



National Capital Region  
**Transportation Planning Board**



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# TRANSPORTATION PLANNING BOARD MEETING PACKET

November 15, 2023

12:00 P.M. – 2:00 P.M.

Virtual



**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
MEMBERSHIP LIST**

November 15, 2023

2023 Officers: Chair Reuben Collins; First Vice Chair Christina Henderson;  
Second Vice Chair James Walkinshaw

	<b>Members</b>	<b>Alternates</b>
<b><u>DISTRICT OF COLUMBIA</u></b>		
DC Council	Brooke Pinto	Ella Hanson
DC Council	Charles Allen	Chris Laskowski
DC Council	Christina Henderson	Heather Edelman
DC-DOT	Vacant	Mark Rawlings
		Sandra Marks
		Anna Chamberlin
D.C. Office of Planning	Anita Cozart	Sakina Kahn
		Ryan Hand
		Rebecca Schwartzman
<b><u>MARYLAND</u></b>		
Bowie	Vacant	Mati Bazurto
Charles Co.	Reuben Collins	Jason Groth
College Park	Denise Mitchell	
Frederick Co.	Jessica Fitzwater	Mark Mishler
City of Frederick	Kelly Russell	David Edmondson
Gaithersburg	Neil Harris	Dennis Enslinger
Greenbelt	Emmett V. Jordan	Rodney Roberts
Laurel	Brian Lee	Christian Pulley
Montgomery Co.	Marilyn Balcombe	
Montgomery Co. Exec.	Marc Elrich	Christopher Conklin
		Hannah Henn
Prince George's Co.	Eric C. Olson	Wala Blegay
Prince George's Co. Exec.	Oluseyi Olugbenle	Victor Weissberg
Rockville	Bridget Newton	Emad Elshafei
Takoma Park	Cindy Dyballa	Shana Fulcher
Maryland DOT	Samantha Biddle	Joseph McAndrew
		Heather Murphy
Maryland House	Marc Korman	Kris Fair
Maryland Senate	Nancy King	
<b><u>VIRGINIA</u></b>		
Alexandria	Canek Aguirre	
Arlington Co.	Takis Karantonis	Dan Malouff
City of Fairfax	Catherine Read	Tom Ross
Fairfax Co.	Walter Alcorn	Jeffrey C. McKay
Fairfax Co.	James Walkinshaw	Rodney Lusk
Falls Church	David Snyder	
Fauquier Co.	Richard Gerhardt	Adam Shellenberger
Loudoun Co.	Matthew Letourneau	Rob Donaldson
Loudoun Co.	Kristen Umstatt	Lou Mosurak
City of Manassas	Pamela J. Sebesky	Ralph Smith
City of Manassas Park	Jeanette Rishell	
Prince William Co.	Ann B. Wheeler	Ricardo Canizales
Prince William Co.	Victor Angry	Paolo Belita
Virginia DOT	John Lynch	Maria Sinner
		Amir Shahpar
		Bill Cuttler
Virginia House	David A. Reid	
Virginia Senate	David Marsden	
<b><u>WMATA</u></b>		
	Allison Davis	Mark Phillips
<b><u>EX OFFICIO/NON-VOTING</u></b>		
FHWA – D.C.	Christopher Lawson	Sandra Jackson
FTA	Terry Garcia Crews	Daniel Koenig
NCPC	Julia Koster	Marcel Acosta
MWAA	Vacant	
NPS	Tammy Stidham	Laurel Hammig

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS**

777 North Capitol Street, NE Suite 300  
Washington, DC 20002





## TRANSPORTATION PLANNING BOARD

Wednesday, November 15, 2023  
12:00 P.M. - 2:00 P.M.

### Virtual Meeting

#### AGENDA

- 12:00 P.M. 1. PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND PUBLIC COMMENT OPPORTUNITY**  
*Reuben Collins, TPB Chair*
- Interested members of the public will be given the opportunity to make brief comments on transportation issues under consideration by the TPB. For any member of the public who wishes to address the board on the day of the meeting, they may do so by emailing written comments to [TPBcomment@mwkog.org](mailto:TPBcomment@mwkog.org) with the subject line "Item 1 Virtual Comment Opportunity", or by calling and leaving a phone message at (202) 962-3315. Comments will be summarized and shared with TPB members as part of their published meeting materials. These statements and registration must be received by staff no later than 12:00 P.M. (Noon) on Tuesday, November 14, to be relayed to the board at the meeting.
- 12:15 P.M. 2. APPROVAL OF THE OCTOBER 18, 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*
- 12:40 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.
- 12:50 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](http://www.mwkog.org/accommodations) or call (202) 962-3300 or (202) 962-3213 (TDD).

## INFORMATIONAL ITEMS

**12:55 P.M. 7. PBPP: TARGETS FOR TRANSIT SAFETY AND HIGHWAY SAFETY**

*Eric Randall, TPB Transportation Engineer*

*Janie Nham, TPB Transportation Planner*

*Jordan Holt, WMATA, Director of Performance Improvement*

The board will be briefed on draft regional targets for transit safety and highway safety performance measures, as required annually by the federal performance-based planning and programming (PBPP) regulations for MPOs. In addition, WMATA will provide a briefing on its transit safety performance. The board will be asked to approve the regional safety targets at its December meeting.

**1:25 P.M. 8. 2023 ENHANCED MOBILITY GRANT PROGRAM**

*Nicolas Ramfos, TPB Transportation Operations Program Director*

The board will be briefed on the solicitation and project selection process for the Federal Transit Administration's Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program for the Washington DC-VA-MD Urbanized Area. A grant solicitation was conducted from August 1 to September 30, 2023 and a selection committee is currently reviewing the grant applications and will be recommending projects for funding. The board will be asked to approve the recommended projects for funding and inclusion in the TIP at its December meeting.

**1:35 P.M. 9. VISUALIZE 2050 UPDATE**

*Cristina Finch, TPB Transportation Planner*

The board will be briefed on the development of Visualize 2050, including a review of the plan development schedule, status of the zero-based budgeting financial plan and technical input process, and the stakeholder collaboration to date.

**2:00 P.M. 10. ADJOURN**

The next meeting is scheduled for December 20, 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](http://www.mwcog.org/TPBmtg)



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**TRANSPORTATION PLANNING BOARD  
MEETING MINUTES**

October 18, 2023

MEMBERS AND ALTERNATES PRESENT *IN-PERSON*

Reuben Collins, TPB Chair – Charles County  
Mark Rawlings – DDOT  
Bridget Newton – Rockville  
Takis Karantonis – Arlington County  
Pamela Sebesky – City of Manassas  
Amir Shahpar - VDOT

MEMBERS AND ALTERNATES PRESENT *VIRTUALLY*

Christina Henderson – DC Council  
Heather Edelman – DC Council  
Sandra Marks – DDOT  
Rebecca Schwartzman – DC Office of Planning  
Mati Bazurto – Bowie  
Denise Mitchell – College Park  
Mark Mishler – Frederick County  
Kelly Russell – City of Frederick  
David Edmondson – City of Frederick  
Neil Harris – Gaithersburg  
Dennis Enslinger - Gaithersburg  
Eric Olson – Prince George’s County Council  
Victor Weissberg – Prince George’s County Executive  
Cindy Dyballa – Takoma Park  
Shana Fulcher – Takoma Park  
Heather Murphy – MDOT  
Canek Aguirre - Alexandria  
Dan Malouff – Arlington County  
Catherine Reid – City of Fairfax  
Walter Alcorn – Fairfax County  
Rob Donaldson- Loudoun County  
Kristen Umstattd – Loudoun County  
Jeanette Rishell – City of Manassas Park  
Ann Wheeler – Prince William County  
Victor Angry – Prince William County  
Allison Davis – WMATA  
Mark Phillips – WMATA  
Dan Koenig – FTA  
Laurel Hammig – NPS

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth  
Lyn Erickson  
Andrew Meese  
Nick Ramfos  
Tim Canan

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Mark Moran  
Jeff King  
Paul DesJardin  
Leo Pineda  
John Swanson  
Sergio Ritacco  
Rachel Beyerle  
Christina Finch  
Marcela Moreno  
Deborah Etheridge  
Kim Sutton  
Andrew Austin  
Dusan Vuksan  
Lindsey Martin  
William Bacon  
Erin Morrow  
Charlene Howard  
Pierre Gaunard  
Kathrine Rainone  
Richard Wallace – CAC Chair  
Shawn Kiernan - MDOT  
Kari Snyder – MDOT  
Sandy Hertz - MDOT  
Chris Berg – VDOT  
Doug Carr – USRC  
Stephen Kenny – Montgomery County Council  
Gary Erenrich – Montgomery County  
Maricela Cordova – MCDOT  
Travis Johnston – MDOT/MTA  
Stephen Miller – MDOT/MTA  
Dean Del Peschio – MDOT/MTA  
Jeff Ensor - Amtrak  
DJ Stadtler – VPRA  
Branden Buchanan – ABA  
Bill Orleans – public  
Ian Dunan – The Washington Post  
Bill Pugh – Coalition for Smarter Growth  
Hanna Pajewski – NVTA  
Avery Daugherty – DRPT  
Emma Cross – DDOT  
Chris Swanson

## **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. He described the procedures for conducting the meeting.

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

Bill Pugh from the Coalition for Smarter Growth commented that the states' carbon reduction strategies should reflect TPB's adopted policies, including the following: the TPB's greenhouse gas reduction goal

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and endorsed strategies; findings from the TPB's climate change mitigation study; quantified targets for per capital VMT reduction and EV adoption; addressing increased greenhouse gas reductions from state highway capacity expansion plans; and demonstrating levels of implementation that DOT strategies would need to achieve VMT, EV, and GHG targets. He also said that the projects submitted for the Visualize 2050 plan are critical for how the region achieves its greenhouse gas targets.

Lyn Erickson said that between noon September 19 and noon October 17, the TPB received 44 individual project comments and eight project suggestions from the Visualize 2050 initial project list feedback form. In addition, there were seven comments submitted via email and one comment submitted via voicemail to the TPB comment page. A summary, as well as each individual comment, can be found on the meeting web page. She reiterated that staff has created a project list feedback form on the TPB comment page to help share specific project comments with project sponsors. She said that staff is sharing the comments twice a month, at the Technical Committee and at TPB. She said these comments were attached to the memo. She said a short summary of them was provided at the front of the memo and then provided in full. She said that all the comments received were posted on the website.

Lyn Erickson summarized the rest of the comments. She said that George Aburn sent six separate emails containing many attachments. She said his main points continue to question why TPB is not involved in project-level hot spot analysis and continue to state that MWCOG climate change goals are weak. She said that Gail Sullivan, a member of the Community Advisory Committee, submitted a voicemail comment expressing concern about the adequacy of the time needed to safely transfer between buses and/or rail, bus bunching, and operators stopping and blocking oncoming traffic. She said Bill Pugh with the Coalition for Smarter Growth submitted written comments regarding the state carbon reduction strategies. Those comments were consistent with the verbal statement he presented earlier at the meeting.

## **2. APPROVAL OF THE SEPTEMBER 20, 2023 MEETING MINUTES**

Approval of the minutes was moved by Pamela Sebesky and was seconded by Takis Karantonis. The motion was approved unanimously.

## **3. TECHNICAL COMMITTEE REPORT**

Referring to the posted material, Mark Rawlings said the Technical Committee met on October 6 and reviewed two items for inclusion on TPB agenda: Approval of projects recommended for funding for the Transit Within Reach program and a briefing on the federal Carbon Reduction Program, specifically the state carbon reduction strategies. He said that one item was presented for information and discussion: A briefing on Visualize 2050, which included comment analysis, transit input, TIP inputs, and other updates.

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

Referring to the posted material, Mr. Wallace said the Community Advisory Committee met virtually on October 12. He said the committee received a briefing on the TPB's draft 2020 Bicycle and Pedestrian Plan. He said the committee spoke about the importance of tracking investments in bicycling and pedestrian facilities and encouraged education to increase mode share. He said that CAC members said they want to stay connected with the TPB's work on bicycle and pedestrian planning. He said the CAC also received a briefing from WMATA on the Better Bus Network Region Redesign. He said that committee members were interested in how WMATA ensured regional coordination with proposed changes and transfers. They also wanted to know more about the connection between the network redesign and Visualize 2050. Finally, the committee asked clarifying questions about public feedback that has been received.

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## 5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

Referring to the posted material, Kanti Srikanth said the Steering Committee met on October 6 and took the following actions:

- Approved the request from the District Department of Transportation to increase the number of miles of roadways within the District that are part of the city's critical urban freight corridor.
- Approved Maryland Department of Transportation's request to amend the cost and schedule for the FY 2023-2026 TIP for the Maryland 4 at Suitland Parkway interchange construction project.

Kanti Srikanth called attention to letters of support from the TPB on behalf of TPB member agencies who submitted applications for federal grants. He said the Metropolitan Washington Air Quality Committee approved the revisions to the state implementation plan (SIP) for the District of Columbia, Maryland, and Virginia, for submission to the U.S. EPA. He also said the TPB's State of Public Transportation report for 2022 is available.

Kanti Srikanth made two announcements that were not in the posted material. He said the region's Street Smart Safety Campaign would be kicked off on October 25. He also announced that the COG annual meeting would be held in December. He encouraged board members to RSVP for that event and to submit nominations for COG awards.

## 6. CHAIR'S REMARKS

Chair Collins noted that extensive work has been underway to address WMATA's funding challenges. He asked Kanti Srikanth to include a briefing on these developments at a future COG meeting. He also asked that a future agenda include an update on the express lanes project on I-270 and the Beltway in Maryland.

### ACTION ITEM

## 7. TRANSIT WITHIN REACH PROJECT APPROVALS

Referring to the presentation, John Swanson explained that the Transit Within Reach Program funds design and preliminary engineering concepts to improve bike and walk connections to existing high-capacity transit stations or stations that will be open to riders by 2030. He said that the Transit Within Reach Program funds consulting services for preliminary engineering and design.

John Swanson stated that this year's solicitation has \$250,000 available to fund projects, and six applications were received. He said that there are three recommended projects.

John Swanson said the first project is near the Dunn Loring Metro in Fairfax County, and the TPB will fund 30 percent design for a road diet on Prosperity Avenue. He stated that the project will reduce travel lanes from four to two and include protected bike lanes that extend east of the study area.

John Swanson described the City of Gaithersburg project which will be a shared use path between Old Town Gaithersburg and Washington Grove. He said the project will connect two MARC stations and will be coordinated with Montgomery County which will fund and ultimately build a trail all the way to the Shady Grove Metro station.

John Swanson said the District of Columbia project would include engineering for an updated sidewalk on 9<sup>th</sup> Street NW near the E Street corridor. He said that area sees a lot of pedestrian movement, and the

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road is on a property that is not slated for redevelopment and likely to remain hazardous into the near future, so DDOT thought it a prime project to put forward for the program.

Chair Collins called for questions. There being no questions, the Board unanimously approved funding for the Transit Within Reach projects.

## INFORMATIONAL ITEMS

### 8. CARBON REDUCTION PROGRAM – STATE CARBON REDUCTION STRATEGIES

Erin Morrow referred to the presentation and provided an overview of the Carbon Reduction Program. She said the program provides states and territories with \$6.4 billion in formula funding over five years and requires states and territories to develop a carbon reduction strategy consultation with MPOs in the state by November 15, 2023. She explained that the TPB meeting is the consultation with the three state DOTs and the MPO.

Shawn Kiernan presented the draft carbon reduction strategy for Maryland. He said the state's Greenhouse Gas Reduction Act established carbon reduction goals in 2009, and the current Climate Solutions Now Act passed in 2022 requires a 60 percent reduction in GHG emissions from 2006 by 2031 and a plan for achieving net zero emissions in the state by 2045. He said that all strategies in the draft have already been publicly shared.

Shawn Kiernan explained the sections of the carbon reduction strategies document which include an introduction, ongoing planning, existing carbon reduction strategies, implementing the strategies, timeline for development of the draft CRS, and an appendix that connects federal requirements with the work that is in the Maryland document.

Chris Berg said that Virginia's carbon reduction strategy document will provide background on the program, how funding is allocated, and carbon reduction initiatives across the state. He said that the document will also include the overall inventory of emissions in the state and trends, coordination and outreach that has gone into the strategy, potential strategies and analysis tools, and strategy implementation.

Chris Berg described the consultation coordination and outreach piece of the strategy. He said that the initial public survey saw a focus on bicycle and pedestrian infrastructure, bus rapid transit, and electric vehicle infrastructure. He said that Virginia heard stakeholder feedback on the importance of highlighting co-benefits such as improved safety with bicycle-pedestrian infrastructure, economic development, improved access to jobs through transit, health quality of life, reduction of air pollution, and accessibility.

Emma Cross said that the District Department of Transportation (DDOT) sent the TPB its carbon reduction strategy. She said the strategy document introduces the District's goals to reduce greenhouse gas emissions and describes how DDOT is going to focus on transportation options that reduce vehicle miles traveled along with GHG emissions.

Emma Cross said that DDOT's greenhouse carbon reduction strategy includes strategies that support goals laid out in existing plans including moveDC, goDCgo, and Sustainable 2.0, and Visualize 2045. She said that DDOT's strategy will include examples of DDOT-eligible projects that are on the wish list or are existing projects that have been successful and could use more funding. She said that the projects include electrification of freight and delivery vehicles, idling food trucks, LEV streetlights, bike lane and network trails, bus priority program, and bus electrification.

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Takis Karantonis asked where Virginia is in terms of timeline and plan for carbon reduction. He said that he is concerned about SMART SCALE being tweaked in a way that favors highway expansion, which can be necessary, but does not signal that budget decisions and policies are focused on carbon reduction.

Chris Berg said that the Virginia carbon strategy document is fairly narrowly focused on letting Virginia and the MPOs around the state implement carbon reduction funding. He said that VDOT has a number of efforts underway in VDOT's decarbonization program that are working on more holistic efforts through electric vehicle programs, low carbon concrete, and other initiatives but those are outside the scope of the strategy of the document presented. He stated that other VDOT offices will continue to work on broader policy issues.

James Walkinshaw stated that DDOT's strategies were posted to the board and the federal deadline is November 15. He asked whether the TPB staff will have time before November 15 to provide substantive comments. He asked VDOT staff whether they were committed to reviewing comments and incorporating changes into the strategies.

Kanti Srikanth said that TPB staff will make it a priority to review the draft document as quickly as possible. He stated that the TPB staff did provide thoughts on how climate change is a priority for the board, and the specific strategies the board has identified. He said that the TPB staff was able to review the Maryland and District strategies and will do the same if a Virginia draft is available.

James Walkinshaw said that he is disappointed that TPB members will not have an opportunity to weigh in on VDOT's strategies. He asked VDOT staff if they will be able to have the strategies to TPB staff for review and comment.

Chris Berg said that the document still needs to go through internal review. He said that VDOT has provided opportunities for TPB staff to weigh in and has received information on where the board's positions are and what goals and priorities have been flagged to highlight. He stated that VDOT is trying to honor the fact that there are several MPOs around the state that have different priorities and different carbon reduction strategies. He said the state's strategy is highlighting individual efforts of MPOs while still allowing the funding program to be applied.

Laurel Hammig said that a comment for all the DOTs to consider in their strategies is the value of trees in carbon sequestration and incorporating trees in transportation projects as appropriate. She said for background and context, the George Washington Memorial Parkway is looking at forest health and opportunities for improvement. She said the improvements made in the parkway corridor could be mutually beneficial.

Cindy Dyballa said that she will send technical comments on the Maryland plan. She said that it is clear from the presentation that the strategy document is a placeholder and that things are about to change. She said that it is not clear from the executive summary or the section on policies whether the state changing greenhouse gas goals means that Maryland is going to have to do something sooner than four years from now. She urged Maryland staff to consider making a commitment within a set timeframe that might reflect well in terms of obtaining federal funding beyond the baseline.

Gary Erenrich stated that there are things unresolved that Montgomery County would like to see added or emphasized. He suggested that the TPB Steering Committee, at its November committee meeting, could submit MPO support for submitting plans to the Federal Highway Administration by November 15.

Gary Erenich said that after looking at the report, he did not see how MDOT is going to program new funds and what would be the priorities for funding. He asked how funds would be accessed for local or regional projects. He commented that it is interesting that the TPB is receiving 20 percent of the funds.

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He said that he thinks it would be helpful to have an explanation of how the percentages are calculated in the document.

Kanti Srikanth said that that funding being set aside for the TPB planning area and process for selecting projects are discussions that are currently being held with the District, Maryland, and Virginia. He stated that these topics will be brought forward as a separate briefing item to the TPB. He stated that any project receiving the Carbon Reduction funds will have to be approved by the TPB in its TIP, so there will be decisions for the TPB to weigh in on decisions being made,

Kanti Srikanth stated that the funding amounts shown in the slide are numbers published by the Federal Highway Administration for the first two years of the five year program and so staff was taking federally published numbers and providing a sense for the range of funding that this region can expect under this new program.

Kanti Srikanth said that TPB staff can report to the Steering Committee, and if the VDOT document is received by then, TPB staff will review it and provide comments at the Steering Committee. He said that TPB staff have already commented on the MDOT and DDOT documents.

## **9. INTERCITY RAIL AND BUS TRAVEL WORK SESSION RECAP**

Andrew Meese referred to the introductory memo included in the work session materials, He said that Eric Randall provided an overview at the work session including why the TPB would study intercity rail and bus and recent and planned TPB intercity staff work activities.

Andrew Meese stated that D.J. Stadler of the Virginia Passenger Rail Authority provided an update on the authority's work with Virginia Railway Express and Amtrak on planning and providing passenger rail service in Virginia. He said that D.J. Stadler spoke about future service expansion, addition of track and sidings and details of the Long Bridge project. He noted that VPRA also reviewed the Alexandria fourth track, updates to the Crystal City station, the Franconia-Springfield bypass, and projects that are part of Transforming Rail in Virginia.

Andrew Meese stated that Travis Johnston of the MDOT Maryland Transit Administration gave an overview of Maryland intercity bus and rail operations including BayRunner and Greyhound services using federal Section 5311 (f) funds. He said that Travis Johnston also gave a summary of ridership on MARC trains and service expansion plans. He stated that MARC is currently developing an agreement for run-through service to Alexandria and exploring the possibility of a pilot service.

Andrew Meese commented that Brandon Buchanan of the American Bus Association discussed intercity bus service from Union Station and curbside locations, stating that intercity bus connects to all other modes and provide notable services, such as airport, military, and college services.

Andrew Meese said that Jeffrey Ensor of Amtrak provided a national overview including route miles and ridership, stating that the Northeast Regional and Acela services recently surpassed pre-pandemic ridership levels. He said that Amtrak is committed to doubling ridership by 2040 and being carbon net zero by 2045. He stated the Jeffrey Ensor encouraged the TPB board to spread awareness and promotion of Amtrak to the public, consider ways to enhance access to Amtrak stations, and support opportunities from the bipartisan infrastructure law for funding and improvements.

Andrew Meese reported that Doug Carr provided an overview of the Union Station Redevelopment Corporation, discussed ridership trends from 2018, and spoke about the Union Station expansion project which will integrate commuter and intercity rail services and bus. He said that Doug Carr noted that

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regional benefits would include supporting introduction of through-running commuter trains, delivering fiscal and economic growth benefits, increasing train capacity, service reliability, and enhancing overall passenger experience.

Andrew Meese said that the questions, answers, and comments that came up during the question-and-answer period included a question on potential impacts on traditional African American communities from potential track expansions under consideration for the MARC-Brunswick line. He said that MTA responded that they would consider the impacts in their studies.

Andrew Meese said that there was a question on the potential of expansion of track south of Silver Spring, and this was deemed difficult because of the tight urban environment in that location. He said there was a question on how Amtrak's goals for increased ridership relate to goals for mode shift away from driving.

Andrew Meese reported that Kanti Srikanth wrapped up the work session with overview comments, and Kanti Srikanth noted the TPB's and the TPB chair's goals to strengthen consideration of intercity travel in regional planning, and highlighted the need for investments, especially at and in the vicinity of stations; improving access to stations; securing funding for infrastructure improvements and for operations; and to promote use of intercity bus and rail travel for environmental, safety, and congestion benefits.

Kanti Srikanth said that intercity travel is one of the more recent federal requirements for the TPB. He said that when the TPB develops the Visualize 2050 long-range transportation plan, it needs to incorporate intercity bus and rail travel.

Kanti Srikanth said that the TPB has conducted intercity work activities over the past two years. He said the first activity was a survey of intercity bus service providers, and the TPB has also completed a potential demand study for VRE/MARC run-through service. He said that Maryland and Virginia are in discussions, and they have an MOU to pilot that service.

David Snyder stated that he thinks the development of intercity bus and rail is an exciting project, and hopefully the TPB can play a key role in further expanding the infrastructure, especially getting additional rail, and not requiring a reliance on freight rail for passenger rail.

## **10. ADJOURN**

There being no other business, the meeting was adjourned at 1:39 P.M. The next meeting will be on November 15, 2023.







## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** November 9, 2023

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The attached materials include:

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



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions  
**DATE:** November 9, 2023

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At its meeting on Friday, November 3, the TPB Steering Committee reviewed comments received on the State Carbon Reduction Program Strategies developed by the region's three state DOTs, which were presented to the TPB at last month's meeting. These comments were forwarded to each of the DOTs and can be found attached to this memo. The State Carbon Reduction Program Strategies must be submitted to USDOT by Wednesday, November 15.

The Steering Committee also adopted two resolutions approving amendments to the FY 2023–2026 Transportation Improvement Program (TIP) that are exempt from the air quality conformity requirement, as described below:

- SR7-2024 was requested by the District Department of Transportation (DDOT) to replace \$2.7 million in Surface Block Transportation Grant (STBG) and District matching funds with Highway Safety Improvement Program (HSIP) funding on the Traffic Signal Maintenance program (T5347) and to add approximately \$23 million in HSIP funding to the Traffic Safety Input program (T11625). Both programs are described in the attached materials.
- SR9-2024 was requested by the Virginia Department of Transportation (VDOT) to add \$1.45 million in Congestion Mitigation and Air Quality (CMAQ) Improvement Program funding for the Transitway Enhancements – Duke at Quaker project (T13572) and to add \$72.2 million in Northern Virginia Transportation Authority (NVTA), local, proffer, and bond funding for the Dulles West Boulevard Phase II project. Both projects are described in the attached materials.

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:

- Comments received on the State Carbon Reduction Program Strategies developed by the three state DOTs.
- Adopted resolution SR8-2024 amending the FY 2023-2026 TIP, as requested by DDOT.
- Adopted resolution SR9-2024 amending the FY 2023-2026 TIP, as requested by VOT.

**TPB Steering Committee Attendance – November 3, 2023**  
(only voting members and alternates listed)

TPB Chair/MD rep.: Reuben Collins  
TPB Vice Chair/DC Rep.: Cristina Henderson  
TPB 2<sup>nd</sup> Vice Chair/VA Rep.: James Walkinshaw  
DDOT/Tech. Cmte. Chair: Mark Rawlings  
MDOT: Kari Snyder  
VDOT: Amir Shahpar  
WMATA: Mark Phillips



## MEMORANDUM

**TO:** TPB Steering Committee  
**FROM:** Erin Morrow, TPB Transportation Engineer  
**SUBJECT:** Comments received on state Carbon Reduction Strategies  
**DATE:** November 3, 2023

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In [October](#), the state departments of transportation briefed the Transportation Planning Board (TPB) on the Carbon Reduction Strategies that they are required to develop as part of the Bipartisan Infrastructure Law's Carbon Reduction Program. The strategies must be submitted to U.S. DOT by November 15, 2023. States are required to consult with the Metropolitan Planning Organizations (MPOs) in the state as they develop their strategies.

Over the last year, TPB staff provided input to the states as the strategies were being developed. As was presented in October, TPB has received and reviewed draft strategies from the Maryland Department of Transportation (MDOT) and the District Department of Transportation (DDOT), which are posted on the TPB's October meeting page. As of this time, the Virginia Department of Transportation (VDOT) strategy is still under development and has not been shared for review.

After the October TPB meeting, two written comments were submitted to TPB Staff and are attached to this memo:

- Bill Pugh, Coalition for Smarter Growth; received on October 25, 2023
- Allison Davis, WMATA; received November 1, 2023

The comments from Coalition for Smarter Growth were also sent directly to the state DOTs. TPB staff transmitted the comments from WMATA to the state DOTs on November 1, 2023.

The U.S. DOT is expected to certify the strategies in the February 2024 timeframe. TPB staff will inform the TPB upon certification.

Please feel free to contact me ([emorrow@mwkog.org](mailto:emorrow@mwkog.org)) with any questions.

**From:** [Davis, Allison](#)  
**To:** [Kanti Srikanth](#); [Erin Morrow](#)  
**Cc:** [Phillips, Mark E.](#); [Healy, Rachel](#); [Roetzer, Kate M.](#); [Webster, Thomas J.](#)  
**Subject:** Metro Comments on the state-level Carbon Reduction Program plans  
**Date:** Wednesday, November 1, 2023 12:17:09 PM

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Kanti and Erin-

Thank you for the opportunity to provide comments on the state-level Carbon Reduction Program plans. Below are Metro's comments on the Congestion Reduction Strategies developed by our partners at DDOT, MDOT, and VDOT. The draft plans generally establish a solid framework for identifying and advancing strategies and projects that will help the region meet its air quality and carbon reduction goals, but Metro believes there is a missed opportunity to recognize the role of transit as a core, practical solution for attaining those goals. We are also concerned that the drafts set up yet another framework that presents difficulties for funding regional projects that cross jurisdictional and state borders. In that light, we would appreciate it if you would include the following comments in TPB staff's response to the states.

#### Prioritize mode shift and driving/VMT reductions

TPB's 2021 climate change mitigation study determined that no single strategy will attain the region's GHG reduction targets. Yet most of the region's focus and discussions related to reducing transportation emissions seem to center almost exclusively on zero-emissions vehicles. The region's current approach seems to be a business-as-usual stance towards road building and highway expansions paired with funding electric vehicle charging stations and ZEV incentives. Zero-emissions vehicles must and will be a key component of the region's climate change mitigation strategy, but cannot by itself meet the 2050 targets unless the region achieves **both** near-total conversion of all privately-owned vehicles **and** an electrical grid powered entirely by renewable energy sources (e.g. a "clean grid"). Considering the massive investments, policy changes, and individual market decisions required to achieve those aims, plus the projected supply chain issues surrounding the raw materials required to build car batteries, it is unrealistic for the region to focus all or most of its planning and funding resources on zero-emissions vehicles and charging stations.

On that note, and recognizing our shared goal of a carbon-neutral future with clean air, Metro strongly encourages each of the state Carbon Reduction Strategies to prioritize mode shift from personal vehicles to transit and non-motorized vehicles, and to set targets for reductions in driving and total vehicle miles traveled. Every trip taken on transit instead of a car helps decrease congestion and avoids tailpipe emissions. These policy statements should focus on total regional VMT rather than per capita VMT, as it is the total amount of driving and resultant emissions that help determine GHG levels, rather than how much each individual contributes to that total. MDOT's plan does specifically list VMT reduction as a key strategy, and DDOT's CRS references the moveDC plan's goals. We would ask TPB to strongly encourage all the DOTs to firmly and clearly state that mode shift and driving / VMT reduction are primary goals and key strategies in their CRSes.

#### Recognize the central role of transit in reducing carbon – and that Metro plays in the NCR

To that end, Metro asks the DOTs to include clear and direct statements on the central role transit plays in reducing carbon, improving air quality, and making communities more livable, sustainable, and economically competitive. Attaining the region's ambitious climate goals will require a complex array of strategies, tools, and incentives, but transit remains the single most effective and resource-efficient way to move large numbers of people through busy corridors. Transit must be the core of the region's – of the nation's – carbon reduction plans.

And Metro plays a unique role in the National Capital Region. It is an interstate compact; the region's primary transit service provider and great connective tissue; major employer and purchaser of goods and services; and one of the region's largest energy consumers. Metro's investments and operational decisions have immediate and significant impacts on household costs, health, equity, economic prosperity, and the overall social and economic wellbeing of the region. We think it would be helpful for the state CRS documents to recognize and validate both the centrality of transit in fighting climate change, and Metro's unique position as an interstate compact serving all three jurisdictions.

And those references should encompass the entire multimodal transit network. Each CRS document mentions transit as a carbon-reduction strategy, but examples of eligible projects are largely bus and bus priority treatments. While Metro applauds the emphasis on improving the region's bus network – very much aligned with Metro's ongoing [Better Bus Program](#) and Network Redesign – we are concerned that it implies rail projects are not eligible for related funding. Metro requests that the CRS documents include mention of Metrorail improvements as eligible projects.

#### Specify funding eligibility cross-border projects and strategies

On a similar note, Metro is concerned that the CRSes may be creating yet another planning and project programming framework that creates barriers to funding cross-border, interjurisdictional projects. Metro strongly urges TPB to request that the DOTs specifically state their willingness to collaborate across state lines and to fund cross-border, interjurisdictional carbon-reduction projects. Those statements should make it clear that the NCR states and localities will support, and consider funding, strategies and projects that cross borders so long as they are included in the region's Visualize 2050 long-range plan.

#### Reference Metro's new Strategic Transformation Plan: *Your Metro, The Way Forward*

- Metro's Strategic Transformation Plan, [Your Metro, The Way Forward](#), sets a vision for Metro to become the region's trusted way to move more people safely and sustainably by attaining four primary goals: Service Excellence, Talented Teams, Regional Opportunity and Partnership, and Sustainability. The Your Metro plan builds on concepts found in the previously-adopted Sustainability Vision and eight Sustainability Principles. It recognizes sustainability as one of Metro's core values, as well as a cost-effective way to expand mobility and access, improve transit system performance, achieve climate and environmental goals, and contribute to livable and equitable communities. Metro encourages all of the state CRS documents to incorporate the Your Metro plan by reference, and to note its strong goal statements, targets, and initiatives related to sustainability.

*Specific comment on MDOT's CRS:* Metro recognizes and appreciates MDOT for specifically referencing Metro as primary planning partners, and for noting our role as one of MD's largest transit operators. The CRS document content referring to Metro's sustainability goals references previous policy documents, such as the Energy Action Plan and Sustainability Vision and Principles. We recommend and would appreciate MDOT updating that section to reflect the more recent mission statement, vision, and goals related to sustainability as laid out in our *Your Metro* Strategic Transformation Plan and summarized below:

Our biggest impact is through the service we provide, and getting more people to take Metro is one of the most effective ways to support sustainability. Metro will also continue to commit staff and invest resources to drive sustainability, making our operations more efficient, resilient, and sustainable and contributing to a green economy and green workforce.

Furthering our commitment to environmental sustainability, Metro is working toward targets set by the Strategic Transformation Plan within three areas:

1. Decarbonize Metro infrastructure and equipment to eliminate use of fossil fuels from Metro business through carbon-free energy sources such as solar power utilization, and a transition to zero emission vehicles.
2. Optimize natural resource stewardship to protect, conserve, and enhance places where Metro operates (including promoting recycling, greenspace, water and stormwater management and other sustainable practices).
3. Modernize design, construction, and operations to meet sustainability and climate resiliency challenges (including pursuing green certifications for buildings).

Please don't hesitate to reach out to me or Mark Phillips (CC'd) if you have any questions or clarification on the above.

Best,  
Allison

**Allison Davis** (she/her)  
Acting Senior Vice President  
Planning and Sustainability  
Washington Metropolitan Area Transit Authority  
300 7th Street, SW  
Room 502-14  
Washington DC 20024

Phone: 202.962.2056  
Mobile: 240.814.3356  
Email (Preferred): [adavis5@wmata.com](mailto:adavis5@wmata.com)







## MEMORANDUM

**To:** Chris Berg, Director of Sustainability, VDOT  
Emma Cross, Air Quality Planner, DDOT  
Shawn Kiernan, Senior Program Manager for Strategic Climate Initiatives, MDOT

**From:** Bill Pugh, AICP CTP, Coalition for Smarter Growth

**Cc:** Erin Morrow, TPB; Kanti Srikanth, TPB; TPB Board Chair and Vice Chairs; state DOT  
TPB representatives

**Date:** October 25, 2023

**Re:** **Comments on VDOT, MDOT and DDOT draft Carbon Reduction Strategies**

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The Coalition for Smarter Growth respectfully asks your consideration of these comments as you refine your Carbon Reduction Strategies (CRS) prior to submittal to FHWA next month. These comments build on our October 17 letter to the National Capital Region Transportation Planning Board.

The VDOT, MDOT, and DDOT Carbon Reduction Strategies should:

- 1. Reflect TPB and national findings that reducing VMT is essential to meeting minimum GHG targets** – The [TPB Climate Change Mitigation Study of 2021](#) and other national studies have found that states must reduce per capita passenger Vehicle Miles Traveled on the order of 20% by 2030 (compared to pre-pandemic levels) with further reductions in later years, in addition to rapidly transitioning to electric vehicles, to meet greenhouse gas reduction targets. For example, California, which has the most ambitious EV adoption program in the country, has found that the state must also “Achieve a [passenger vehicle] per capita VMT reduction of at least 25 percent below 2019 levels by 2030 and 30 percent below 2019 levels by 2045.” to meet its greenhouse gas reduction targets. ([2022 Scoping Plan](#), California Air Resources Board)
- 2. Include quantified targets for per capita VMT reduction and electric vehicle adoption** – CSG applauds the strong mode share targets in DDOT’s plan and that all three plans include vehicle travel reduction strategies. However, for measuring progress and performance, all three DOTs need to include quantified targets for per capita VMT and EV adoption to meet relevant interim and longer-term greenhouse gas reduction targets.
- 3. Address the increased greenhouse gas emissions from state highway capacity expansion plans** – Virginia and Maryland have extensive planned highway and arterial capacity expansion projects that will counteract their carbon reduction strategies. Studies show that [road widening typically results not only in more driving but also more emissions](#). Reducing traffic congestion can lower a car’s tailpipe pollution per mile driven, but expanding highways and roads generally induces more people to drive more

miles and offsets those carbon emissions benefits – worsening our climate problem. The CRS need to show how they will either scale back highway expansion projects or quantify how they will offset the induced demand and lifecycle emissions impacts through more ambitious implementation of carbon reduction projects.

4. **Virginia CRS needs to incorporate a comprehensive on-road transportation decarbonization strategy** – The intent of the federal Carbon Reduction Program is to help states develop overall strategies for reducing on-road transportation sector emissions. The MDOT and DDOT plans show, through reference to detailed climate action planning and metrics, these overall strategies with quantified goals. At the October 18 TPB meeting, Chris Berg, VDOT Sustainability Director, said that the Virginia draft CRS is “narrowly focused on one federal funding source” and is “not a roadmap for across the board decarbonization.” This proposed approach would be a missed opportunity for Virginia, its MPOs, and rural communities. Transportation is the Commonwealth’s largest emitter of climate pollution. If VDOT does not have a decarbonization strategy for the on-road transportation sector (with quantified metrics and specific recommended actions to achieve them), then its CRS should include timely development of such a strategy to be effective.
5. **Further consultation with the public, TPB, and other MPOs** – We appreciate the submittal by MDOT and DDOT of their draft CRS to TPB. We also appreciate the VDOT public input survey on its CRS and reporting the results in its presentation to TPB. We encourage all three DOTs to engage the public and MPOs on refinement, implementation and updates to their CRS and on project prioritization for state Carbon Reduction Program funds.

**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 23-27.1 WHICH  
REPROGRAMS AND ADDS FUNDING FOR THE TRAFFIC SIGNAL MAINTENANCE AND  
TRAFFIC SAFETY INPUT PROGRAM GROUPINGS RESPECTIVELY, 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**, DDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-27.1, which replaces approximately \$2.7 million in Surface Block Transportation Grant (STBG) and District funding, with Highway Safety Improvement Program (HSIP) funds for the Traffic Signal Maintenance program (T5347), and adds \$23 million, largely also in HSIP funding to the 4-year total for the Traffic Safety Input program, as described in the attached materials; and

**WHEREAS**, the attached materials include:

- ATTACHMENT A) Programming Overview report showing how the two amended records will appear in the TIP following approval,
- ATTACHMENT B) Amendment Summary report showing the total program costs, the reason for the amendment, and a Change Narrative, providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and
- ATTACHMENT C) Letter from DDOT dated October 24, 2023, requesting the amendment, and

**WHEREAS**, the proposed amendments have been entered into the TPB's Project InfoTrak database under TIP Action 23-27.1 creating the 27<sup>th</sup> 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](http://www.mwcog.org/ProjectInfoTrak); and

**WHEREAS**, these programs programs are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

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

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-27.1 which replaces approximately \$2.7 million in STBG and District funding, with HSIP funds, and adds \$23 million in mostly HSIP funding to the 4-year total for the Traffic Safety Input program, as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, November 3, 2023.  
Final approval following review by the full board on Wednesday, November 15, 2023.**



<i>TIP ID</i>	T11625	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Road - Other Improvement
<i>Project Name</i>	Traffic Safety Input	<i>County</i>	Washington	<i>Total Cost</i>	\$29,500,000
<i>Project Limits</i>		<i>Municipality</i>		<i>Completion Date</i>	2050
		<i>Agency Project ID</i>			

*Description* This program develops short-term, high-impact measures to improve multi-modal safety and manage and/or calm traffic flow in areas where problems are observed. Through this program, DDOT is able to rapidly investigate, design, and deploy various traffic safety improvements including but not limited to vertical deflections, All-Way Stop Control, Driver Feedback Machines, ATEs, Pedestrian Flashers, Curb Extensions, signs/markings enhancements, roadway conversion (e.g., one-way to two-way), sight distance enhancement measures, road diet etc. The desired outcome is reduction in vehicular speeds, discouraging cut-through traffic, and improving pedestrian safety for bikes, pedestrians, and motorists. a. Traffic Safety Inputs - Design b. Traffic Safety Inputs - Construction

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	*Various Locations
PE	HSIP	-	\$900,000	\$1,575,000	\$1,800,000	\$4,275,000	\$4,275,000	
PE	DC/STATE	-	\$100,000	\$175,000	\$200,000	\$475,000	\$475,000	
	<i>Total PE</i>	-	\$1,000,000	\$1,750,000	\$2,000,000	\$4,750,000	\$4,750,000	
CON	HSIP	\$500,000	\$4,950,000	\$6,075,000	\$6,750,000	\$18,275,000	\$18,275,000	
CON	DC/STATE	\$4,500,000	\$550,000	\$675,000	\$750,000	\$6,475,000	\$6,475,000	
	<i>Total CON</i>	\$5,000,000	\$5,500,000	\$6,750,000	\$7,500,000	\$24,750,000	\$24,750,000	
	<i>Total Programmed</i>	\$5,000,000	\$6,500,000	\$8,500,000	\$9,500,000	\$29,500,000	\$29,500,000	

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-13.1	Amendment 2023-2026	03/15/2023	3/28/2023	3/28/2023
23-27.1	Amendment 2023-2026	11/15/2023	Pending	N/A

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$6,500,000 to \$29,500,000



<b>TIP ID</b>	T5347	<b>Lead Agency</b>	District Department of Transportation	<b>Project Type</b>	Road - Signal/Signs
<b>Project Name</b>	Traffic Signal Maintenance	<b>County</b>	Washington	<b>Total Cost</b>	\$150,958,162
<b>Project Limits</b>		<b>Municipality</b>	District of Columbia	<b>Completion Date</b>	2045
		<b>Agency Project</b> IDC1046A, CI047A, CI063A, CI055A, CI056A, CI043A			
<b>Description</b>	Provide effective and efficient maintenance services for the traffic signal systems throughout the District of Columbia. Projects include: a. Traffic Signal and Streetlight Utility Locating and Marking b. Traffic Signal Construction Contract c. Traffic Signal Maintenance d. Traffic Signal Management and Design e. Traffic Signal Optimization f. Traffic Signal System Management g. Traffic Signal Transit Priority				

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total *Various Locations
PE	NHPP	\$70,200	\$70,856	\$72,168	\$73,479	\$286,703	\$286,703
PE	DC/STATE	\$1,860,206	\$1,860,581	\$1,121,331	\$1,122,081	\$5,964,199	\$5,964,199
PE	STBG	\$7,370,616	\$7,371,463	\$4,413,156	\$4,414,848	\$23,570,083	\$23,570,083
	<b>Total PE</b>	<b>\$9,301,022</b>	<b>\$9,302,900</b>	<b>\$5,606,655</b>	<b>\$5,610,408</b>	<b>\$29,820,985</b>	<b>\$29,820,985</b>
CON	HSIP	\$1,795,500	\$900,000	\$900,000	\$900,000	\$4,495,500	\$4,941,000
CON	NHPP	\$12,131,380	\$11,699,333	\$5,748,837	\$5,844,741	\$35,424,291	\$35,424,291
CON	DC/STATE	\$8,046,679	\$7,948,503	\$3,867,553	\$3,710,202	\$23,572,937	\$23,622,437
CON	STBG	\$18,897,334	\$16,334,680	\$8,921,372	\$8,996,063	\$53,149,449	\$53,149,449
	<b>Total CON</b>	<b>\$40,870,893</b>	<b>\$36,882,516</b>	<b>\$19,437,762</b>	<b>\$19,451,006</b>	<b>\$116,642,177</b>	<b>\$117,137,177</b>
OTHER	DC/STATE	\$400,000	\$400,000	-	-	\$800,000	\$800,000
OTHER	STBG	\$1,600,000	\$1,600,000	-	-	\$3,200,000	\$3,200,000
	<b>Total Other</b>	<b>\$2,000,000</b>	<b>\$2,000,000</b>	<b>-</b>	<b>-</b>	<b>\$4,000,000</b>	<b>\$4,000,000</b>
	<b>Total Programmed</b>	<b>\$52,171,915</b>	<b>\$48,185,416</b>	<b>\$25,044,417</b>	<b>\$25,061,414</b>	<b>\$150,463,162</b>	<b>\$150,958,162</b>

Version History

Current Change Reason

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02 Amendment 2023-2026	09/16/2022	N/A	N/A
23-13.1 Amendment 2023-2026	03/15/2023	3/28/2023	3/28/2023
23-14 Amendment 2023-2026	03/17/2023	N/A	N/A
23-27.1 Amendment 2023-2026	11/15/2023	Pending	N/A

SCHEDULE / FUNDING / SCOPE - Programming Update

**Funding Change(s):**  
 Total project cost stays the same \$150,958,162

**ATTACHMENT B**  
**Amendment Summary Report for TIP Action 23-27.1**  
**Formal Amendment to the FY 2023-2026 TIP**  
**Requested by District Department of Transportation**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T11625	Traffic Safety Input	\$6,500,000	\$29,500,000	\$23,000,000	354	Cost change(s), Programming Update	<p style="text-align: right;">PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p style="text-align: right;">DC/STATE</p> <ul style="list-style-type: none"> <li>- Decrease funds in FFY 24 in PE from \$1,200,000 to \$100,000</li> <li>+ Increase funds in FFY 24 in CON from \$0 to \$550,000</li> <li>▶ Add funds in FFY 25 in PE for \$175,000 CON for \$675,000</li> <li>▶ Add funds in FFY 26 in PE for \$200,000 CON for \$750,000</li> </ul> <p style="text-align: right;">HSIP</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 24 in PE for \$900,000 CON for \$4,950,000</li> <li>▶ Add funds in FFY 25 in PE for \$1,575,000 CON for \$6,075,000</li> <li>▶ Add funds in FFY 26 in PE for \$1,800,000 CON for \$6,750,000</li> </ul> <p style="text-align: right;">STBG</p> <ul style="list-style-type: none"> <li>▶ Delete funds in FFY 24 in PE for \$300,000</li> </ul> <p style="text-align: right;"><i>Total project cost increased from \$6,500,000 to \$29,500,000</i></p>
T5347	Traffic Signal Maintenance	\$150,958,162	\$150,958,162	\$0	0	Programming Update	<p style="text-align: right;">PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p style="text-align: right;">DC/STATE</p> <ul style="list-style-type: none"> <li>- Decrease funds in FFY 24 in CON from \$8,048,503 to \$7,948,503</li> <li>- Decrease funds in FFY 26 in CON from \$3,910,202 to \$3,710,202</li> </ul> <p style="text-align: right;">HSIP</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 24 in CON for \$900,000</li> <li>▶ Add funds in FFY 25 in CON for \$900,000</li> <li>▶ Add funds in FFY 26 in CON for \$900,000</li> </ul> <p style="text-align: right;">STBG</p> <ul style="list-style-type: none"> <li>- Decrease funds in FFY 24 in CON from \$17,134,680 to \$16,334,680</li> <li>- Decrease funds in FFY 25 in CON from \$9,721,372 to \$8,921,372</li> <li>- Decrease funds in FFY 26 in CON from \$9,796,063 to \$8,996,063</li> </ul> <p style="text-align: right;"><i>Total project cost stays the same \$150,958,162</i></p>
<b>TOTAL</b>		<b>\$157,458,162</b>	<b>\$180,458,162</b>	<b>\$23,000,000</b>	<b>\$354</b>		

# Government of the District of Columbia

## Department of Transportation



October 24<sup>th</sup>, 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.

Name	Funding Type	TIP ID	Phase	Amount	Year	Fed/State Split	Published Notes
<b>Traffic Signal Construction</b>	Formula/STBG	T5347b	Construction	\$ (1,000,000)	2024	80/20	Decrease Formula/STBG funding for Construction by \$1,000,000 in FY 2024
<b>Traffic Signal Construction</b>	Formula/HSIP	T5347b	Construction	\$ 1,000,000	2024	90/10	Increase Formula/HSIP funding for Construction by \$1,000,000 in FY 2024
<b>Traffic Signal Construction</b>	Formula/STBG	T5347b	Construction	\$ (1,000,000)	2025	80/20	Decrease Formula/STBG funding for Construction by \$1,000,000 in FY 2025
<b>Traffic Signal Construction</b>	Formula/HSIP	T5347b	Construction	\$ 1,000,000	2025	90/10	Increase Formula/HSIP funding for Construction by \$1,000,000 in FY 2025
<b>Traffic Signal Construction</b>	Formula/STBG	T5347b	Construction	\$ (1,000,000)	2026	80/20	Decrease Formula/STBG funding for Construction by \$1,000,000 in FY 2026
<b>Traffic Signal Construction</b>	Formula/HSIP	T5347b	Construction	\$ 1,000,000	2026	90/10	Increase Formula/HSIP funding for Construction by \$1,000,000 in FY 2026



<b>Traffic Safety Inputs - Design</b>	Formula/STBG	T11625a	PE	\$ (1,000,000)	2024	80/20	Decrease Formula/STBG funding for PE by \$1,000,000 in FY 2024
<b>Traffic Safety Inputs - Design</b>	Formula/HSIP	T11625a	PE	\$ 1,000,000	2024	90/10	Increase Formula/HSIP funding for PE by \$1,000,000 in FY 2024
<b>Traffic Safety Inputs - Design</b>	Formula/HSIP	T11625a	PE	\$ 1,750,000	2025	90/10	Increase Formula/HSIP funding for PE by \$1,750,000 in FY 2025
<b>Traffic Safety Inputs - Design</b>	Formula/HSIP	T11625a	PE	\$ 2,000,000	2026	90/10	Increase Formula/HSIP funding for PE by \$2,000,000 in FY 2026
<b>Traffic Safety Inputs - Construction</b>	Formula/HSIP	T11625b	Construction	\$ 5,500,000	2024	90/10	Increase Formula/HSIP funding for Construction by \$5,500,000 in FY 2024
<b>Traffic Safety Inputs - Construction</b>	Formula/HSIP	T11625b	Construction	\$ 6,750,000	2025	90/10	Increase Formula/HSIP funding for Construction by \$6,750,000 in FY 2025
<b>Traffic Safety Inputs - Construction</b>	Formula/HSIP	T11625b	Construction	\$ 7,500,000	2026	90/10	Increase Formula/HSIP funding for Construction by \$7,500,000 in FY 2026

The 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 September 8<sup>th</sup> meeting.

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

Sincerely,



Kyle Scott  
Acting Chief Administrative Officer  
District Department of Transportation  
[Kyle.scott@dc.gov](mailto: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 23-27.3 WHICH ADDS FUNDING FOR TWO NEW PROJECTS: THE TRANSIT WAY ENHANCEMENTS – DUKE AT QUAKER AND DULLES WEST BOULEVARD PHASE II PROJECTS, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

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

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

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

**WHEREAS**, VDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-27.3 which adds **funding for two projects that are appearing in the TIP for the first time:**

- **Transit Way Enhancements – Duke at Quaker (T13572) with \$1.45 million in CMAQ**
- **Dulles West Boulevard Phase II - (T13573) with \$72.2 million in Northern Virginia Transportation Authority, local, proffer, and bond funding, as described in the attached materials; and**

**WHEREAS**, the attached materials include:

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

ATTACHMENT B) Letter from VDOT dated October 23, 2023, requesting the amendment, and

**WHEREAS**, this amendment has been entered into the TPB's Project InfoTrak database under TIP Action 23-27.3, creating the 27<sup>th</sup> 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](http://www.mwcog.org/ProjectInfoTrak); and

**WHEREAS**, the Dulles West Boulevard, Phase II project was included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP and the Transit Way Enhancements project is exempt from the air quality requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

**WHEREAS**, this resolution and the 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 23-27.3 which adds \$1.45 million in CMAQ funding for the Transit Way Enhancements – Duke at Quaker project (T13572) and \$72.2 million in Northern Virginia Transportation Authority, local, proffer, and bond funding for the Dulles West Boulevard Phase II project (T13573), as described in the attached materials;

**Adopted by the TPB Steering Committee at its meeting on Friday, November 3, 2023.  
Final approval following review by the full board on Wednesday, November 15, 2023.**



<i>TIP ID</i>	T13572	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Transit - Other
<i>Project Name</i>	Transit Way Enhancements - Duke at Quaker	<i>County</i>		<i>Total Cost</i>	\$1,454,491
<i>Project Limits</i>		<i>Municipality</i>		<i>Completion Date</i>	
		<i>Agency Project ID</i>	72519-08, 72520-19, 72521-09		
<i>Description</i>	The city plans to implement queue jumps and update signals and associated intersection operations between Wheeler and South Quaker intersection on Duke Street to enable transit to move more efficiently. This project can be implemented separately from, and earlier than the full build Duke Street Transitway project.				

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	*Not Location Specific
PE	CMAQ	-	\$145,449	-	-	-	-	\$145,449	\$145,449	
	<i>Total PE</i>	-	\$145,449	-	-	-	-	\$145,449	\$145,449	
CON	CMAQ	-	-	-	\$1,309,042	-	-	\$1,309,042	\$1,309,042	
	<i>Total CON</i>	-	-	-	\$1,309,042	-	-	\$1,309,042	\$1,309,042	
	<i>Total Programmed</i>	-	\$145,449	-	\$1,309,042	-	-	\$1,454,491	\$1,454,491	

Version History

Current Change Reason

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-27.3	Amendment 2023-2026	11/15/2023	Pending	N/A

SCHEDULE / FUNDING / SCOPE - New project



<i>TIP ID</i>	T13573	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Road - New Construction
<i>Project Name</i>	Dulles West Boulevard Phase II	<i>County</i>	Loudoun	<i>Total Cost</i>	\$72,177,000
<i>Project Limits</i>	Northstar Boulevard to Arcola Boulevard	<i>Municipality</i>		<i>Completion Date</i>	2028
		<i>Agency Project ID</i>			

*Description* This project provides for the planning, design, right-of-way acquisition, and construction of Dulles West Boulevard between Northstar Boulevard and Arcola Boulevard as a suburban four-lane, median-divided major collector with shared use paths on both sides of the road and a 120-foot-wide right-of-way. The section of Dulles West Boulevard between Arcola Boulevard and Dulles Landing Drive is being built by a developer pursuant to a proffer agreement between the County and the Developer. The segment from Northstar Boulevard to Racefield Lane is being built by the design-builder of the Northstar Boulevard Shreveport Drive to Route 50, (Phase I) project.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	*Map Has Not Been Marked
PE	LOCAL	\$29,000	\$50,000	-	-	-	-	\$50,000	\$79,000	
PE	NVTA	\$219,000	-	-	-	-	-	-	\$219,000	
PE	P	\$2,162,000	-	-	-	-	-	-	\$2,162,000	
	<i>Total PE</i>	\$2,410,000	\$50,000	-	-	-	-	\$50,000	\$2,460,000	
ROW	LOCAL	-	\$5,158,000	-	-	-	-	\$5,158,000	\$5,158,000	
ROW	NVTA	\$1,029,000	-	-	-	-	-	-	\$1,029,000	
ROW	P	\$531,000	-	-	-	-	-	-	\$531,000	
	<i>Total ROW</i>	\$1,560,000	\$5,158,000	-	-	-	-	\$5,158,000	\$6,718,000	
CON	LOCAL	-	-	-	\$1,526,000	-	-	\$1,526,000	\$1,526,000	
CON	LBD	-	-	-	\$16,920,000	-	-	\$16,920,000	\$16,920,000	
CON	NVTA	\$41,442,000	-	-	-	-	-	-	\$41,442,000	
	<i>Total CON</i>	\$41,442,000	-	-	\$18,446,000	-	-	\$18,446,000	\$59,888,000	
UT	NVTA	\$2,000,000	-	-	-	-	-	-	\$2,000,000	
	<i>Total UT</i>	\$2,000,000	-	-	-	-	-	-	\$2,000,000	
OTHER	LOCAL	-	\$1,111,000	-	-	-	-	\$1,111,000	\$1,111,000	
	<i>Total Other</i>	-	\$1,111,000	-	-	-	-	\$1,111,000	\$1,111,000	
	<i>Total Programmed</i>	\$47,412,000	\$6,319,000	-	\$18,446,000	-	-	\$24,765,000	\$72,177,000	

Version History

Current Change Reason

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-27.3	Amendment 2023-2026	11/15/2023	Pending	N/A

SCHEDULE / FUNDING / SCOPE - New project



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.  
Commissioner

1401 East Broad Street  
Richmond, Virginia 23219

October 23, 2023

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

RE: FY 2023-2026 Transportation Improvement Program (TIP) Amendments:  
Transit Way Enhancements - Duke at Quaker (TIP ID T13572)  
Dulles West Boulevard Phase II (TIP ID T13573) – New Project

Dear Chair Collins:

The Virginia Department of Transportation (VDOT) requests the following two amendments to the FY 2023-2026 Transportation Improvement Program (TIP).

### **Project Requests for TIP Amendments**

#### Transit Way Enhancements - Duke at Quaker (TIP ID T13572)

The purpose of this City of Alexandria project is to implement queue jumps and update signals and associated intersection operations between the Wheeler Avenue and South Quaker Lane intersections along Duke Street which will enable transit to move more efficiently through the city. This project is not considered regionally significant for air quality conformity process. The proposed amendment will:

- Add \$145,449 (CMAQ) FFY24 for PE Phase
- Add \$1,309,042 (CMAQ) FFY25 for CN Phase

#### Dulles West Boulevard Phase II (TIP ID T13573)

This Loudoun County project will provide for the planning, design, right-of-way acquisition, and construction of Dulles West Boulevard between Northstar Boulevard and Arcola Boulevard as a suburban four-lane, median-divided major collector with shared use paths on both sides of the road and a 120-foot-wide right-of-way. It will enhance traffic safety and congestion and is included in the air quality conformity analysis. The proposed amendment will:

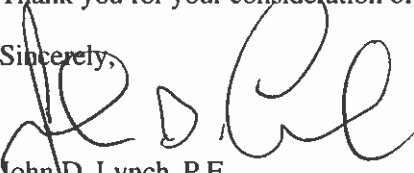
- Add \$50,000 (Local) FFY23 for PE Phase
- Add \$5,158,000 (Local) FFY23 for RW Phase
- Add \$1,111,000 (Local) FFY23 for Other Phase
- Add \$16,920,000 (Local Bonds) FFY25 for CN Phase
- Add \$1,526,000 (Local) FFY25 for CN Phase

Hon. Collins  
October 23, 2023  
Page Two

VDOT requests approval of these two projects to the TIP by the Transportation Planning Board's Steering Committee at its meeting on November 3, 2023. VDOT's representative will be available to answer any questions about this amendment request.

Thank you for your consideration of this matter.

Sincerely,



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

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



**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Letters Sent/Received  
**DATE:** November 9, 2023

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





National Capital Region  
**Transportation Planning Board**

October 20, 2023

Ms. Jennifer DeBruhl  
Director  
Virginia Department of Rail and Public Transportation  
600 East Main Street, Suite 2102  
Richmond, VA 23219

Re: Loudoun County TRIP application for Zero and Reduced Fare Initiative

Dear Director DeBruhl:

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 for state funds by Loudoun County under the Virginia Department of Rail and Public Transportation's (DRPT) Transit Ridership Incentive Program (TRIP) to fund a zero and reduced fare initiative for transit service in Loudoun County.

The zero and reduced fare initiative would support equitable mobility, reduce barriers to transportation, increase ridership, and provide support socially and economically to disadvantaged communities in Loudoun County. A fare free transit system is also key to supporting disadvantaged communities' connections to key transit needs such as to local and regional transit connectivity. The requested TRIP grant funds would be used to defray the impact of discontinuing fare collection for all Loudoun County fixed route local bus service and ADA/Paratransit service.

We urge your favorable consideration of Loudoun County's request, as it directly responds to regional transportation goals and priorities adopted by the TPB. This grant would advance the region's long-term transportation priorities in accordance with the Washington region's long-range transportation plan Visualize 2045; improved access to transit is one of the seven Aspirational Initiatives of the plan. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

A handwritten signature in green ink that reads "Kanathur N. Srikanth" with a small "K.N." to the right.

Kanathur N. Srikanth  
Staff Director, National Capital Region Transportation Planning Board

Cc: Ernest Brown, Department Director, Loudoun County Department of General Services  
Andy Bolinger, Department Deputy Director, Loudoun County Department of General Services  
Penny Newquist, Assistance Director Transit and Commuter Services, Department of General Services



National Capital Region  
**Transportation Planning Board**

October 20, 2023

Ms. Jennifer DeBruhl  
Director  
Virginia Department of Rail and Public Transportation  
600 East Main Street, Suite 2102  
Richmond, VA 23219

Re: Loudoun County TRIP application for Passenger Amenities and Facilities

Dear Director DeBruhl:

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 for state funds by Loudoun County under the Virginia Department of Rail and Public Transportation's (DRPT) Transit Ridership Incentive Program (TRIP) to fund the addition of new bus stops to include ADA accessibility in Loudoun County.

The requested grant funds would be used to help fund the cost of construction of new ADA accessible bus stops along local bus routes connecting to Metrorail in Loudoun County. These new bus stop locations would help improve transit riders' experience and increase the accessibility of the transit system throughout Loudoun County and regionally through connections to the WMATA Metrorail system.

We urge your favorable consideration of Loudoun County's request, as it directly responds to regional transportation goals and priorities adopted by the TPB. This grant would advance the region's long-term transportation priorities in accordance with the Washington region's long-range transportation plan Visualize 2045; improved access to transit is one of the seven Aspirational Initiatives of the plan. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

A handwritten signature in green ink that reads "Srikanth N. Srikanth".

Kanathur N. Srikanth  
Staff Director, National Capital Region Transportation Planning Board

Cc: Ernest Brown, Department Director, Loudoun County Department of General Services  
Andy Bolinger, Department Deputy Director, Loudoun County Department of General Services  
Penny Newquist, Assistance Director Transit and Commuter Services, Department of General Services



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** November 9, 2023

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



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** John Swanson, TPB Transportation Planner  
Janie Nham, TPB Transportation Planner  
**SUBJECT:** New opportunities to learn about projects funded through the TPB's local technical assistance programs  
**DATE:** November 9, 2023

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The TPB website now features two new ways to learn about projects funded through the TPB's local technical assistance programs – the Transportation Land-Use Connections (TLC) Program, the Regional Roadway Safety Program (RRSP), and the Transit Within Reach (TWR) Program.

- **A searchable database** archives all the projects funded to date—more than 200—by the three programs. Users can sort and filter by jurisdiction, year, program, and by project topic (e.g., bicycle and pedestrian, corridor planning, transit). Reports are downloadable in PDF format.
- **A webinar**, recorded on November 2, 2023, features short presentations on six TLC and RRSP projects from last year that included pedestrian safety plans, trail design, bike safety education, first mile-last mile connections, and delivery microhubs. Approximately 80 participants attended the webinar and the recording is now viewable on-demand. Viewers are eligible for 1 CM AICP maintenance credit from the American Planning Association (APA).

You can find links to the database and the webinar at: [www.mwcog.org/transportation/planning-areas/land-use-coordination/tlc-program/](http://www.mwcog.org/transportation/planning-areas/land-use-coordination/tlc-program/)

The three technical assistance programs all provide short-term consultant services to local jurisdictions for small planning and preliminary design/engineering projects. The oldest program, TLC, has funded 177 projects throughout the region since 2007. TLC promotes mixed-use, walkable communities, and transportation alternatives. The Regional Roadway Safety Program was established in 2020 to focus on roadway safety and fund projects leading to reductions in fatal and serious injury crashes. The newest technical assistance program – Transit Within Reach – funds design and preliminary engineering to help improve bike and walk connections to high-capacity transit stations.

The next application period for both TLC and RRSP will be open between January 5 and March 8, 2024. Contact John Swanson ([jswanson@mwcog.org](mailto:jswanson@mwcog.org)) or Janie Nham ([jnham@mwcog.org](mailto:jnham@mwcog.org)) for more information.



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Kanathur Srikanth, TPB Staff Director  
**SUBJECT:** Update on WMATA Funding Discussions  
**DATE:** November 9, 2023

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At its September meeting, the board received an update from COG Executive Director Clark Mercer on the regional discussions taking place regarding the finances and funding for the Washington Metropolitan Area Transit Authority (WMATA, or Metro). At issue are the operating budget for FY 2025, which was previously estimated to have a funding gap of approximately \$750 million, as well as longer term operating and capital funding for WMATA. This memorandum provides an update on developments, including new information from WMATA and the regional discussions taking place.

### WMATA Financial Planning Briefings

The WMATA Finance and Capital Committee was briefed on September 28 on the financial situation. The latest developments to the FY 2024 budget forecast include a one-time operational savings of \$95 million but a downwards revenue adjustment of \$45 million, resulting in a net \$50M being available for FY 2025. Also, a cost savings task force convened by WMATA's board has identified \$50 million of recurring savings through such actions as office consolidation, enhanced contractor management, and IT efficiencies, among others. These two developments have reduced the forecast operating funds deficit for FY 2025 to \$650 million. This represents the base case option (Scenario A) for FY 2025.

Beyond the above base case scenario, WMATA staff also laid out two scenarios for using capital funds typically used to pay for Preventive Maintenance (PM) costs as part of the operating budget. WMATA has taken such action in previous years, as have other urban area transit operators. The base case, Scenario A for WMATA's FY 2025 includes a \$60M transfer of preventive maintenance capital funds to operations. One option (Scenario B) would transfer an additional \$139 million for PM, leaving a deficit of \$510 million. Another option (Scenario C) would transfer an additional \$285 million, the maximum eligible funds for PM, leaving a deficit of \$365 million. The transfer of preventive maintenance capital funds would impact WMATA's ongoing capital programs (e.g., new railcars, electric bus transition, etc.) and would accelerate an impending capital program funding shortfall by 2028/2029.

### [WMATA Committee Presentation on Metro Financial Planning \(September 28, 2023\)](#)

On October 26, the WMATA Finance and Capital Committee was presented with an updated financial plan for FY 2025 that included potential adjustments to fares and service in FY 2025. Seven concepts for service adjustments were presented, including reducing hours of operation and rail cutbacks, which could reduce costs between \$25 to \$30 million. Six different levels of fare increases were examined which could increase revenue between \$13 and \$87M. It was noted that both

service reductions and fare increase would impact ridership, at a time when ridership has been steadily growing from the depths of the pandemic levels.

WMATA staff have now presented five alternative scenarios (Scenarios 1 through 5) for the FY 2025 operating budget with different combinations of cost reduction actions. The alternative scenarios range from no service reductions, no fare increases, nominal transfer of preventive maintenance capital fund transfer (Scenario 1) which would require \$650M in additional funds for FY 2025 to severe reductions in service, a ten percent fare increase and maximum transfer of preventive maintenance capital funds which would require no additional funds yet would render the WMATA public transportation service levels of limited use (Scenario 5).

[WMATA Committee Presentation on Service and Fares \(October 26, 2023\)](#)

### **COG Working Group Discussion**

The COG Chief Administrative Officers (CAO) working group has continued to meet periodically to get updates from WMATA staff and continue its discussions on funding for WMATA. The DC OCFO Office has taken the lead in working with WMATA staff to identify key cost factors and other issues affecting WMATA's finances beyond the inflation and other impacts of the pandemic and the changes in work commuting. It is anticipated the CAO working group will release a report towards the end of November and indicate which of the alternative scenarios the WMATA members would support.

### **Key Issues: Three Percent Subsidy Cap**

Discussions to date have identified two key issues in regard to the current challenge WMATA is facing with fully funding its operations in FY 2025.

One, at the onset of the pandemic, WMATA did not increase its operating subsidy request, by the permitted three percent, due to the impending financial situation faced by WMATA's member jurisdictions and the fact that the federal government made funding available to WMATA for its continued operations. This action by WMATA provided support to its member (funding) jurisdictions in the form of a subsidy reduction and forgone 3% increases. Now that federal relief funds have been expended, WMATA calculates that \$196 million in what would have been routine operating subsidy increases has been foregone. One option under discussion is that the operating subsidy be re-based or re-baselined to account for the foregone increases. This would require WMATA's funding partners to make up the foregone increases.

The second, and related issue, specifically in Virginia and Maryland, is that with no more federal relief funds being part of the budget, the FY 2025 operating budget for any scenario that avoids potentially crippling effect of WMATA services, would be higher than a three percent increase relative the subsidy provided by WMATA members in FY 2024. Virginia and Maryland legislature prohibits the states paying a subsidy that is higher than three percent relative to the previous year. Beyond the three percent cap, Virginia legislation mandates that in the event of an adopted WMATA operating budget with a subsidy increase beyond three percent, the state will reduce its contribution to WMATA by thirty-five percent by withholding funds. As such both Virginia and Maryland will have to develop and implement measures that would allow WMATA to adopt an operating budget for FY 2025 that would results in subsidy payments by its members that is higher than three percent relative to FY 2024.

## Next Steps

In December the WMATA General Manager will release his proposed budget for FY 2025. It is likely that more than one scenario will be presented for consideration by the Board of Directors. The Board will then make a determination on final adjustments before the budget(s) go out for public comment in January 2024. The budget must be adopted by April 2024 in order to meet federal grant deadlines as well as funding partners own budgets requirements. Any changes to the WMATA workforce also need action starting as soon as January.

The COG CAO work group will continue to develop its own findings and then coordinate with elected officials and other parties on its findings regarding the WMATA FY 2025 budget. In addition, the capital program shortfall anticipated by the end of decade is still a subject for discussion, and the work group is considering continuing its work through 2024, past the adoption of the FY 2025 operating budget, to address WMATA's future funding needs.

# FY2025 Potential Scenarios

	Operating Budget: Illustrative Concepts				
	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5
<i>\$ in Millions</i>	Standard PM No service cuts Most add'l Subsidy	Max PM No service cuts Some add'l Subsidy	Max PM Targeted service cuts Least add'l Subsidy	Max PM <sup>C</sup> Major (~33%) svc. cuts No add'l subsidy	Standard PM Severe (~60%) svc. cuts No add'l subsidy
<b>FY2025 Deficit</b>	<b>\$750</b>	<b>\$750</b>	<b>\$750</b>	<b>\$750</b>	<b>\$750</b>
One-Time Savings + Cost Efficiencies	- \$145	- \$145	- \$145	- \$145	- \$145
FY24 Revenue Adjustment <sup>A</sup>	+ \$45	+ \$45	+ \$45	+ \$45	+ \$45
Preventive Maintenance Transfer Options <sup>B</sup>	- \$0	- \$285	- \$285	- \$220	- \$0
Fare Increase <sup>D</sup>	- \$0	- \$0	- \$25	- \$25	- \$25
Service Cuts <sup>D</sup>	- \$0	- \$0	- \$25	- \$405	- \$625
<b>Additional Subsidy to Balance Budget<sup>E</sup></b>	<b>\$650</b>	<b>\$365</b>	<b>\$315</b>	<b>\$0</b>	<b>\$0</b>
Potential Inflation Reduction	- \$23	- \$23	- \$23	- \$23	- \$23
Potential Federal SmartBenefits Replacement	- \$50	- \$50	- \$50	- \$50	- \$50
	\$577	\$292	\$242	Service cut relief	
<b>FTE Impact<sup>D</sup></b>	-	-	-175	-2,900	-4,700

A. \$45M Revenue Forecast Adjustment - includes \$65M average fare and trip adjustment (rev. decrease) offset by \$20M fare evasion recovery (rev. increase)

B. Additional PM transfer above \$60M annual base amount

Note: Totals may not sum due to independent rounding

C. Maximum PM transfer reduced due to cuts to eligible maintenance activity

D. 10 to 12.5% increase; does not include parking.

E. Amount above annual 3 percent growth cap from FY2024-2025







**ITEM 7 – Information**  
**November 15, 2023**

**PBPP: Targets for Transit Safety and Highway Safety**

**Background:** The board will be briefed on draft regional targets for transit safety and highway safety performance measures, as required annually by the federal performance-based planning and programming (PBPP) regulations for MPOs. In addition, WMATA will provide a briefing on its transit safety performance. The board will be asked to approve the regional safety targets at its December meeting.



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Eric Randall, TPB Transportation Engineer  
Janie Nham, TPB Transportation Planner  
**SUBJECT:** Performance-Based Planning and Programming (PBPP) Regional Highway Safety Targets  
**DATE:** November 9, 2023

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At the November 3 TPB Technical Committee meeting, TPB staff briefed committee members on the National Capital Region's progress in meeting its 2018-2022 highway safety targets and shared recommendations for highway safety targets for the 2020-2024 period. In response to the briefing, the committee requested a deeper breakdown of crash data and asked that more context be provided to understand the 2022 safety outcomes. This memorandum summarizes the safety results presented to Technical Committee members on November 3, addresses the request to further explore the crash data, and outlines recent TPB safety efforts and ongoing programs.

### **NATIONAL CAPITAL REGION 2022 ROADWAY SAFETY PERFORMANCE**

The TPB has adopted annual highway safety performance targets since 2018 in accordance with federal regulation, which requires state Departments of Transportation (DOTs) and metropolitan planning organizations (MPOs) to set highway safety targets and measure progress against those targets annually for their respective planning areas.

On November 3, 2023, TPB staff briefed the TPB Technical Committee on the National Capital Region's safety outcomes for 2022 and how they compared to the TPB's highway safety targets for 2018-2022, adopted in January 2022. Table 1 shows the National Capital Region's performance in each of the five federally-required performance categories during this period. Performance data for 2022 were provided by State agencies as the federal Fatality Analysis Reporting System (FARS) has not yet published information for 2022. In addition, vehicle miles traveled (VMT) data from 2021 was used to calculate the fatality and serious injury rates pending receipt of 2022 regional VMT data from state Departments of Transportation. Consequently, the fatality and serious injury rates may be adjusted after receiving finalized VMT figures.

Compared to increases in 2021, the percent change in the number of traffic fatalities and serious injuries in the region moderated in 2022. Roadway fatalities increased but at a relatively slower rate (by five percent) than in 2021 (when fatalities rose by 13 percent). In addition, the number of serious injuries *decreased* by 1.9 percent following a 21 percent increase in 2021. The most notable change was the rise in the number of nonmotorist fatalities and serious injuries, which increased by approximately 23 percent. This change represents the highest annual increase since at least 2006, the earliest year for which TPB staff has crash data.

Table 1: National Capital Region Highway Safety Trends, 2018-2022

	2018	2019	2020	2021	2022	Change from 2021-2022
# of Fatalities	303	306	321	364	382 <sup>1</sup>	↑ 4.9%
Fatality Rate (per 100 MVMT)	0.673	0.673	0.876	0.896	0.940 <sup>1,2</sup>	↑ 4.9 %
# of Serious Injuries	2,464	2,371	1,839	2,221	2,178	↓ 1.9 %
Serious Injury Rate (per 100 MVMT)	5.473	5.211	5.016	5.464	5.358 <sup>2</sup>	↓ 1.9 %
# Nonmotorist Fatalities & Serious Injuries	553	593	443	520	637	↑ 22.5 %

Note<sup>1</sup>: Figures listed are from state fatality data; 2022 FARS data not yet published. Fatality counts meet federal criteria for traffic fatalities.

Note<sup>2</sup>: 2021 regional VMT data was used to calculate rates pending the availability of 2022 regional VMT data.

As a result of the region’s roadway safety performance between 2018 and 2022, the region fell short of meeting its highway safety targets (see Table 2). The fatality and serious injury rates may be adjusted following the receipt of updated VMT figures as described above, but TPB staff does not anticipate it will change the status of these performance measures.

Table 2: 2018-2022 Actuals vs. Targets

Performance Measure (5-year rolling average)	Adopted 2018-2022 Targets	Actual 2018-2022 Performance	Status
# of Fatalities	253.0	335.2 <sup>1</sup>	Not met
Fatality Rate (per 100 MVMT)	0.588	0.804 <sup>1,2</sup>	Not met
# of Serious Injuries	1,889.7	2,214.6	Not met
Serious Injury Rate (per 100 MVMT)	3.867	5.305 <sup>2</sup>	Not met
# Nonmotorist Fatalities & Serious Injuries	492.4	549.8	Not met

Note<sup>1</sup>: Reflects fatality data from state DOTs and FARS. Fatality counts meet federal criteria for traffic fatalities.

Note<sup>2</sup>: 2021 regional VMT data was used to calculate rates pending the availability of 2022 regional VMT data.

## PROPOSED 2020-2024 HIGHWAY SAFETY TARGETS FOR THE NATIONAL CAPITAL REGION

Based on the region’s roadway safety performance in 2022 and the targets adopted by the region’s three state DOTs, staff proposes the following highway safety targets for 2020-2024 (see Table 3). As in past years, the fatality and fatality rate targets are capped so as not to increase from the previous year’s targets for these measures. The draft targets will be briefed to the TPB at its November 15 meeting. Comments will be taken through the end of November, after which the targets will be finalized for adoption at the TPB’s December meeting.

Table 3: 2020-2024 Proposed Highway Safety Targets

Performance Measure (5-year rolling average)	Adopted 2019- 2023 Targets	DRAFT 2020- 2024 Targets	Difference	Percent Difference
# of Fatalities	253.0	<u>253.0</u>	0.0	0.0%
Fatality Rate (per 100 MVMT)	0.588	<u>0.588</u>	0.0	0.0%
# of Serious Injuries	1,757.4	<u>1,675.7</u>	-81.7	-4.6%
Serious Injury Rate (per 100 MVMT)	3.733	<u>3.222</u>	-0.511	-13.7%
# Nonmotorist Fatalities & Serious Injuries	486.9	<u>473.5</u>	-13.4	-2.8%

## ADDITIONAL DATA ANALYSIS AND TPB SAFETY EFFORTS

Given that 2022 safety performance and target data has only recently become available, TPB staff is still working to understand the nature and location of recent crashes. This level of analysis would additionally involve input from state and local partners, such as state DOTs and state and local police forces. TPB staff intends to conduct the study over the next several months, similar to the regional Safety Study completed in 2020, and will brief the TPB on findings as soon as they become available.

The study would supplement several other roadway safety activities recently undertaken by the TPB, in coordination with state and local partners. These activities include:

- **2022 Safety Roundtable with state DOTs**, during which safety officials from the Maryland Department of Transportation (MDOT), District Department of Transportation (DDOT), and Virginia Department of Transportation (VDOT) briefed the TPB on their recent safety outcomes, strategies, and programs. Presentations from that special work session and a recording of the event can be accessed via the TPB website: <https://www.mwcog.org/events/2022/11/16/tpb-special-work-session-safety-roundtable-with-state-departments-of-transportation/>
- **2020 Safety Study**, which spanned two years and evaluated regionwide crash data for 2013-2017 to gain insight into the location, type, and contributing factors of regional fatal and

serious injury crashes. The study also examined the distribution of crashes inside and outside of Equity Emphasis Areas (EEAs) and found that fatal and serious injury crashes were overrepresented in EEA communities. Materials from staff briefings to the TPB about the study can be accessed via: <https://www.mwcog.org/transportation/planning-areas/management-operations-and-safety/roadway-safety/>

- **Street Smart Safety Campaign**, a COG/TPB program, which has been running for 20 years and is focused on reducing the number of pedestrian and bicyclist injuries and deaths in the region. See <https://www.bestreetsmart.net/>.
- **Regional Roadway Safety Program (RRSP)**, which encourages jurisdictions to implement roadway safety improvements by providing technical assistance for local, small-scale planning or preliminary engineering projects focused on roadway safety. See <https://www.mwcog.org/transportation/planning-areas/management-operations-and-safety/roadway-safety/regional-safety-program/>.
- **TPB Transportation Safety Subcommittee**, which provides local transportation practitioners a forum to exchange best practices, learn about emerging trends and developments in roadway safety, and coordinate on regional roadway safety matters. The subcommittee has been operating since 2012.

These safety efforts complement those of state and local jurisdictions in the region, many of whom have adopted Vision Zero or similar “zero deaths” goals and policies and continue to implement strategies. The following is a partial summary of major safety initiatives by TPB member jurisdictions.

#### **District of Columbia**

- District of Columbia – operates under [Vision Zero DC](#)

#### **Maryland**

- Charles County – developed a Roadway Safety Plan in 2023
- Frederick County – operates under [Towards Zero Deaths Frederick County](#)
- Montgomery County – operates under [Montgomery County Vision Zero](#)
- Prince George's County – operates under [Vision Zero Prince George's](#)
- City of Frederick – adopted Vision Zero resolution in 2021
- City of Gaithersburg – awarded RRSP technical assistance grant in 2023 to develop a Local Road Safety Plan, and Safe Streets for All grant in 2023 to develop a Safety Action Plan
- City of Rockville – operates under [Vision Zero Rockville](#)

#### **Virginia**

- Arlington County – operates under [Vision Zero Arlington County](#)
- Fairfax County – operates under [Safe Streets for All](#) program
- Loudoun County – awarded a Safe Streets for All grant in 2023 to develop a Safety Action Plan
- Prince William County – awarded a Safe Streets for All grant in 2023 to develop a Safety Action Plan
- City of Alexandria – operates under [Vision Zero Alexandria](#)



**ITEM 7 – Information**  
**November 15, 2023**

**PBPP: Targets for Transit Safety and Highway Safety**

**Background:** The board will be briefed on draft regional targets for transit safety and highway safety performance measures, as required annually by the federal performance-based planning and programming (PBPP) regulations for MPOs. In addition, WMATA will provide a briefing on its transit safety performance. The board will be asked to approve the regional safety targets at its December meeting.





**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Eric Randall, TPB Transportation Engineer  
**SUBJECT:** Performance-Based Planning and Programming (PBPP) Regional Transit Safety Targets – DRAFT for 2023  
**DATE:** November 9, 2023

This memorandum provides an update on implementation of the federal performance-based planning and programming (PBPP) target-setting requirements under federal surface transportation regulations for the area of transit safety. Applicable providers of public transportation are required to set targets for four transit safety performance measures, following which metropolitan planning organizations (MPOs) are required to establish overall transit safety targets for their planning area.

**TRANSIT SAFETY RULEMAKING**

The Public Transportation Agency Safety Plan (PTASP) final rule was issued on June 19, 2018. The issuance of this final rule served as a capstone for a collection of rules making up the Public Transportation Safety Program, including the National Public Transportation Safety Plan Rule which defined the four transit safety performance measures for which providers of public transportation and MPOs have to set targets.

The PTASP rule applies to providers of public transportation that are recipients and sub-recipients of Federal Transit Administration (FTA) Section 5307 funding and that fall under the safety jurisdiction of the FTA. Applicable providers of public transportation are required to develop and certify Public Transportation Agency Safety Plans. In addition, they are required to set annual targets for the four transit safety measures, following which the MPO must set transit safety targets for the metropolitan planning area within 180 days.

Transit Safety Performance Measures	
<b>Fatalities</b>	Total number of reportable fatalities and the rate per total vehicle revenue miles by mode
<b>Injuries</b>	Total number of reportable injuries and the rate per total vehicle revenue miles by mode
<b>Safety Events</b> (Collisions, derailments, fires, or life safety evacuations)	Total number of reportable events and the rate per total vehicle revenue miles by mode
<b>System Reliability</b>	Mean distance between major mechanical failures by mode

MPO targets are not evaluated by the FTA, and there are no consequences for MPOs if they fail to meet their targets. The FTA does however review how MPOs incorporate and discuss safety performance measures and targets in their long-range transportation plans and transportation improvement plans (TIPs) during quadrennial MPO certification reviews.

## **TRANSIT SAFETY FOR THE NATIONAL CAPITAL REGION**

The following providers of public transportation in the region are required to set transit safety targets in accordance with the PBPP requirements. These targets are required for each mode operated by the provider, including heavy rail, streetcar, commuter bus, local bus, and paratransit (demand response).

Regional recipients of FTA Section 5307 funding and the modes they operate:

- WMATA: Metrorail, Metrobus, MetroAccess
- DDOT: DC Circulator, DC Streetcar
- MDOT-MTA: MTA Commuter Bus
- PRTC OmniRide: commuter bus, local bus, and paratransit

Regional sub-recipients of FTA Section 5307 funding

- VanGo (Charles Co.)
- TransIT (Frederick Co.)
- Ride On (Montgomery Co.)
- The Bus (Prince George's Co.)

Note that while local bus systems in Suburban Maryland are sub-recipients of FTA funds through the State of Maryland's Locally Operated Transit systems (LOTS) funding programs, the local bus systems operated by jurisdictions in Northern Virginia do not receive federal funds and the PTASP rule is not applicable. In addition, commuter rail systems including MARC and VRE have their safety regulated by the Federal Railroad Administration (FRA) and the PTASP rule does not apply to them.

## **CALCULATION OF REGIONAL SAFETY TARGETS**

Targets for the region are based on those adopted or reported by each provider of public transportation. Measures are calculated for each mode:

- Number of Fatalities/Serious Injuries/Safety Events – total number for all providers of that mode.
- Rate of Fatalities/Serious Injuries/ Safety Events – total number for all providers of the mode divided by the total number of Vehicle Revenue Miles (VRM) for that mode (reported in rate per 100,000 VRM).
- Mean Distance Between Failure (MDBF) – the total number of VRM for that mode divided by the total number of failures for all providers of the mode.

## **2023 REGIONAL TRANSIT SAFETY TARGETS**

The 2022 regional transit safety targets are based on the targets adopted or in the process of being adopted by each applicable provider of public transportation. The draft 2023 transit safety targets will be briefed to the TPB at its November briefing. Comments will be taken through the end of November, after which the targets will be finalized for adoption at the TPB's December meeting.



**ITEM 8 – Information**  
**November 15, 2023**

2023 Enhanced Mobility Grant Program

**Background:** The board will be briefed on the solicitation and project selection process for the Federal Transit Administration’s Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program for the Washington DC-VA-MD Urbanized Area. A grant solicitation was conducted from August 1 to September 30, 2023 and a selection committee is currently reviewing the grant applications and will be recommending projects for funding. The board will be asked to approve the recommended projects for funding and inclusion in the TIP at its December meeting.



## **MEMORANDUM**

**TO:** National Capital Region Transportation Planning Board  
**FROM:** Nicholas Ramfos, Transportation Operations Programs Director  
**SUBJECT:** Enhanced Mobility Program Selection Update  
**DATE:** November 9, 2023

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### **PURPOSE**

The purpose of this memorandum is to update the committee on the recent Enhanced Mobility Round 6 solicitation for approximately \$10.2 million of Federal Transit Administration grants for capital and operating projects improving transportation for people with disabilities and older adults. These grant dollars are for two-year projects with an 80% federal match for capital projects and 50% federal match for operating projects.

TPB staff have conducted 3 pre-application conferences per each state jurisdiction in the urbanized region. One was held in Silver Spring, MD on August 4, another at COG's offices in Washington DC on August 16, and the final being held in Tysons Corner, VA on August 21. In total, 58 individuals representing 45 organizations attended the three conferences held cumulatively.

The application was open between August 1 and September 30, with 27 separate organizations requesting approximately \$15.6 million from 30 applications submitted. TPB staff organized the selection process for these projects including the creation of a selection committee to score and recommend projects to the TPB.

The selection committee comprises of a member representing each state jurisdiction, a national expert, and a chair: TPB Vice Chair Christina Henderson is chairing the 2023 Enhanced Mobility Selection Committee which includes the following members: Anthony DeLorenzo serving as the District of Columbia member from DC's Department of General Services, Jess Maffey serving as the Virginia member from the Department of Rail and Public Transportation, Tanya Nichols serving as the Maryland member from the Maryland Transit Administration, and Eileen Schroff serving as the national expert from US Aging.

TPB staff held an introductory kick off meeting on October 16, 2023 for all Selection Committee members to understand the scoring criteria set out by the Coordinated Human Service Transportation Plan that sets out the competitive selection process for grant funding. The plan identifies unmet transportation needs of people with disabilities and older adults, strategies, and regional priority projects. The priority projects are also another tool that the selection committee will be scoring for to select a wider range of project scopes recommended by the Access for All Committee.

The selection committee met at COG on November 9, 2023 to discuss award recommendations which will be finalized and presented to the TPB for final review and approval in December.



**ITEM 9 – Information**  
**November 15, 2023**

Visualize 2050 Update

**Background:** The board will be briefed on the development of Visualize 2050, including a review of the plan development schedule, status of the zero-based budgeting financial plan and technical input process, and the stakeholder collaboration to date.



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Cristina Finch, TPB Transportation Planning Manager  
**SUBJECT:** Visualize 2050 Update  
**DATE:** November 9, 2023

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The development of the next National Capital Region Transportation Plan, Visualize 2050, is well underway. TPB member agency staff have been hard at work preparing to enter project inputs following the guidance approved in the TPB's Technical Inputs Solicitation for Visualize 2050. Staff will provide an update on the progress to date.

## **BACKGROUND**

As part of its ongoing transportation planning and programming process, TPB staff are currently developing two key products: Visualize 2050, the next iteration of the National Capital Region Transportation Plan, and the accompanying 2026-2029 Transportation Improvement Program. Key steps in this process include plan adoption, implementation of the plan's investments and priority strategies, identification of technical inputs for the next plan, and assessing the current and planned system performance,

Plan development initiated following the approval of the 2022 Update of Visualize 2045 on June 15, 2022. Originally, the Board had asked for the next plan to be complete by 2024. In April 2023, the Board approved a six-month schedule extension to allow more time for regional stakeholders to address key issues related to Metro funding and the Maryland Op Lanes. The Visualize 2050 plan is being developed in consideration of multiple build scenarios using the concept of zero-based budgeting where all projects not currently programmed for funding are being reviewed by sponsor agencies for consistency with TPB's vision, principles, goals and priority strategies outlined in the TPB Synthesized Policy Framework.

## **PLAN DEVELOPMENT ACTIVITIES**

TPB staff's goal for plan development is to communicate current efforts and subsequent priorities to provide stakeholders with a common foundation for advancing transportation. To achieve this goal, staff outlined several objectives. Technical work and public engagement activities are continuing. The first comment period is coming to an end this month with inputs on projects undergoing review for resubmission for consideration in the 2050 plan. Stakeholders have been involved in several ways including participating in listening sessions back in spring 2023, participating in biweekly project input Q&A sessions, and through ongoing coordination on financial projections. Both of the TPB's Advisory Committees – the Community Advisory Committee and the Access for All Advisory Committee – have seen the same listening session presentations given by each state on their prioritization processes.



Multiple technical input deadlines are in place as agencies identify key investments for inclusion in the plan. Agencies will communicate project and financial details to TPB staff for projects currently programmed or identified for future programming given reasonably anticipated funding.

## **NEXT STEPS**

Member agencies are working diligently on the first batch of technical inputs, and TPB staff is already preparing for the March 2024 comment period on these regionally significant (for air quality) projects, the air quality conformity scope of work, and the COG land use inputs on population and employment. Following the TPB's approval of these key plan inputs in May 2024, TPB staff will conduct analysis on air quality conformity, future transportation system performance, Greenhouse Gas emissions, and equity/environmental justice. TPB approval of Visualize 2050 is expected in June 2025.



# DRAFT ANNUAL REGIONAL TRANSIT AND HIGHWAY SAFETY TARGETS

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## Performance Based Planning and Programming (PBPP)

Eric Randall  
TPB Transportation Engineer

Janie Nham  
TPB Transportation Planner

Transportation Planning Board  
November 15, 2023



National Capital Region  
**Transportation Planning Board**

# Presentation Items

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- Part I: Transit Safety Process and Draft Targets
- Part II: Highway Safety Process and Draft Targets
- Part III: Next Steps

*PBPP is a strategic data-driven approach that uses system information to make investment and policy decisions to achieve performance goals.*

*Two options for setting targets: adopting regional targets or supporting statewide targets*

- *Due to the size and structure of the NCR, the TPB has consistently developed and adopted regional targets in coordination with DOTs and transit agencies*



# Part I – Transit Safety Presentation Items

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- Transit Agency Safety Requirements
- Transit Safety Performance Measures
- Applicability and Methodology
- Adopted 2022 Regional Targets
- 2022 Safety Performance
- Draft 2023 Regional Targets



# Federal Requirements – Transit Agency Safety Plans

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- Federal Performance Based Planning and Programming (PBPP) regulations require applicable providers of public transportation to develop and certify an agency safety plan
- Applicable transit providers are required to annually set targets for four (4) Transit Safety performance measures
- MPOs set annual regional targets for the metropolitan planning area following agency adoption of their Transit Safety targets



# Transit Safety Performance Measures

	Performance Measures
<b>Fatalities</b>	Total number of reportable fatalities and the rate per total vehicle revenue miles by mode
<b>Injuries</b>	Total number of reportable injuries and the rate per total vehicle revenue miles by mode
<b>Safety Events*</b>	Total number of reportable events and the rate per total vehicle revenue miles by mode
<b>System Reliability</b>	Mean distance between major mechanical failures by mode

\*Collisions, derailments, fires, or life safety evacuations



# Applicable Regional Agencies & Methodology

- Transit safety requirements apply to providers of public transportation that are recipients and sub-recipients of federal Section 5307 funding:

<b>WMATA:</b> Metrorail, Metrobus, MetroAccess	<b>VanGo</b> (Charles Co.)
<b>DDOT:</b> DC Circulator, DC Streetcar	<b>Transit</b> (Frederick Co.)
<b>MDOT-MTA:</b> MTA Commuter Bus	<b>Ride On</b> (Montgomery Co.)
<b>PRTC:</b> OmniRide bus and paratransit	<b>The Bus</b> (Prince George's Co.)

- To determine regional targets and performance, the numbers for each provider are summed and numbers are calculated for the region as a whole





# 2022 Regional Transit Safety Targets

- Final targets for the region adopted by the TPB on December 21, 2022

	Fatalities		Injuries		Safety Events		Reliability
	Number	Rate	Number	Rate	Number	Rate	MDBF
Heavy Rail (HR)	0	0	255	0.29	23	0.04	14,000
Streetcar Rail (SR)	0	0	0	0.00	4	0.27	1,000
Urban Bus (MB)	0	0	268	0.49	404	0.74	10,918
Commuter Bus (CB)	0	0	4	0.06	2	0.03	18,596
Demand Response (DR)	0	0	46	0.24	39	0.20	22,903
Vanpools (VP)	0	0	4	0.04	0	0.00	53,000

Rate - Per 100,000 Vehicle Revenue Miles      MDBF = Mean Distance Between Failures



# 2022 Regional Transit Safety Data

- From the FTA NTD Safety & Security time-series data:
  - Underlined numbers = exceeded targets

	Fatalities*		Injuries		Safety Events	
	Number	Rate	Number	Rate	Number	Rate
Heavy Rail (HR)	<u>2</u>	<u>0.004</u>	81	0.15	<u>103</u>	<u>0.19</u>
Streetcar Rail (SR)	0	0	<u>1</u>	<u>0.82</u>	<u>7</u>	<u>5.72</u>
Urban Bus (MB)	<u>4</u>	<u>0.01</u>	257	0.45	252	0.44
Commuter Bus (CB)	0	0	0	0	<u>3</u>	<u>0.04</u>
Demand Response (DR)	0	0	35	0.17	<u>63</u>	<u>0.31</u>
Vanpools (VP)	0	0	0	0	0	0

Rate - Per 100,000 Vehicle Revenue Miles

\* Excludes suicides



# Transit Safety – Staff Observations

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- The FTA does not require reporting of performance versus targets by providers of public transportation
- Data submitted to the monthly Safety & Security data series does provide data on three of the four measures for 2022
  - All providers set targets of zero for fatalities, yet the region typically experiences several each year.
  - Injuries for Heavy Rail were significantly lower than the target.
  - Safety Events for Heavy Rail, Streetcar, Commuter Bus and Demand Response exceeded targets.
- Providers are still refining the target-setting process, as the implementation of this PBPP rulemaking coincided with the onset of the pandemic and experience to date has been impacted by the changes made in transit service during the pandemic



# 2023 Regional Transit Safety Targets - **DRAFT**

	Fatalities		Injuries		Safety Events		Reliability
	Number	Rate	Number	Rate	Number	Rate	MDBF
Heavy Rail (HR)	0	0	146	18.30	41	5.20	25,000
Streetcar Rail (SR)	0	0	0	0.00	4	0.27	1,000
Urban Bus (MB)	0	0	351	0.58	356	0.59	11,378
Commuter Bus (CB)	0	0	1	0.01	0	0	33,401
Demand Response (DR)	0	0	49	0.24	59	0.29	0
Vanpools (VP)	0	0	0	0	0	0.00	0

Rate - Per 100,000 Vehicle Revenue Miles      MDBF = Mean Distance Between Failures



# Highway Safety Targets



# Part II – Highway Safety Presentation Items

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- Highway Safety Requirements
- Highway Safety Measures
- Highway Safety Target-Setting Methodology
- Highway Safety Trends 2018 through 2022
- 2018-2022 Highway Safety Targets and Performance
- Draft 2020-2024 Regional Roadway Safety Targets



# Federal Requirements – Highway Safety Plans

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- Federal PBPP regulations require State DOTs and MPOs to:
  - Adopt annual safety performance targets for five (5) safety performance measures
  - Measure and report progress towards those targets each year
  - State DOTs are required to report their safety targets annually through their HSIP report by August 31, and MPOs are required to report their safety targets within 180 days thereafter
- Requirement supports implementation of the Highway Safety Improvement Program (HSIP), which requires States to improve highway safety on public roads using a data-drive, strategic approach



# Highway Safety Performance Measures

Performance Measure	Description
Number of Fatalities <i>(5 year rolling average)</i>	Total number of fatalities during a calendar year
Rate of Fatalities per 100 million VMT <i>(5 year rolling average)</i>	Ratio of total fatalities to VMT
Number of Serious Injuries <i>(5 year rolling average)</i>	Total number of serious injuries during a calendar year
Rate of Serious Injuries per 100 million VMT <i>(5 year rolling average)</i>	Ratio of total serious injuries to VMT
Number of Non-Motorized Fatalities and Serious Injuries <i>(5 year rolling average)</i>	Total number of fatalities and serious injuries during a calendar year





# Highway Safety – Target Setting Methodology

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- TPB targets for each performance measure is a composite of sub-targets developed for each State
  - Apply Maryland’s approach to identify a “sub-target” for the Maryland portion of the NCR
  - Apply a modified version of Virginia’s suggested approach for its MPOs to identify a sub-target for the Virginia portion of the NCR
  - Incorporate the District of Columbia’s target as a sub-target for the DC portion of the NCR
  - Combine the three sub-targets into a regional target for the NCR
  - *If a calculated target is higher than the previous target, set the target equal to the previous target, i.e., target is “capped”*



# NCR Annual Highway Safety Data: 2018 through 2022

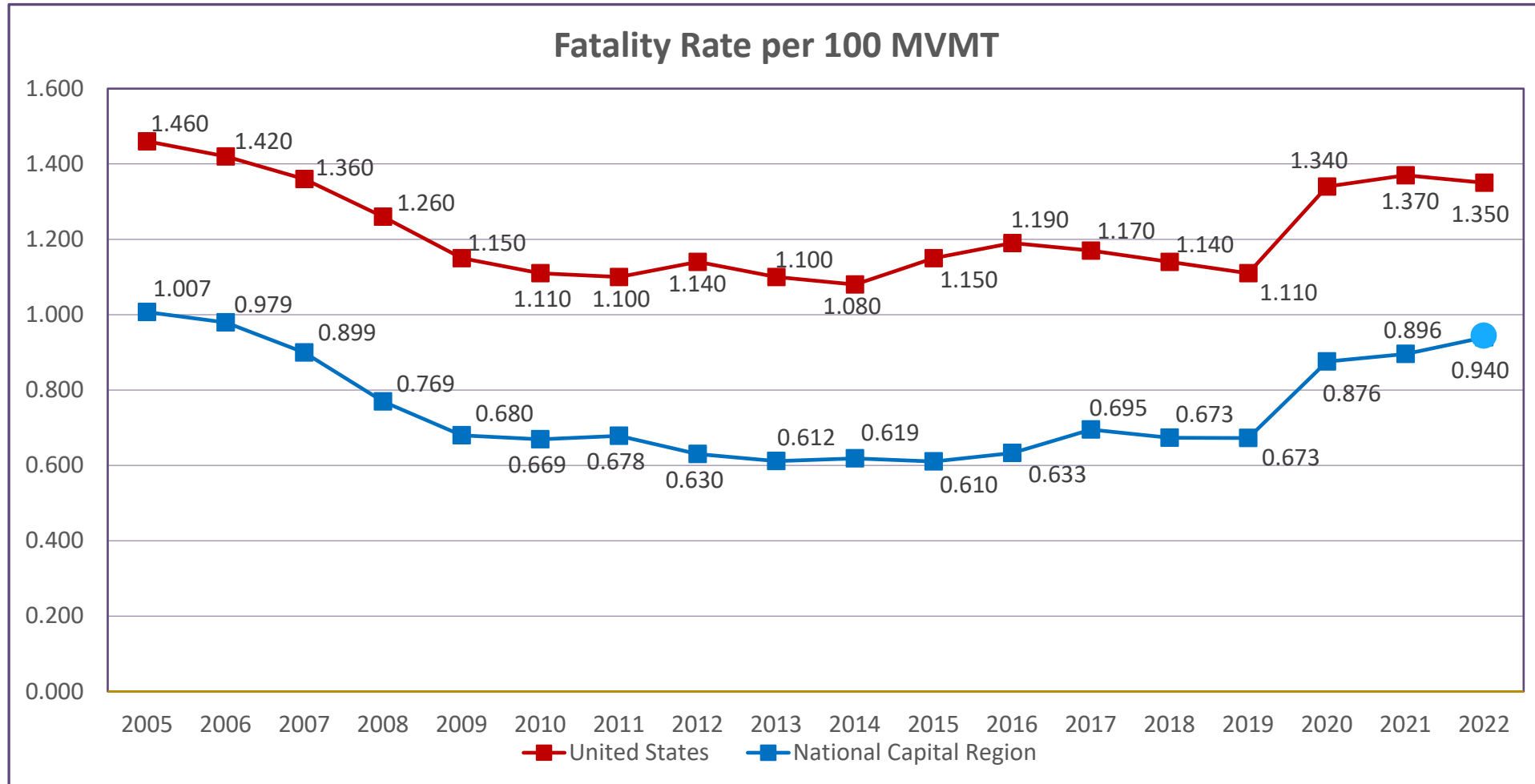
	2018	2019	2020	2021	2022	Change from 2021-2022
# of Fatalities	303	306	321	364	382 <sup>1</sup>	↑ 4.9%
Fatality Rate (per 100 MVMT)	0.673	0.673	0.876	0.896	0.940 <sup>1,2</sup>	↑ 4.9 %
# of Serious Injuries	2,464	2,371	1,839	2,221	2,178	↓ 1.9 %
Serious Injury Rate (per 100 MVMT)	5.473	5.211	5.016	5.464	5.358 <sup>2</sup>	↓ 1.9 %
# Nonmotorist Fatalities & Serious Injuries	553	593	443	520	637	↑ 22.5 %

Note<sup>1</sup>: Figures listed are from state fatality data; 2022 FARS data not yet published. Fatality counts meet federal criteria for traffic fatalities.

Note<sup>2</sup>: 2021 regional VMT data was used to calculate rates pending the availability of 2022 regional VMT data



# Fatality Rates: USA and National Capital Region



# 2018-2022 NCR Actual Performance vs. Targets

Performance Measure (5-year rolling average)	Adopted 2018-2022 Targets	Actual 2018-2022 Performance	Status
# of Fatalities	253.0	335.2 <sup>1</sup>	<b>Not met</b>
Fatality Rate (per 100 MVMT)	0.588	0.804 <sup>1,2</sup>	<b>Not met</b>
# of Serious Injuries	1,889.7	2,214.6	<b>Not met</b>
Serious Injury Rate (per 100 MVMT)	3.867	5.305 <sup>2</sup>	<b>Not met</b>
# Nonmotorist Fatalities & Serious Injuries	492.4	549.8	<b>Not met</b>

Note<sup>1</sup>: Figures listed are from state fatality data; 2022 FARS data not yet published. Fatality counts meet federal criteria for traffic fatalities.

Note<sup>2</sup>: 2021 regional VMT data was used to calculate rates pending the availability of 2022 regional VMT data



# Highway Safety – Staff Observations

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- Roadway fatalities and serious injuries moderated in 2022 compared to 2021
  - Roadway fatalities continue to increase but at a slower rate compared to 2021
  - Suggests that traffic fatalities may be starting to level-off but more data is needed to establish trend
  - Serious injuries resumed their decline in 2022
- Increase in nonmotorist fatalities and serious injuries is notable
- NCR safety performance continues to be better than national average



# NCR Highway Safety Targets (*pre-cap*) - **DRAFT**

	Adopted 2019-2023 Targets	<b>DRAFT</b> 2020-2024 Targets	Difference	Percent Difference
# of Fatalities	253.0	<u>299.3</u>	46.3	18.3%
Fatality Rate (per 100 MVMT)	0.588	<u>0.700</u>	0.112	19.0%
# of Serious Injuries	1,757.4	<u>1,675.7</u>	-81.7	-4.6%
Serious Injury Rate (per 100 MVMT)	3.733	<u>3.222</u>	-0.511	-13.7%
# Nonmotorist Fatalities & Serious Injuries	486.9	<u>473.5</u>	-13.4	-2.8%



# NCR Highway Safety Targets (*with cap*) - **DRAFT**

	Adopted 2019-2023 Targets	<b>DRAFT</b> 2020-2024 Targets	Difference	Percent Difference
# of Fatalities	253.0	<u>253.0</u> ←	0.0	0.0%
Fatality Rate (per 100 MVMT)	0.588	<u>0.588</u> ←	0.0	0.0%
# of Serious Injuries	1,757.4	<u>1,675.7</u>	-81.7	-4.6%
Serious Injury Rate (per 100 MVMT)	3.733	<u>3.222</u>	-0.511	-13.7%
# Nonmotorist Fatalities & Serious Injuries	486.9	<u>473.5</u>	-13.4	-2.8%



# Summary: NCR Highway Safety Targets - **DRAFT**

Performance Measure (5-year rolling average)	Adopted 2019-2023 Targets	<b>DRAFT</b> 2020-2024 Targets	Difference	Percent Difference
# of Fatalities	253.0	<u>253.0</u>	0.0	0.0%
Fatality Rate (per 100 MVMT)	0.588	<u>0.588</u>	0.0	0.0%
# of Serious Injuries	1,757.4	<u>1,675.7</u>	-81.7	-4.6%
Serious Injury Rate (per 100 MVMT)	3.733	<u>3.222</u>	-0.511	-13.7%
# Nonmotorist Fatalities & Serious Injuries	486.9	<u>473.5</u>	-13.4	-2.8%





# Part III – Next Steps

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- Finalize targets based on any revised information and board feedback
- December 20: Request board approval of final regional targets for transit safety and highway safety performance measures



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# ENHANCED MOBILITY PROGRAM SELECTION UPDATE

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## UNDERSTANDING THE SELECTION PROCESS

Nicholas Ramfos  
Transportation Operations Program Director

National Capital Region Transportation Planning Board  
November 15, 2023



National Capital Region  
**Transportation Planning Board**

# Purpose

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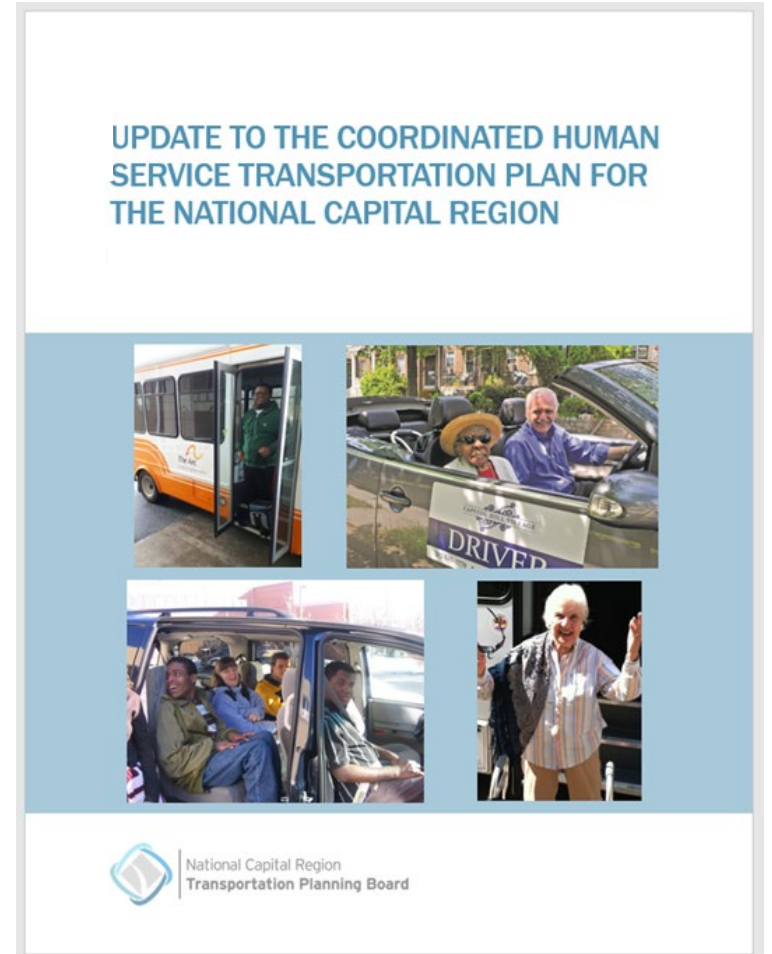
- Provide an overview of the Section 5310 Enhanced Mobility program
- Review solicitation process
- TPB action in November to approve funding recommendations



Source: NADTC

# COORDINATED PLAN

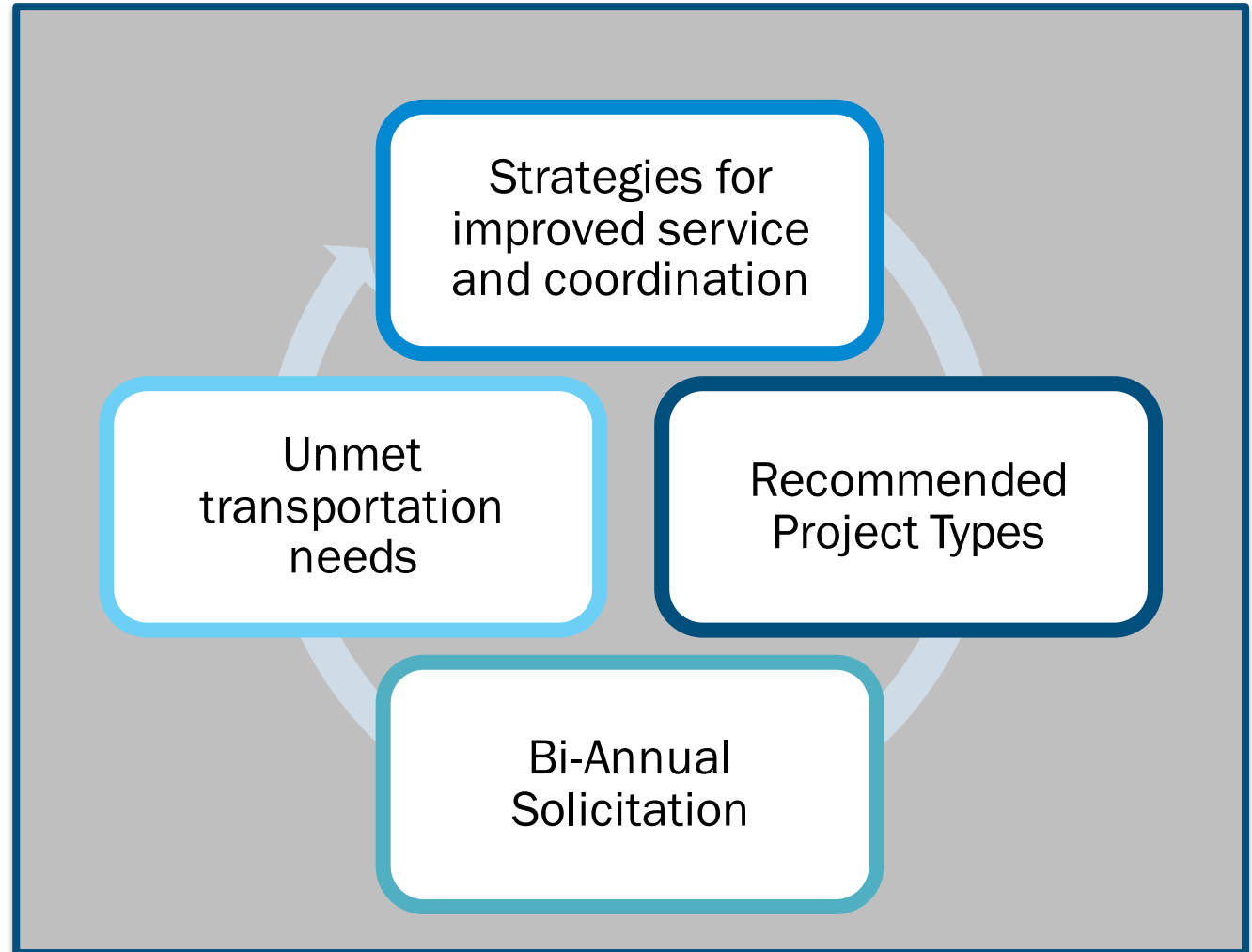
- FTA required plan to guide implementation of the Enhanced Mobility program
- Updated every 4 years
- Developed with input from TPB's Access for All Advisory Committee
- Updated in 2023



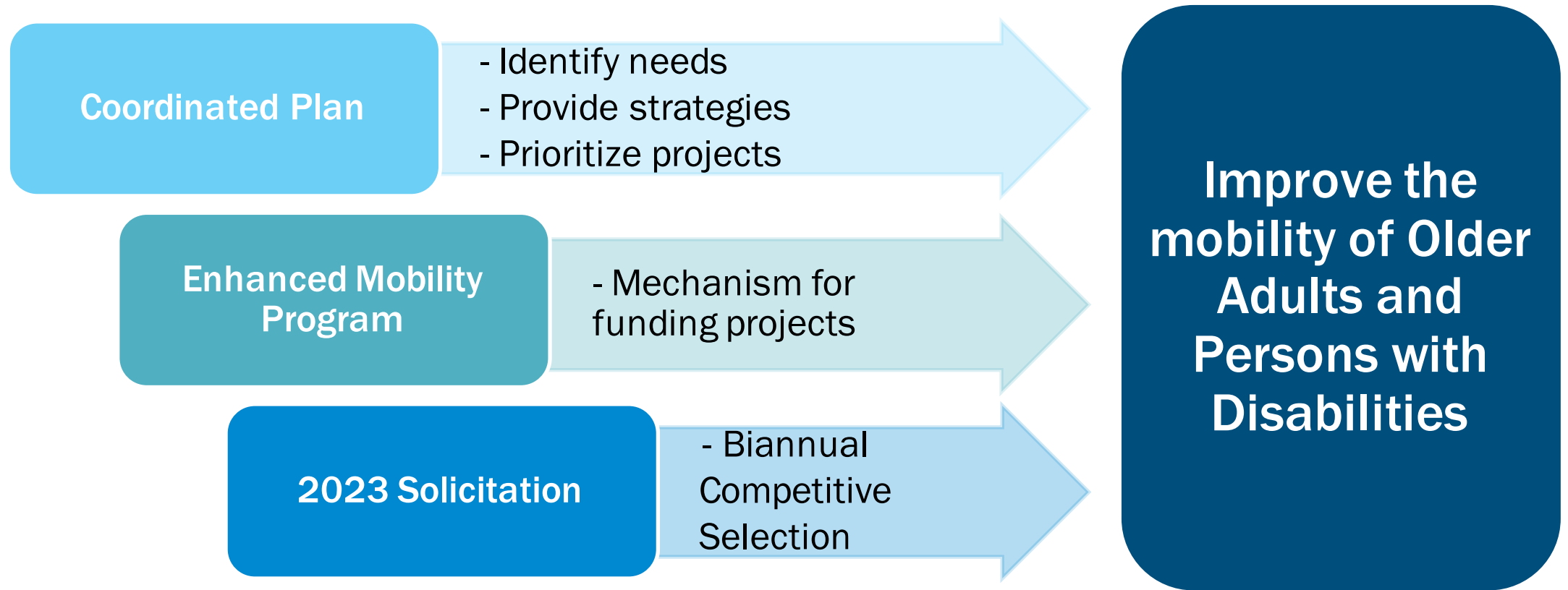
Source: COG

# TACKLING UNMET NEEDS

- 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



# PROCESS AND GOAL





# COORDINATED HUMAN SERVICE TRANSPORTATION PLAN

The solicitation is governed by the [TPB Coordinated Human Service Transportation Plan](#). Selection Committee makes funding recommendations to the TPB based on seven selection criteria:

SELECTION CRITERIA	POINTS	DESCRIPTION
Coordination Among Agencies	25	Providing service to clients of multiple agencies, coordinated purchasing, joint project planning and operation.
Responsiveness to TPB’s Coordinated Human Service Transportation Plan	20	How many Priority Projects from the Coordinated Plan does the project application address, and how well it responds to the strategies.
Institutional Capacity to Manage and Administer an FTA grant	20	Sufficient management, staff, and resources to implement an FTA grant. Stable and sufficient sources of funds to provide required match. Past grant performance.
Project Feasibility	15	Project consistent with the objectives of the program, clear implementation plan of the project, defined roles and responsibilities, and milestone/work plan achievable within the 2-year timeframe.
Regional Need	5	Applications that aim to serve more than one jurisdiction in the Washington DC-MD-VA Urbanized Area.
Emphasis Areas	5	Projects proposing to serve Equity Emphasis Areas in the Washington DC-MD-VA Urbanized Area.
Customer Focus and Involvement	10	Demonstrate awareness of the needs of a targeted population group and involvement of customers in the development and implementation of the project. Consideration will be made if the applicant agency is already directly serving the targeted population.

# ACCESS FOR ALL COMMITTEE

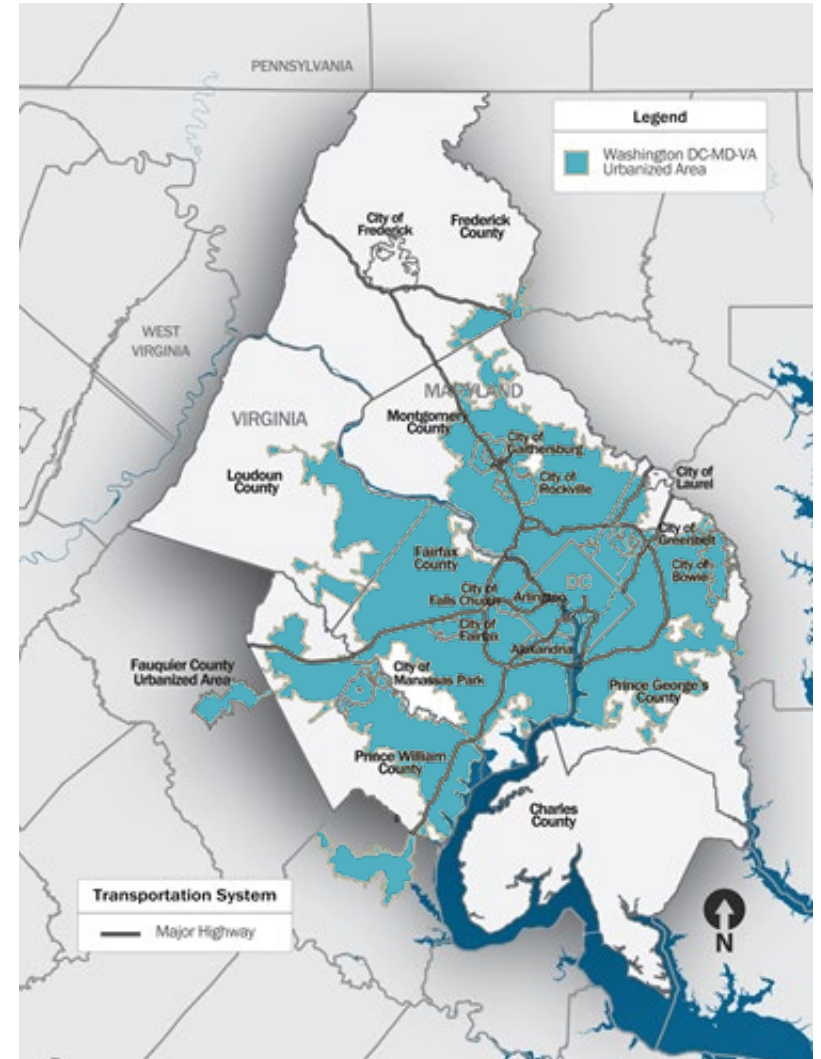
The [AFA Committee](#) identifies priorities of the most significant unmet transportation needs. The Selection Committee may utilize this to understand what types of projects are more beneficial to the region:

PRIORITIES	DESCRIPTION
Mobility Management	Staff position coordinating best mobility services for individuals of senior age and/or with disabilities.
Coordinated Planning Efforts	Inclusivity of interested parties to participate in a more integrated plan/operations for a given region.
Travel Training	Instructing individuals on trip planning, payment systems, apps, and effective travel skills.
Door-through-door or Escorted Transportation Service	Transportation service that provides extra assistance outside of providing rides to help individuals in and out of the vehicle, accompanying and carrying the rider's belongings, and staying with the rider.
Increase Access to Transit Stations	Offering alternative options for first mile/last mile connections to a Metrorail station through pedestrian infrastructure, adaptive cycling programs, and taxi/ride-hailing/shuttle services.
Increase Wheelchair-Accessible Options in Taxi and Ride-Hailing Services	Making sure wheelchair-accessible taxis, ride-hailing, and microtransit services accommodate customers who use mobility devices within reasonable wait times.
Volunteer Driver Programs	Providing affordable and important services to riders in often outer and rural areas where transportation options are more limited.
Tailored Transportation Service for Clients of Human Service Agencies (Vehicle Acquisition)	Project assists people that cannot utilize public transit due to unavailability of transit or the nature of their disability.



# ENHANCED MOBILITY PROGRAM ELIGIBILITY

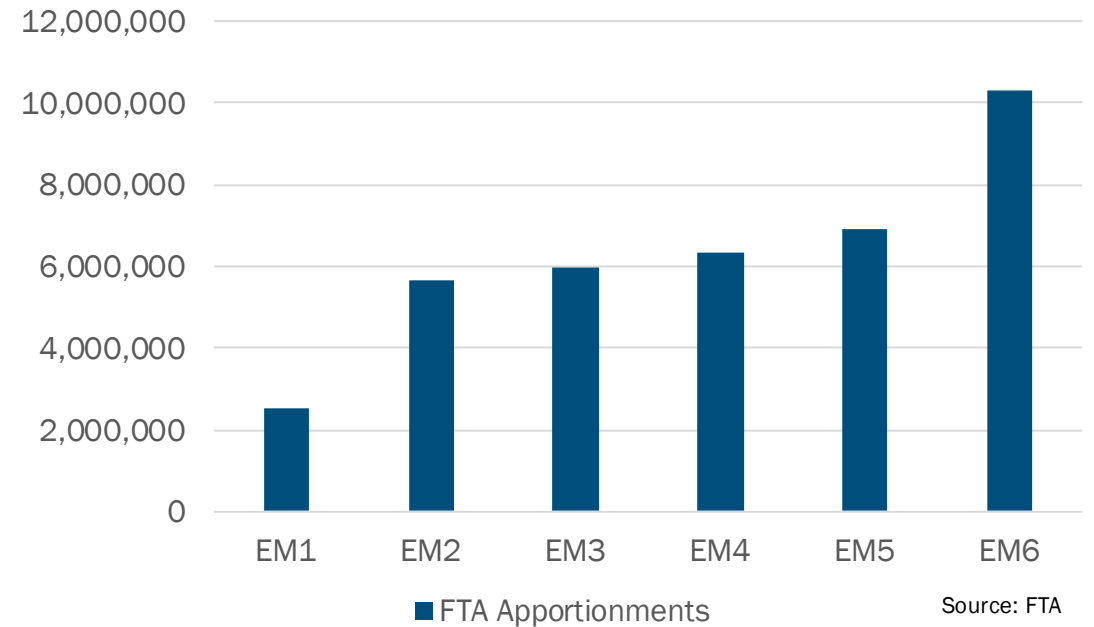
- Must benefit populations in the Washington DC-VA-MD Urbanized Area
- Unique TPB role to prioritize and select while COG implements
- Approximately \$5 million per year in matching grants
- Matching required
  - 20% for Capital or Mobility Management
  - 50% for Operating



# 2023 Solicitation

**3,000+** Contacts received notice  
**30** Applications submitted  
**\$15.6 M** Requested in federal dollars  
**\$10.2 M** In federal funding available  
**\$1.53** Requested for every **\$1** available  
**102** Wheelchair accessible vehicles

### Enhanced Mobility Program Funding



# 2023 SELECTION COMMITTEE

COG staff have selected members from each jurisdiction of the Washington Urbanized Area, a Subject Matter National Expert, and a Committee Chair to form the 2023 Selection Committee:

- Committee Chair, **District of Columbia Councilmember and TPB Vice Chair Christina Henderson**
- District of Columbia Representative, **Anthony DeLorenzo**, *DC Department of General Services*
- Maryland Representative: **Tanya Nichols**, *Maryland Department of Transportation*
- Virginia Representative: **Jess Maffey**, *Virginia Department of Rail and Public Transportation*
- National Expert: **Eileen Schroff**, *US Aging*



# Timeline

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- Selection Committee discusses applications and recommendations (November 9, 2023)
- TPB Action Item and Approval (December 17, 2023)
- Successful applicants are given 30 days to complete FTA required paperwork (December 2023 - January 2024)
- Approval by FTA (can take 9 months)
- Subgrant agreements signed (Fall 2024)
- Grantees begin projects (by Spring 2025)
- Earliest possible vehicle delivery (Aug 2025)
- Next Solicitation (Summer 2025)



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# VISUALIZE 2050

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## Update on Plan Development

Cristina Finch  
TPB Transportation Planning Manager

Transportation Planning Board  
November 15, 2023

# Overview

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- The Broader Planning & Programming Process
- Plan Development Background
- Plan Development Goals, Objectives & Schedule
- Stakeholder & Public Engagement
- Project Inputs
- Financial, Air Quality Conformity, System Performance Analysis
- Next Steps



# National Capital Region Planning & Programming

- Plan            The National Capital Region Transportation Plan (NCRTP) is the region’s policy document for short- and long-term strategies to improve transportation between now and 20+ years
- Program        The Transportation Improvement Program (TIP) is a budget document that describes the planned federal funding obligations for investments to be implemented in the first four years of the plan



# Visualize 2050 Background

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- July 2021 Board directed staff to initiate next plan update upon completion of current plan effort, next plan completion date of 2024
- June 2022 Board approved Visualize 2045, staff began work on Visualize 2050
- Feb. 2023 Board solicited technical inputs for Visualize 2050 and staff initiated public comment on Visualize 2045 project re-examination
- April 2023 Board approved six-month schedule extension to provide more time to address key issues related to Metro funding and the Maryland Op Lanes



# Background

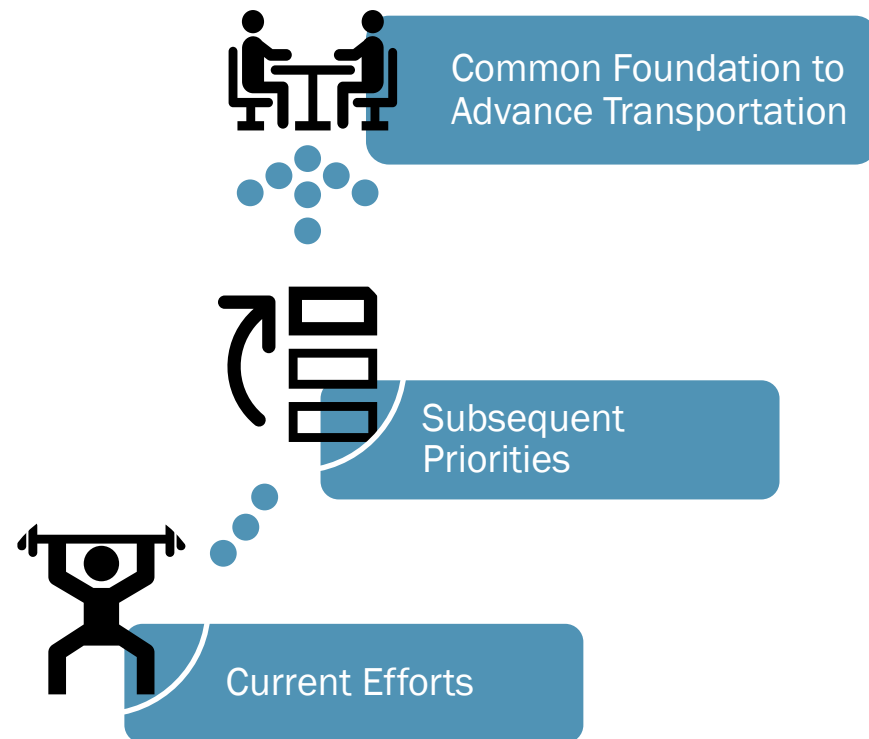
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- Board resolution R19-2021 adopted on June 16, 2021
  1. The development of such plan will include the consideration of multiple build scenarios and an analysis of each scenario's impact on the region's adopted goals and targets, including reduction of greenhouse gas emissions;
  2. The development of such plan will be based on the concept of 'zero-based budgeting' where all projects, including those currently included in the Plan, must be resubmitted for consideration in such Plan, provided that projects currently under construction or currently funded with federal, state, regional, local or private funds shall be exempt from such requirement; and,
  3. TPB will use the above scenario analysis to inform the development of the 2024 and future updates of the Long-Range Transportation Plan.



# Goal for Plan Development

To communicate current efforts and subsequent priorities to provide stakeholders with a common foundation for advancing transportation



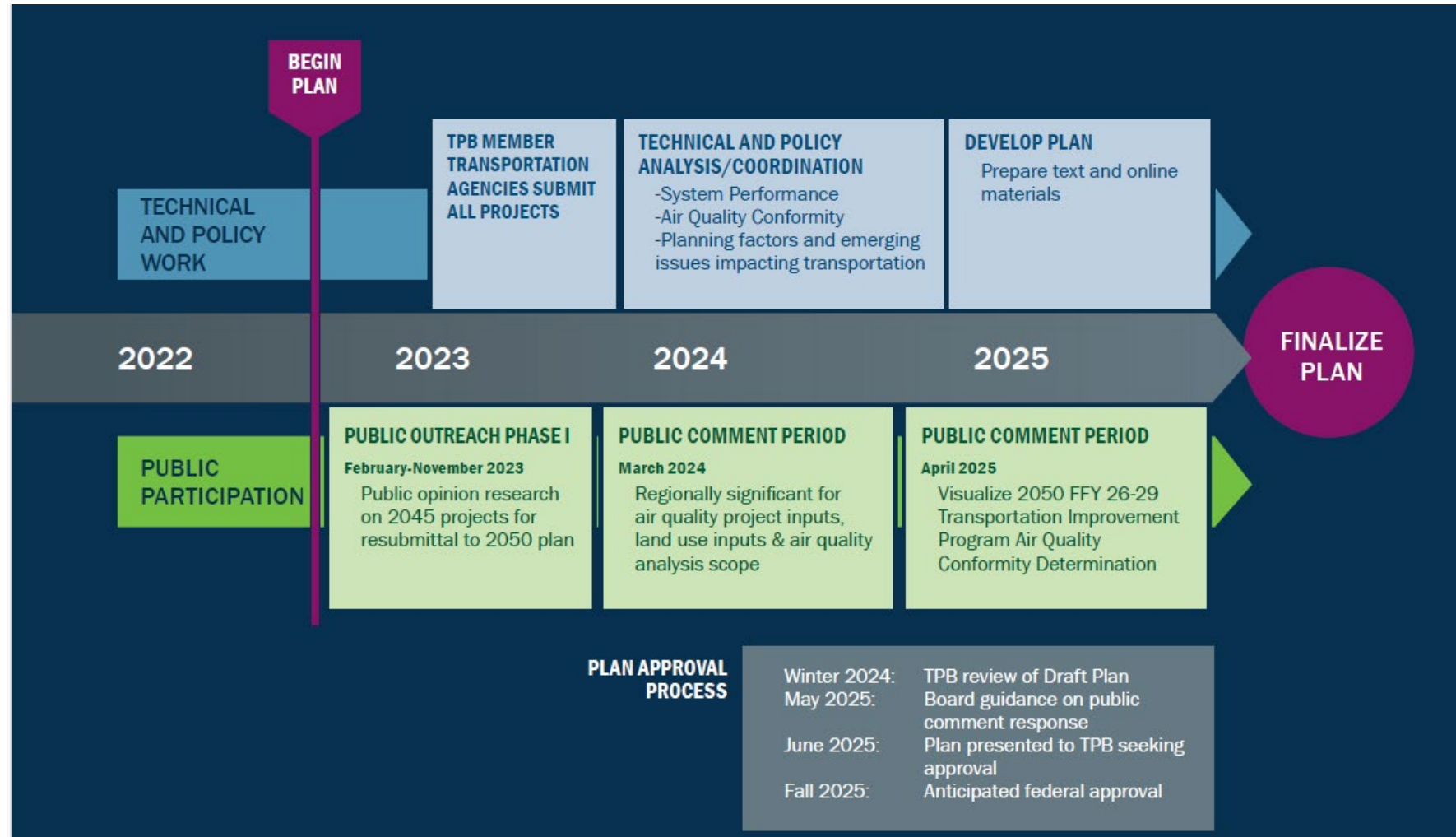
# Objectives for Plan Development

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- Document the current system
- Identify the major issues people experience when using the system
- Recognize the relationship between transportation and key societal topics and considerations for future planning
- Present the investments programmed for implementation
- Highlight the projects/programs/studies intended for funding pursuit and technical development over the next several years to enable future implementation
- Ensure the planned investments can be reasonably achieved with anticipated funding availability
- Guide the region's collective transportation efforts to achieve positive outcomes for everyone



# Visualize 2050 Three-Year Schedule





# Policy Framework

- Synthesized from past policy work
- TPB Principles: Equity, Accessibility, Sustainability, Prosperity, Livability
- TPB Goals: Safety, Reliability, Maintenance, Affordable & Convenient, Efficient System Operations, Environmental Protection, Resilient Region, Livable & Prosperous Communities
- TPB Strategies & Performance Measures



# Stakeholder Engagement Process

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- Resources available on TPB website (Voices of the Region – 2022)
- Listening Sessions in March 2023
- Project inputs Q&A sessions in September - December 2023
- Financial analysis coordination with agencies ongoing
- TPB sub-committees ongoing meetings enable detailed technical discussions and information sharing which support future investment decisions



# Public Engagement Process

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- Public Input on Visualize 2045 projects under re-examination for submission to Visualize 2050 from February - November 2023
- Monthly reporting at TPB Board and Technical Committee meetings
  - As of November 1, **962 comments** on projects from Visualize 2045, **133 suggestions** for new projects
  - Top Three Projects: Op Lanes Maryland Phase 1, Long Bridge VA – DC, I-270 Innovative Congestion Management
  - Summary of input shared with Technical Committee in October
- Publicize member public engagement efforts



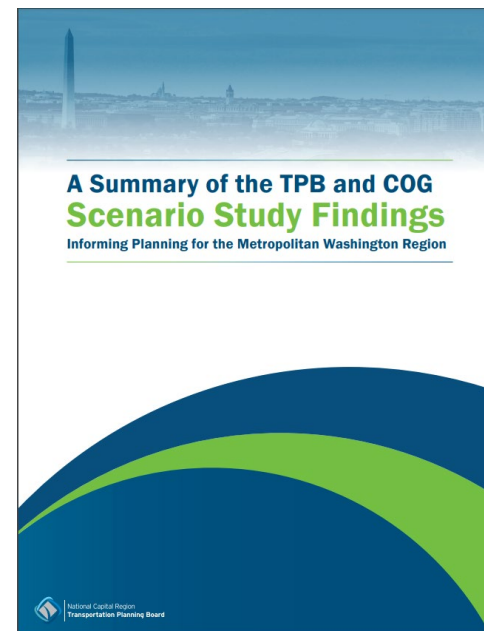
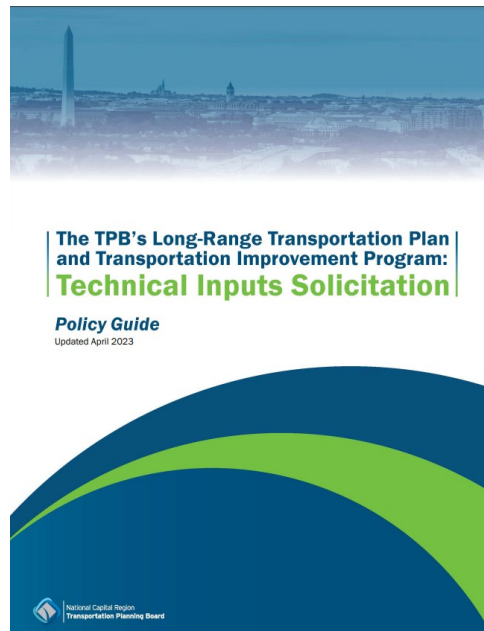
# Project Inputs Schedule

Projects in V2050 Financial Plan	Currently Programmed Through FY29	For Future Programming In FY30-50
Regionally Significant for Air Quality	<b>Highway or Transit Projects Project Details &amp; Total Cost Estimate due 12/29/23</b>	
	Financial Details due 1/26/25	<b>Financial Details due 12/29/23</b>
Not Regionally Significant for Air Quality	<b>Highway, Transit, Bike, Pedestrian, etc. Projects, Phases, or Project Grouping Categories Project Details &amp; Total Cost Estimate due 6/28/24</b>	
	Financial Details due 1/26/25	<b>Financial Details due 6/28/24</b>



# Project Inputs

- Zero-Based Budgeting approach to Visualize 2050 includes review and re-submittal of project details, better information on technical inputs
- Agencies have submitted 79 inputs as of Nov. 7



# Financial Analysis

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- Zero-Based Budgeting approach
  - Updating cost estimates and considering all types of investments
- Financial details on projects for future programming FY30-50
  - Regionally significant for air quality inputs due Dec. 29, 2023
  - Not regionally significant for air quality inputs due June 28, 2024
- Financial details on projects programmed through FY29 for the FY26-29 Transportation Improvement Program due Jan. 26, 2025



# Air Quality Conformity

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- Develop transportation networks using project inputs due December 29, 2023
- Estimate regional travel using COG's Gen2/Ver. 2.4.6 trip-based travel model, using the following inputs:
  - Updated highway and transit networks
  - Round 10 Cooperative Forecasts
- Estimate on-road mobile source Nitrogen Oxide (NO<sub>x</sub>) and Volatile Organic Compounds (VOC) emissions using EPA's MOVES emissions estimation tool



# System Performance Analysis

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- Assess current and future system travel performance using travel model output
- Estimate on-road mobile source Greenhouse Gas (GHG) emissions using EPA's MOVES emissions estimation tool and evaluate progress towards regional GHG reduction goals
- Assess impacts of Visualize 2050 on Equity Emphasis Areas





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