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

**APPENDIX D: TPB RESOLUTION R9-2019 APPROVING
UPDATE TO THE COORDINATED PLAN
MAY 17, 2023**

(RESOLUTION TO BE INSERTED)

ITEM 12 – Information

April 19, 2023

WMATA Better Bus Work Session Recap

Background:

The board will be briefed on key takeaways from the morning's work session on the WMATA Better Bus project.



MEMORANDUM

TO: Transportation Planning Board
FROM: Eric Randall, TPB Transportation Engineer
SUBJECT: TPB WMATA Better Bus Work Session, April 19
DATE: April 13, 2023

In November 2022, the board was briefed on the Washington Metropolitan Area Transit Authority's (WMATA's) Better Bus effort, which seeks to advance regional priorities through an improved bus system, including a bus network redesign, bus priority measures, stop & shelter improvements, customer information, and decarbonization (zero emission vehicles).

A work session will take place immediately prior to the April 19 board meeting, from 10:30 AM to 11:45 AM, as requested as a follow-up to the November meeting to continue the conversation on what the TPB can do to aid the Better Bus effort.

The agenda and materials for the work session can be found on the following webpage:
<https://www.mwcog.org/events/2023/04/19/tpb-special-work-session-wmata-better-bus-key-topics-tpb/>

BIKE TO WORK DAY 2023

Nicholas Ramfos
Director, Transportation Operations Programs

National Capital Region Transportation Planning Board
April 19, 2023



Background

- **Rolled out regionally in 2001 by Commuter Connections**
- **Friday May 19, 2023**
- **Celebrates bicycling as a clean, fun, and healthy way to get to work**
- **Participation goal set**



Support for Cyclists

- **Cycling classes**
- **Bicycling to work guides (pamphlets)**
- **108 pit stops throughout region**
- **Guaranteed Ride Home**
- **Commuter Convoys**
- **Bicycle route finder**

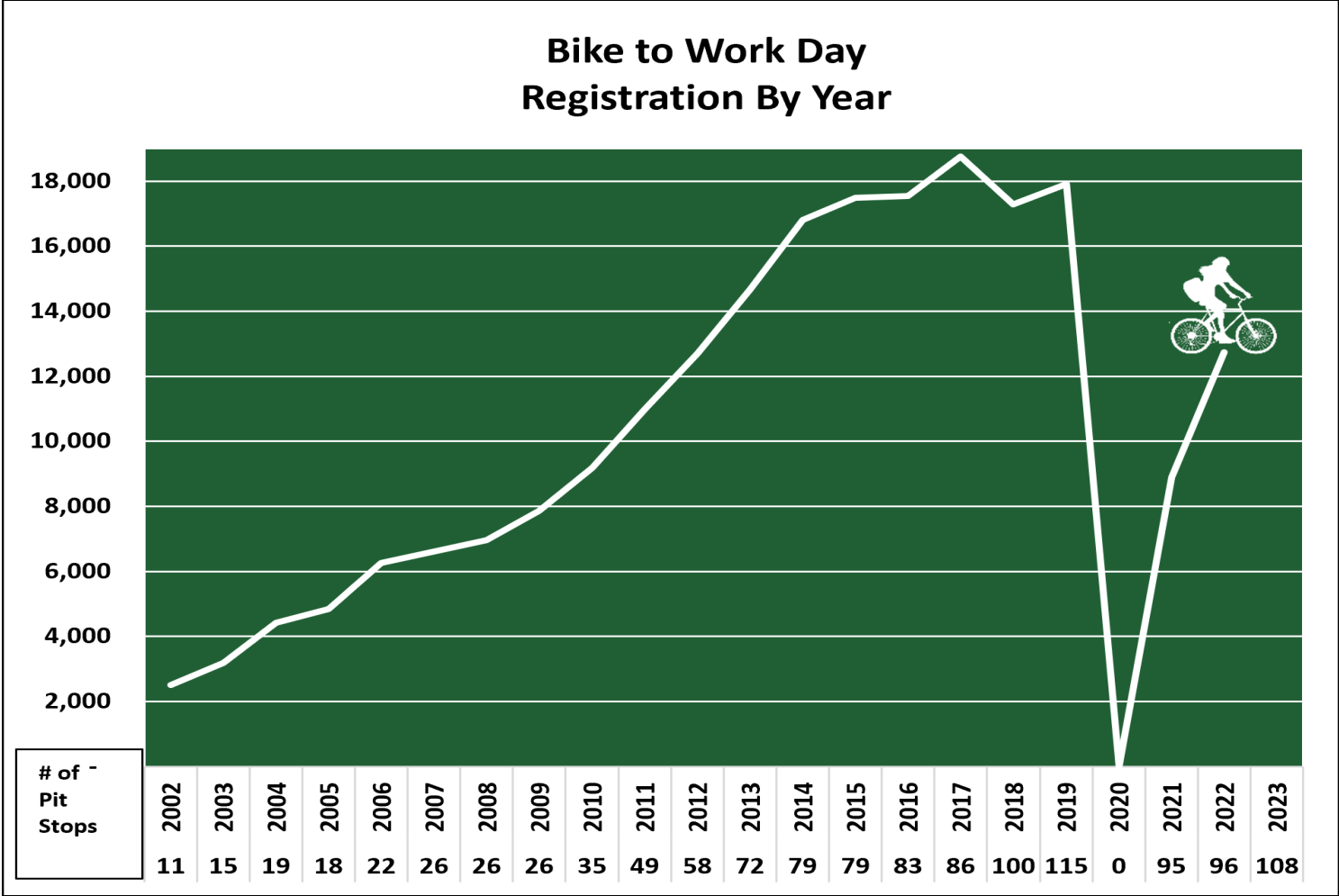


Event Freebies

- Food & prizes
- Bike maps and literature
- Bicycle raffles
- Bicycle tune-ups
- Free T-shirts



Event Growth by Year



Bike to Work Day

- **Coincides with National Bike to Work Week**
- **12,740 registrants in 2022**
- **Goal for 2023 is 14,000**
- **Proclamation at April TPB meeting**



Employer Involvement

- **Business community support**
- **Reduced parking and improved employee health & fitness**
- **Employer sponsored pit stops**
- **Employer Challenge**



Support for Bicyclists at Work

- **Bicycles racks**
- **Bike lockers and cages**
- **Showers**
- **Personal gym lockers**
- **Bike subsidy**
- **Capital Bikeshare memberships**



Bike to Work Day Survey

- **Conducted every three years (2019)**
- **Online survey to all event participants**
- **Response rate of 14 percent**
- **Measures impacts of bicycle commuting before and after event**
- **Survey results used in Regional TDM Program Analysis**



Bike to Work Day 2019 Survey

Age Breakdown

Age	Percent
18-24	2%
25-34	20%
35-44	22%
45-54	23%
55-64	25%
65 +	8%



Bike to Work Day 2019 Survey

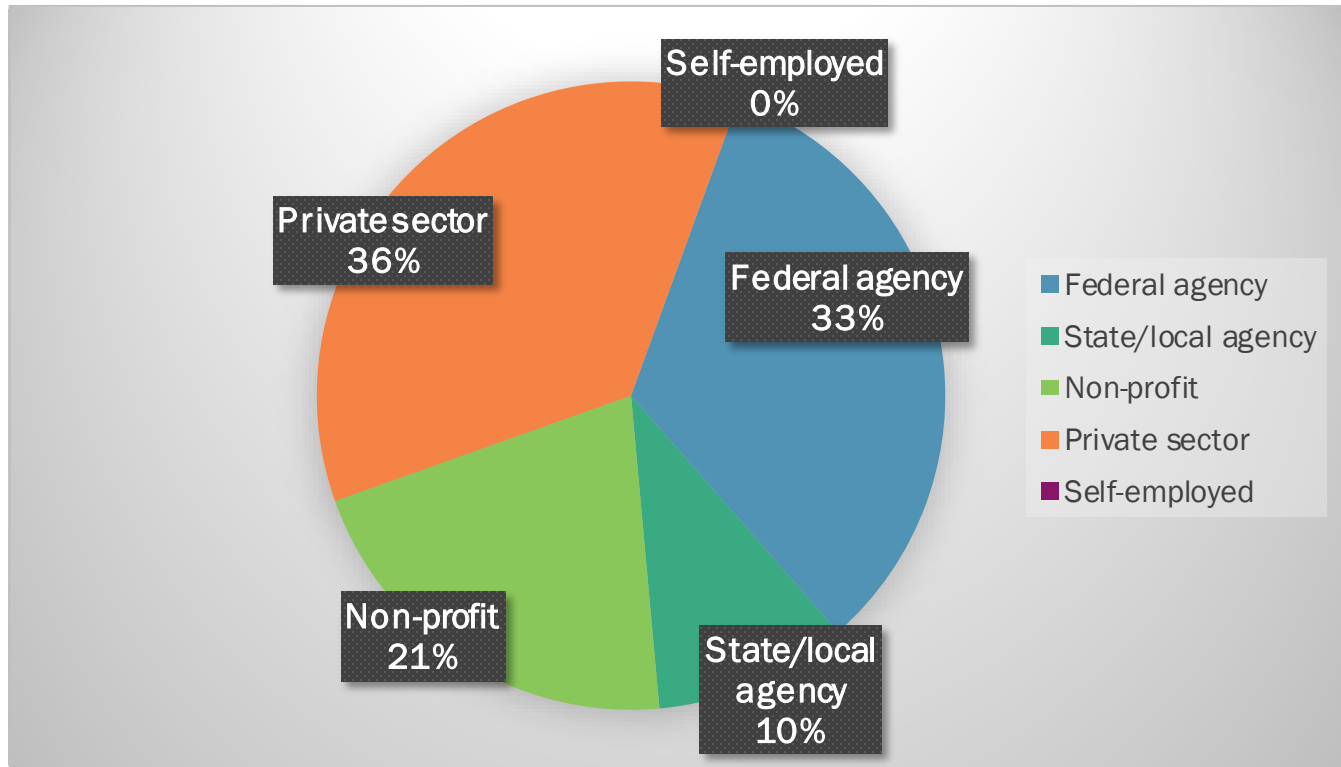
Home and Work States

State	Home	Work
District	32%	50%
Maryland	26%	19%
Virginia	42%	31%



Bike to Work Day 2019 Survey

Type of Employer



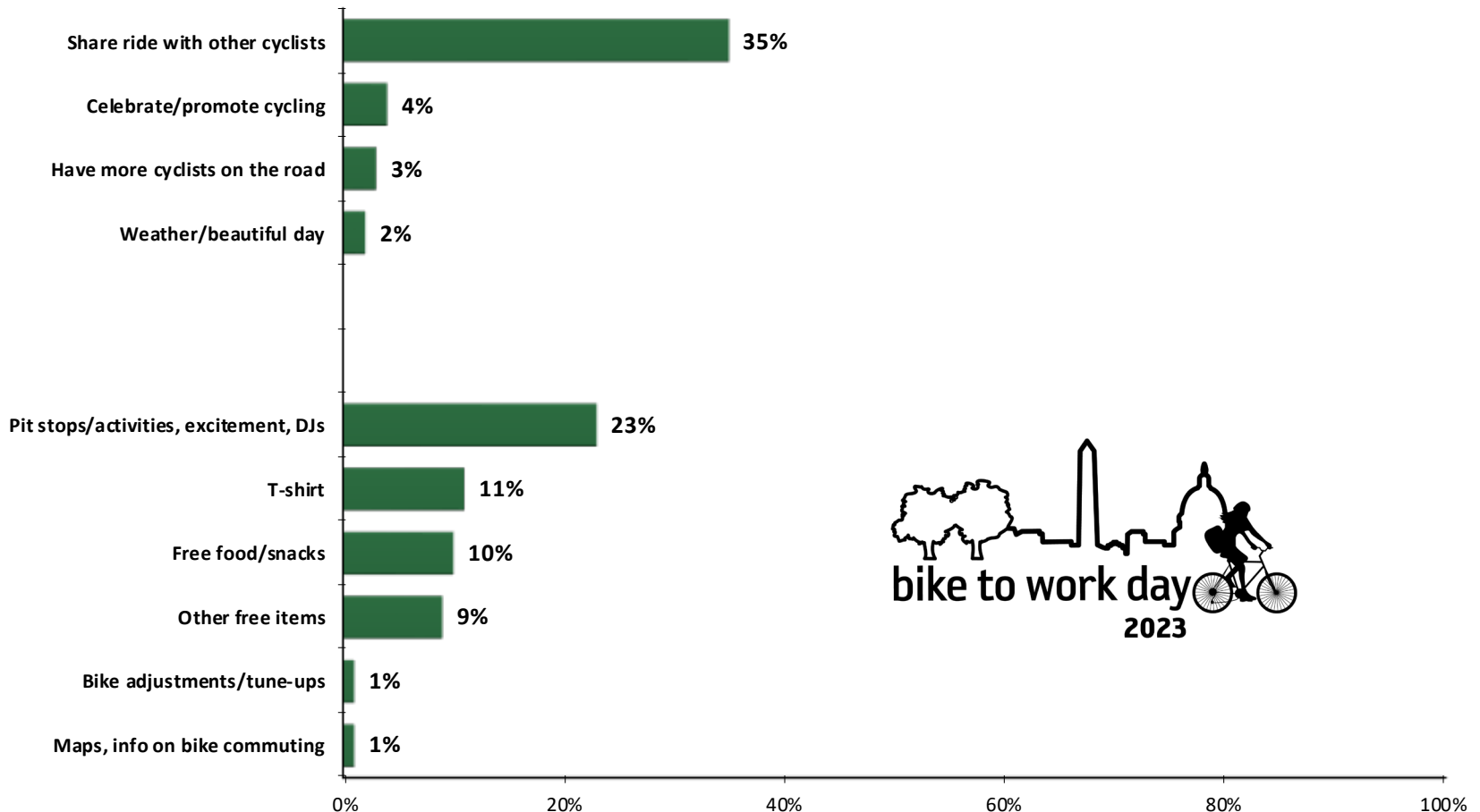
Bike to Work Day 2019 Survey

- **Prior to Bike to Work Day 13% of respondents never commuted by bicycle**
- **After Bike to Work Day**
 - **23% of new rider respondents started bicycling to work 2.5 days/week**



Bike to Work Day 2019 Survey

Favorite Part of 2019 Bike-to-Work Day Event Experience



Rain Date Policy

- **Bike to Work Day is a rain or shine regional event**
- **Pit stops are encouraged to have a contingency plan ready**
- **Pit stops however may determine to cancel their local pit stop event based on severe weather conditions.**



Rain Date Policy Reasoning

- **The ambiguity – what’s enough rain to postpone the event?**
- **What if it rains in one area of the region and not another?**
- **No guarantee it wouldn’t rain on rain date**
- **May send the wrong message that one cannot bike in the rain**

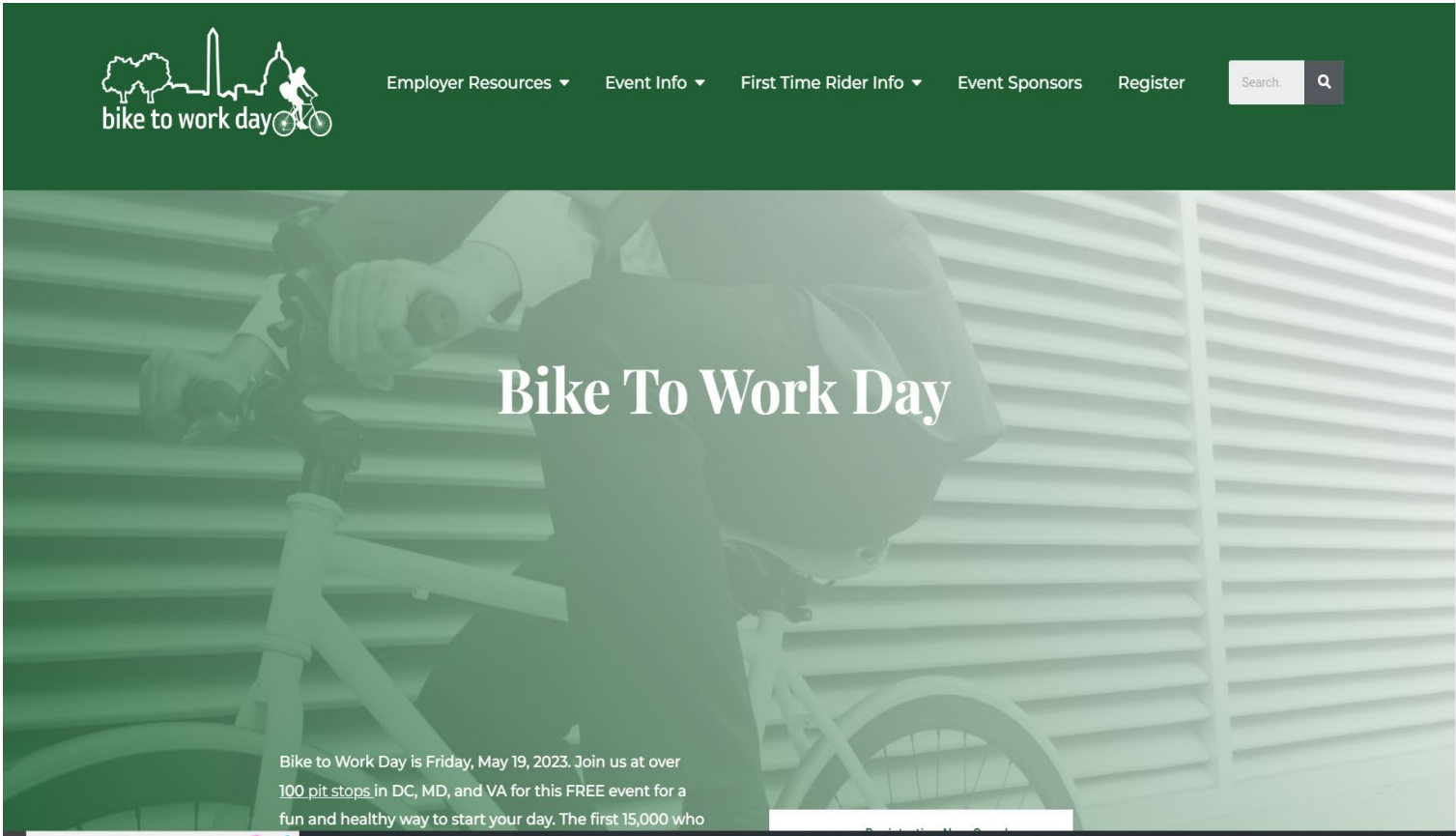


VIP Invitations

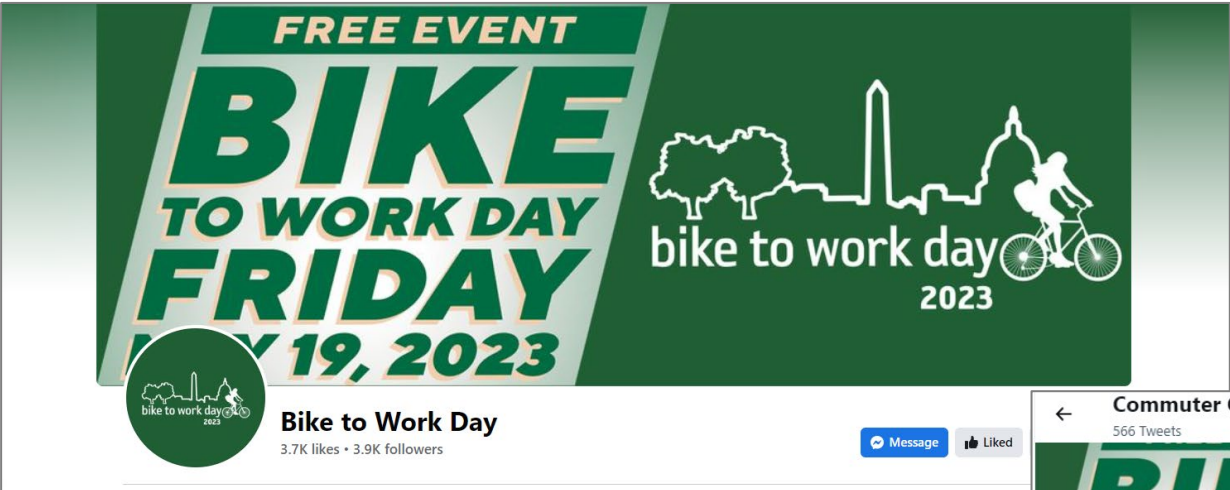
- **All TPB members invited**
- **Officials asked to RSVP to the pit stop of their choice.**



Website – biketoworkmetrodc.org



Social Media



Posters and Rack Cards

FREE EVENT
BIKE TO WORK DAY
FRIDAY
MAY 19, 2023

Pre-Register by May 12 for
FREE T-SHIRT* & BIKE RAFFLE
REGISTER TODAY AT
BikeToWorkMetroDC.org

Free refreshments & giveaways at
 participating locations, while supplies last.























Register for free at
BIKETOWORKMETRODC.ORG
 800.745.7433

Visit biketoworkmetrodc.org for pit stop locations and times.
 *T-Shirts available at pit stops to first 15,000 registrants.
 Pit stops in D.C., Maryland, and Virginia!

Bike to Work Day is funded by DDOT, MDOT, VDOT, and USDOT.

bike to work day
 2023

Pre-Register by May 12 for
FREE T-SHIRT* & BIKE RAFFLE
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FREE EVENT
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BIKETOWORKMETRODC.ORG
 800.745.7433

bike to work day
 2023

Bike to Work Day is funded by DDOT, MDOT, VDOT, and USDOT.

Printed on recycled paper



T-shirts



Banners

bike to work day 2023

Register at
BIKETOWORKMETRODC.ORG
or call 800.745.7433

COMMUTER CONNECTIONS.
A SMARTER WAY TO WORK

WABA
WASHINGTON AREA
BICYCLIST ASSOCIATION

GO Alex

PEDEGO
ELECTRIC BIKES
ALEXANDRIA & BETHESDA

ICF

ALL ABOUT
EUROPE

Bike Arlington

VERRA
Standards for a Sustainable Future

BICYCLE SPACE

City Dental DC
serving over 20 years

FREE EVENT

BIKE TO WORK DAY FRIDAY MAY 19, 2023

ANACOSTIA ACROSS FROM ARTS CENTER
13th Street & Good Hope Road SE
7:00 am to 9:00 am



Nicholas Ramfos
Transportation Operations programs Director

(202) 963-3313
nramfos@mwkog.org



mwkog.org/tpb

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

NEW SCHEDULE APPROVAL FOR VISUALIZE 2050 AND THE FY 2026-2029 TIP

Adding 6 months to schedule

Lyn Erickson, TPB Plan Development and Coordination Program Director

Transportation Planning Board
April 19, 2023



- Staff requests approval of the attached updated schedule for Visualize 2050 and the FY 2026-2029 TIP
- The proposed Plan and TIP approval date is 6 months later, in June 2025
- Two changes to the schedule document:
 - Dates were changed, adding 6 months
 - TIP years were changed to FY 2026-2029
 - All other activities remain the same



Visualize 2050 Development Major Tasks

Constrained Element Tasks	Timing
1. Re-examination of Projects/Programs/Policies <i>Current approved Plan and TIP</i>	Now through December 29
2. Financial Plan Revisions (Plan and TIP)	Now through March 2025
3. Submission of Projects/Programs/Policies <i>For Regional Air Quality Conformity Analysis</i>	Now through December 29
4. Public Comment on Project Inputs and Air Quality Conformity (AQC) Scope of Work	March 1 – March 30, 2024
5. Board approval of Project Inputs and AQC Scope of Work	May 2024
6. AQC Analysis <i>Using updated Motor Vehicle Emissions Budgets</i>	May 2024 through February 2025
7. TIP Inputs due	January 26, 2025
8. Board approval of AQC Analysis, Visualize 2050 and FY 2026-2029 TIP	June 2025



Schedule through 2023

- February: TPB approved TIS and the Call for Projects began
- Great participation in the Facilitated Listening Sessions!
- Now through December: TPB member agencies with projects 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
- December 2023:
 - Member agency staff to re-enter every single project record (tons of data entry involved)
 - December 29 preliminary inputs due for plan and Air Quality Conformity analysis



2024 and Beyond

- The two public comment periods are:
 - March 1 through March 30, 2024
 - April 1 through April 30, 2025
- Board action expected in May 2024:
 - Approve the Air Quality Conformity Analysis Scope of Work
 - Approve the project submissions
 - Approve the Cooperative Forecasts for use in the analysis
- Board action in June 2025 to make the Air Quality Conformity Determination and to approve the Visualize 2050 Plan and FY 2026-2029 TIP



Today's Action

- Staff requests approval of the attached updated schedule for Visualize 2050 and the FY 2026-2029 TIP



Lyn Erickson, AICP
Plan Development and Coordination
Program Director
lerickson@mwkog.org
202-962-3319

mwkog.org/TPB

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National Capital Region
Transportation Planning Board

A photograph of several people walking on a city street, seen from the waist down. They are wearing various styles of shoes and carrying backpacks. The image is overlaid with a dark blue semi-transparent rectangle containing white text.

TRANSPORTATION LAND-USE CONNECTIONS (TLC) PROGRAM

APPROVAL OF FY 2024 PROJECTS

John Swanson, Transportation Planner
Transportation Planning Board
April 19, 2023



TLC Program Background

History

Began in 2007 to promote building more walkable and vibrant communities

Over time

167 projects funded for more than \$6 million between 2007 – 2023

Projects

Cover planning issues, including trail planning, corridor studies, and TOD analysis



Solicitation

Application

Between January
6 – March 3, 2023

Received

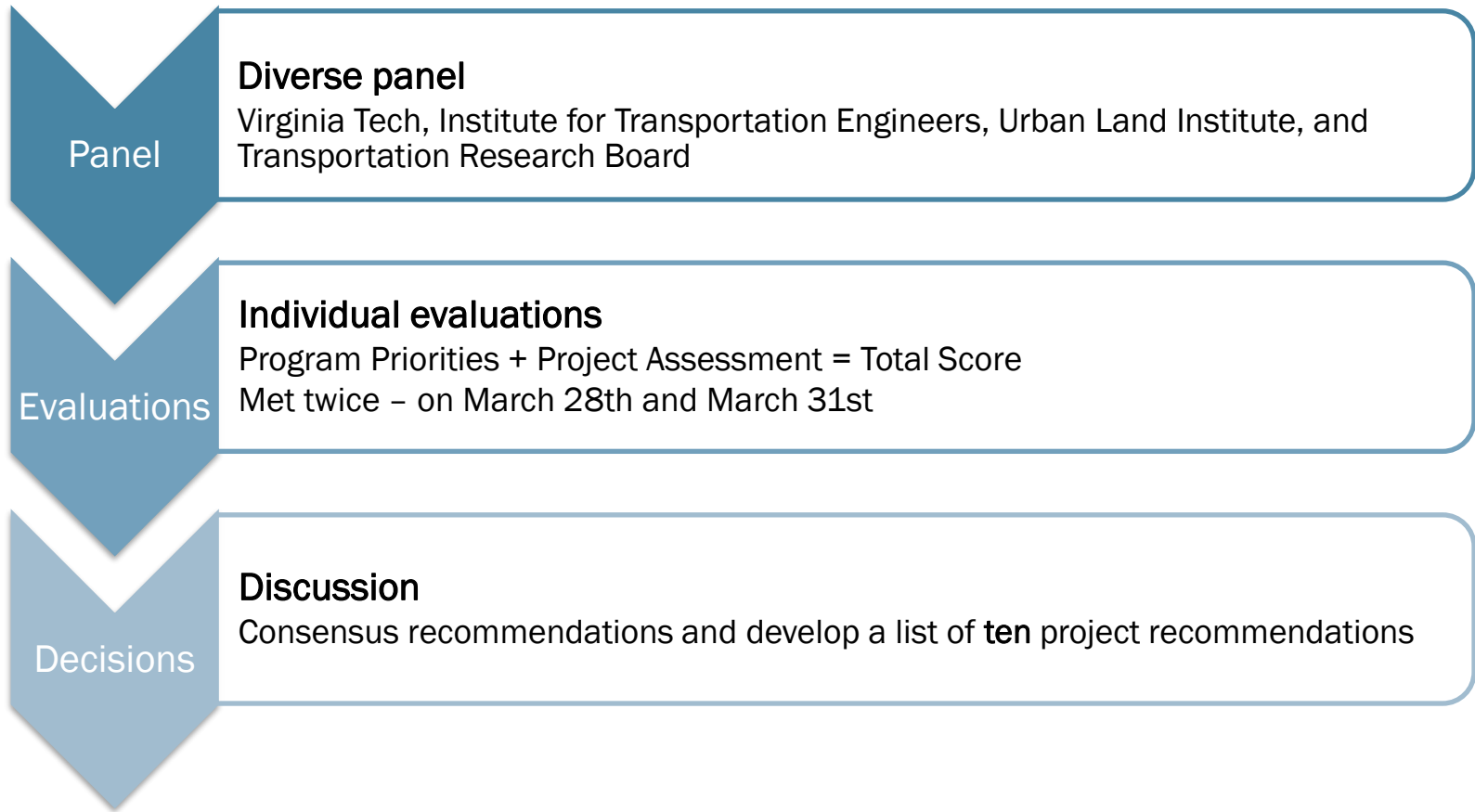
16 applications
for \$1,200,000
funding request

Distribution

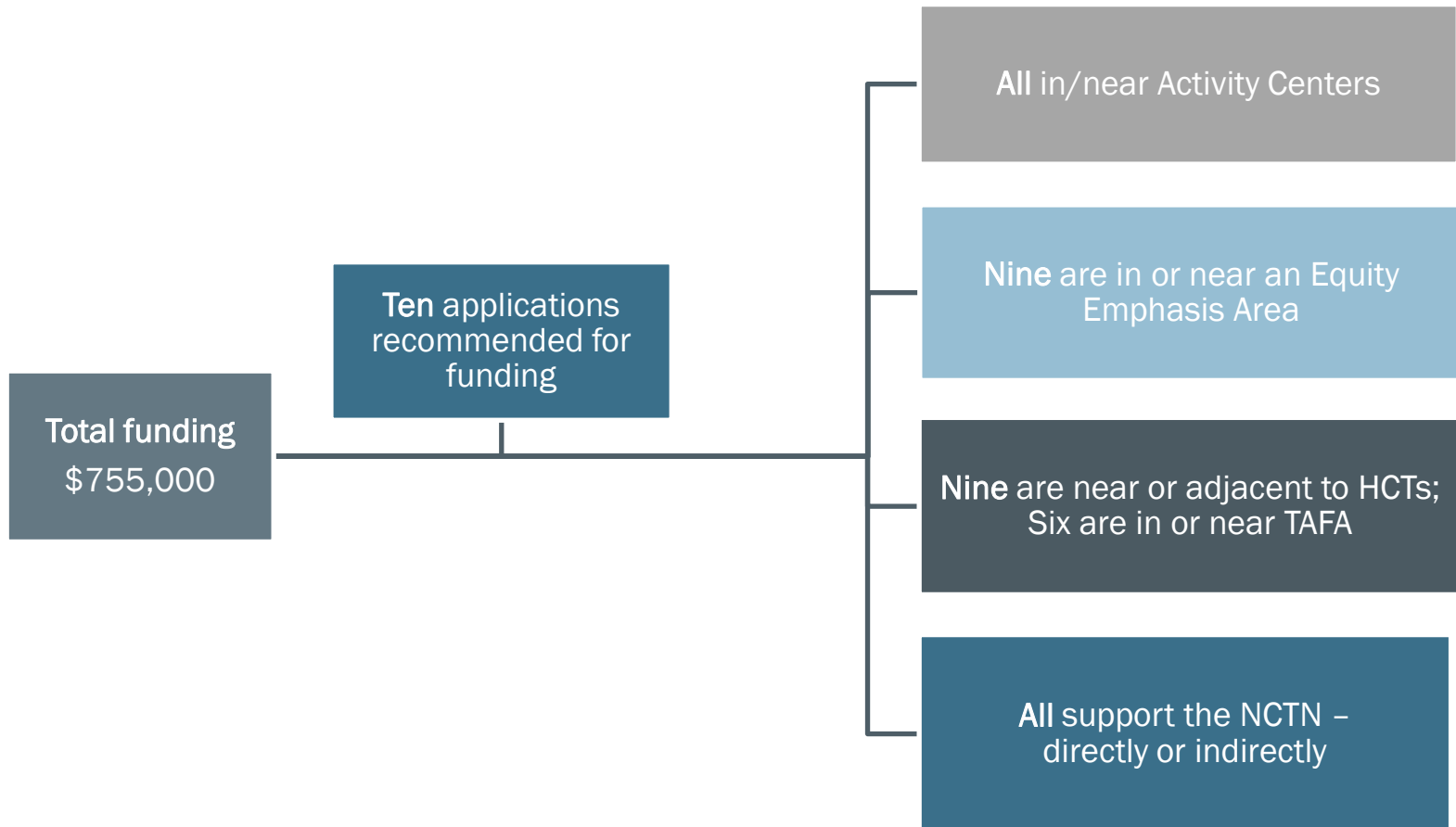
8 from Virginia
8 from Maryland
0 from DC



Selection



Overview of Recommendations

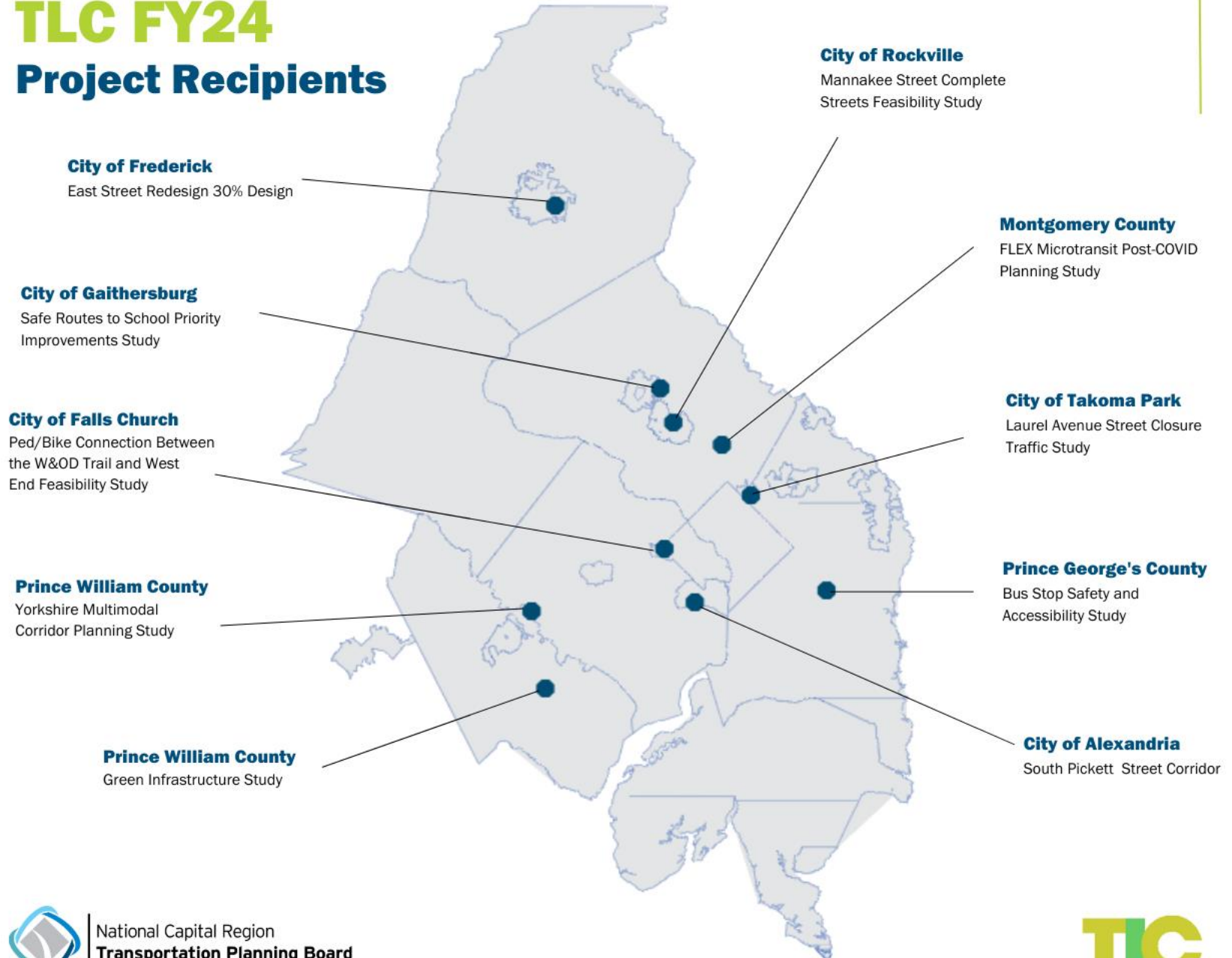


Draft Funding Recommendations

Jurisdiction Name	Project	Panel Recommendation
City of Alexandria	South Pickett Street Corridor Improvements Study	80,000
City of Falls Church	East-West Pedestrian/Bicycle Connection Between W&OD Trail and West End	80,000
Prince William County	Green Infrastructure in Urbanized Capital Projects	75,000
Prince William County	Yorkshire Multimodal Corridor Planning Study	80,000
City of Frederick	East Street Redesign 30% Design	80,000
City of Gaithersburg	Gaithersburg Safe Routes to School – Priority Improvements Study	80,000
City of Rockville	Mannakee Street Complete Streets Feasibility Study	80,000
City of Takoma Park	Laurel Avenue Street Closure Traffic Study	60,000
Montgomery County	Planning for Restarting and Expanding FLEX Service	60,000
Prince George’s County	Bus Stop Safety and Accessibility	80,000
Total		755,000

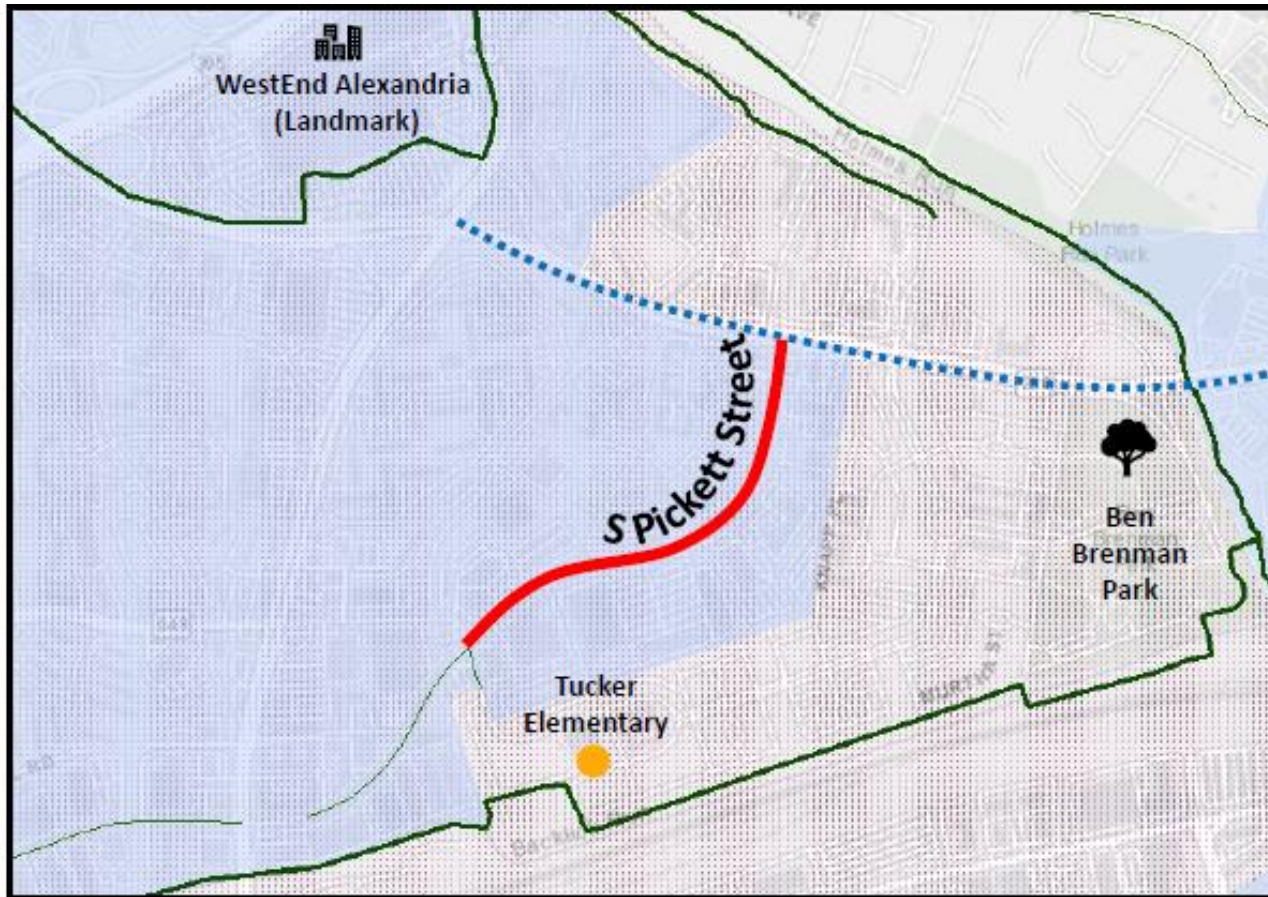


TLC FY24 Project Recipients



South Pickett Street Corridor Improvements Study

City of Alexandria \$80,000



Ped/Bike Connection Between the W&OD Trail and West End Feasibility Study

Falls Church \$80,000



Yorkshire Multimodal Corridor Planning Study

Prince William County \$80,000



Green Infrastructure Study

Prince William County \$75,000



Source: KPWB, 2023



East Street Redesign 30% Design

City of Frederick \$80,000



Safe Routes to School – Priority Improvements Study

Gaithersburg \$80,000



Mannakee Street Complete Streets Feasibility Study

City of Rockville \$80,000



Laurel Avenue Street Closure Traffic Study

City of Takoma Park \$60,000



FLEX Microtransit Post-COVID Planning Study

Montgomery County \$60,000

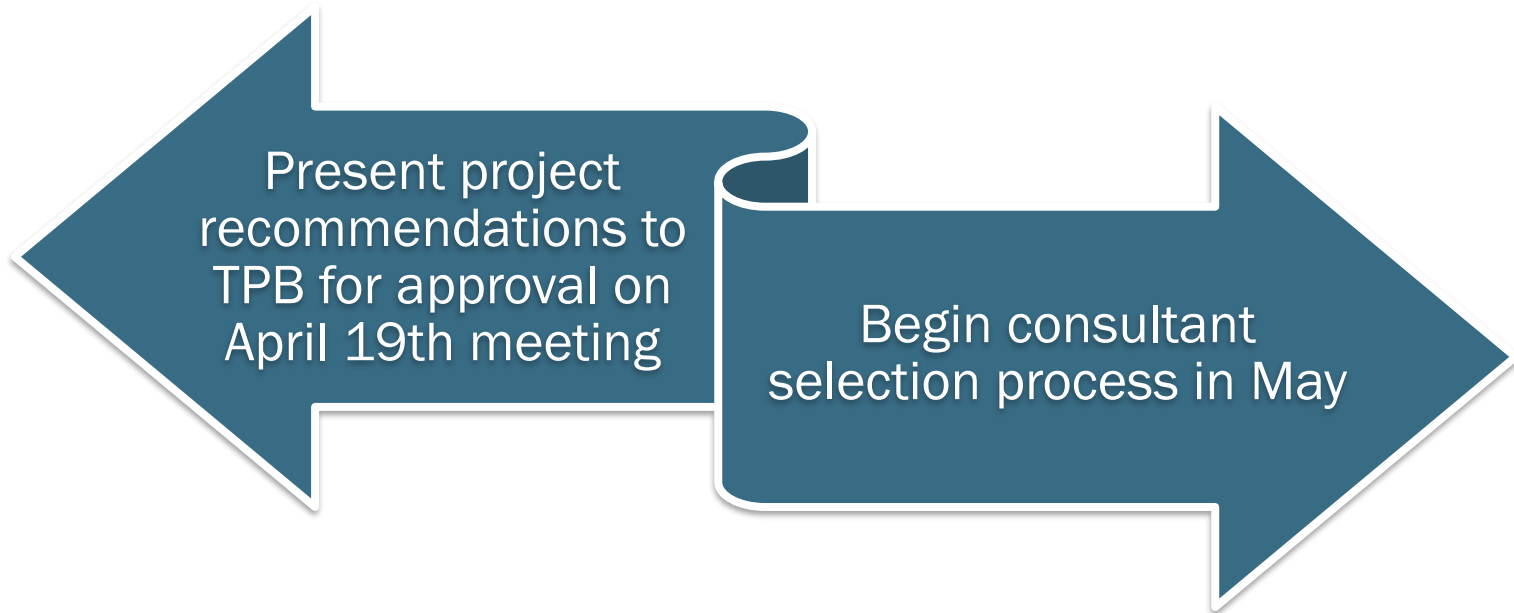


Bus Stop Safety and Accessibility

Prince George's County \$80,000



Next Steps



John Swanson

Transportation Planner

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National Capital Region
Transportation Planning Board

TPB'S COORDINATED HUMAN SERVICES TRANSPORTATION PLAN

2023 Update

Sergio Ritacco
Transportation Planner

Transportation Planning Board
April 19, 2023

Objective

- Define the TPB's role
- Describe the purpose of the Coordinated Plan
- Review key elements in the updated draft
- TPB to consider approval May 17, 2023



Enhanced Mobility Program

- MAP-21 established the Federal Transit Administration's (FTA) Section 5310 Enhanced Mobility Program
- FTA required a Designated Recipient be named for the DC-MD-VA Urbanized Area before funds could be awarded
- In 2013, COG was named Designated Recipient as the TPB's administrative agent by the Governor of Maryland, the Governor of Virginia, and the Mayor of the District of Columbia
- TPB prioritizes, selects, and implements projects for the program every 2 years



Enhanced Mobility Program

- Approximately \$5.0 million per year in matching grants to improve transportation for people with disabilities and older adults in the DC-MD-VA urbanized area
 - Significant increase in apportionments from IIJA
 - 2020 Census-approved Urbanized Areas starting for FY 2024 apportionments
- Eligible applicants: Non-profits, transit agencies, local governments, and private providers
- Matching funds required by applicant:
 - 20% for Capital or Mobility Management
 - 50% for Operating



What is the Coordinated Plan?

- The Federal Transit Administration (FTA) requires a Coordinated Plan to guide implementation of the Enhanced Mobility grant program
- Must be updated every 4 years
- Must include input and guidance from TPB's Access for All Advisory Committee and the impacted populations: Older Adults, People with Disabilities, and low-income



Coordination Benefits

- Greater efficiency with limited funding/more cost-effective service delivery
- Less duplication of service
- More extensive service/increased capacity for unmet needs
- Easier access to transportation
- Improved quality of service

Source: Federal Coordinating Council on Access and Mobility



Key Elements of the Coordinated Plan

- Unmet Transportation Needs
- Inventory of Existing Services
- Strategies for Improved Service and Coordination
- Priority Projects
- Competitive Selection Process

Unmet Needs

Key Elements

Unmet Transportation Needs



Strategies for Improved Service and Coordination



Priority Projects

Example

Lack of Assisted Transportation



Provide customer-oriented, tailored transportation



Volunteer Driver programs



Unmet Needs

- **Availability**
 - Fragmented transportation services and programs
 - Frequency and geographic coverage
 - Lack of reliability
 - More assisted-transportation and same-day services needed
- **Affordability**
 - Fares are expensive
 - Tighter budgets are making it more difficult for agencies to fund services

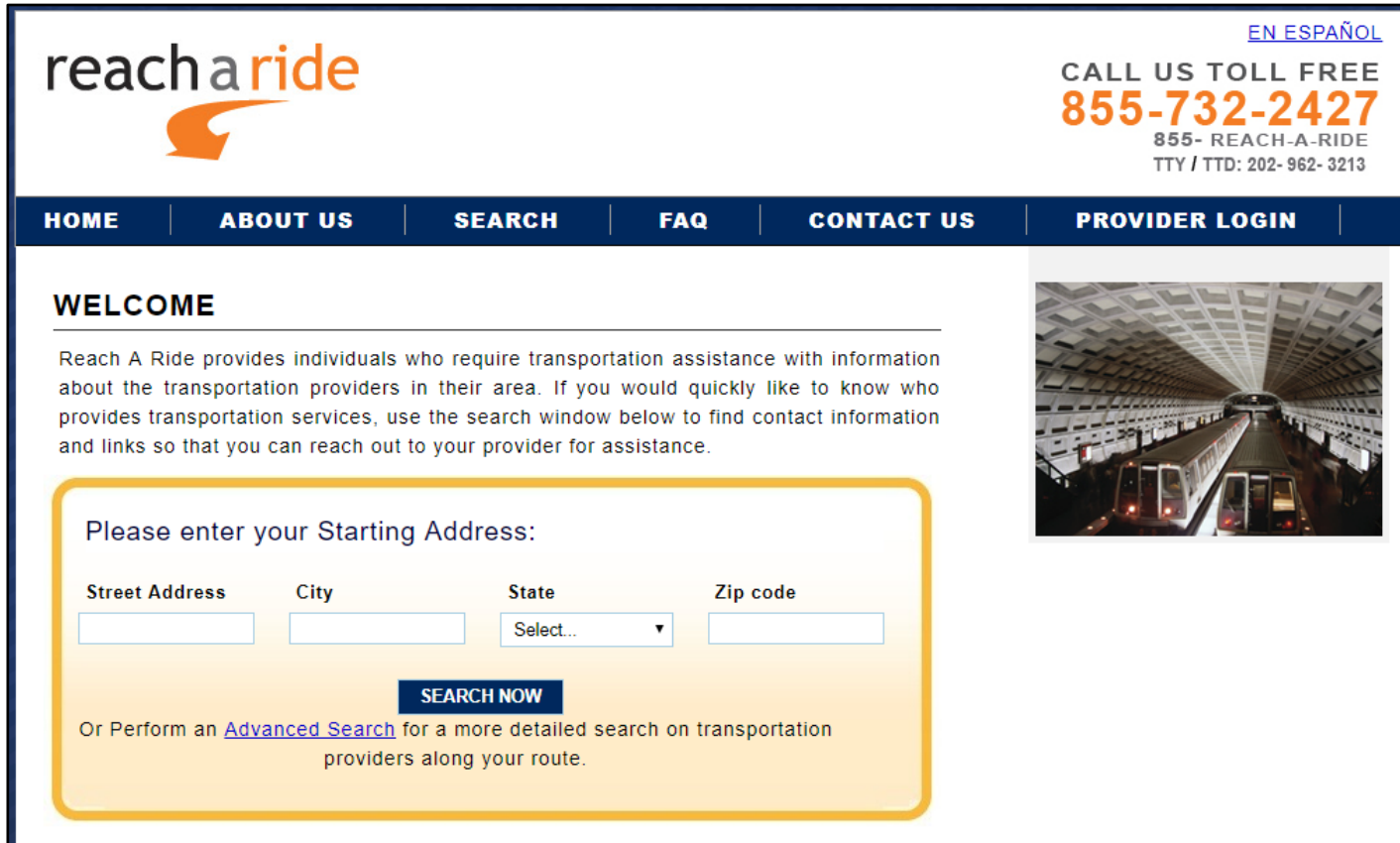


Unmet Needs

- **Awareness**
 - Services need to be more customer-focused and tailored to the audience
 - Need for interjurisdictional coordination
- **Accessibility**
 - Services/features not always easy to use (stops, stations, vehicles, taxis, sidewalks, payment systems, apps)
 - Safety concerns
 - Lack of accessibility in new/popular modes: Bike Lanes, bike-sharing, and ride-hailing services



Inventory of Existing Services



The screenshot shows the homepage of the 'reach a ride' website. At the top left is the logo 'reach a ride' with an orange arrow pointing right. To the right of the logo, there is a link 'EN ESPAÑOL' and a toll-free number '855-732-2427' with the text '855- REACH-A-RIDE' and 'TTY / TTD: 202- 962- 3213' below it. A dark blue navigation bar contains the following links: HOME, ABOUT US, SEARCH, FAQ, CONTACT US, and PROVIDER LOGIN. Below the navigation bar, the main content area is titled 'WELCOME'. The text reads: 'Reach A Ride provides individuals who require transportation assistance with information about the transportation providers in their area. If you would quickly like to know who provides transportation services, use the search window below to find contact information and links so that you can reach out to your provider for assistance.' To the right of this text is a photograph of a subway station with several white trains on tracks. Below the welcome text is a search form with a yellow border. The form contains the text 'Please enter your Starting Address:' followed by four input fields: 'Street Address', 'City', 'State' (a dropdown menu with 'Select...' and a downward arrow), and 'Zip code'. Below these fields is a blue button labeled 'SEARCH NOW'. Underneath the button, it says 'Or Perform an [Advanced Search](#) for a more detailed search on transportation providers along your route.'



Strategies for Improved Service & Coordination

- I. Expand availability and coordination of transportation options
- II. Increase awareness of existing transportation services
- III. Improve accessibility of transportation options
- IV. Make transportation options more affordable and sustainable



Priority Projects

- Applications that respond to Priority Projects & Strategies can score higher, however:
 - Applicants can propose other eligible projects
 - Competitive selection process is dependent on applications received

- Mobility Management (System & Individual level)
- Coordinated Planning Efforts
- Travel Training
- Door-through-Door or Escorted Transportation Service
- Increase Access to Transit Stations (and First Mile/Last Mile Connections)
- Increase Wheelchair-Accessible Options in Taxi and Ride-Hailing Services
- Volunteer Driver Programs
- Tailored Transportation Service for Clients of Human Service Agencies (e.g. Vehicle Acquisition)



Selection Criteria

Criterion	Maximum Score
Coordination Among Agencies	25
Responsiveness to Coordinated Plan	20
Institutional Capacity to Manage & Administer an FTA grant	20
Project Feasibility	15
Customer Focus	10
Regional Need	5
Equity Emphasis Areas	5
Total	100



Next Steps

- Release for Public Comment: April 13 to May 13, 2023
- Introduce (April 2023) and Approval (May 2023) by TPB
- Next Solicitation for Enhanced Mobility grant applications: Summer 2023

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