



## TRANSPORTATION PLANNING BOARD

Wednesday, January 19, 2022

12:00 - 2:00 P.M.

### VIRTUAL MEETING ONLY

#### AGENDA

- 12:00 P.M.**    **1. PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND PUBLIC COMMENT OPPORTUNITY**  
*Pamela Sebesky, TPB Chair*
- For any member of the public who wishes to address the board on the day of the meeting, they may do so by emailing a short statement (no more than 375 words) to [TPBcomment@mwkog.org](mailto:TPBcomment@mwkog.org) with the subject line "Item 1 Virtual Comment Opportunity." These statements must be received by staff no later than 12 P.M. Noon on Tuesday, January 18, 2022 to be relayed to the board at the meeting.
- 12:15 P.M.**    **2. APPROVAL OF THE DECEMBER 15, 2021 MEETING MINUTES**  
*Pamela Sebesky, TPB Chair*
- 12:20 P.M.**    **3. TECHNICAL COMMITTEE REPORT**  
*Matt Alcieri, TPB Technical Committee Chair*
- 12:25 P.M.**    **4. COMMUNITY ADVISORY COMMITTEE REPORT**  
*Ashley Hutson, CAC Chair*
- 12:35 P.M.**    **5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**  
*Kanti Srikanth, TPB Staff Director*
- This agenda item includes Steering Committee actions, letters sent/received, and announcements and updates.
- 12:45 P.M.**    **6. CHAIRMAN'S REMARKS**  
*Pamela Sebesky, TPB Chair*

## **ACTION ITEMS**

- 12:50 P.M. 7. PERFORMANCE BASED PLANNING AND PROGRAMMING: HIGHWAY SAFETY TARGETS**  
*Jon Schermann, TPB Transportation Planner*
- The committee was briefed on the proposed 2018-2022 targets for highway safety performance measures in December. The board will be asked to approve the final targets.

**Action: Adopt Resolution R7-2022 to approve regional highway safety targets.**

- 1:10 P.M. 8. CONNECTED AND AUTOMATED VEHICLES: REGIONAL PRINCIPLES**  
*Andrew Meese, TPB Systems Performance Planning Program Director*
- The TPB's most recent long-range transportation plan, Visualize 2045 (approved in 2018), included only limited information on the potential impacts of future Connected and Automated Vehicles (CAVs). Recently, staff and partners have been working to strengthen our understanding of CAVs, in preparation for the next update of Visualize 2045 next year; recent regional activities have included webinars and a consultant-developed white paper. Among the white paper's recommendations was to develop regional CAV principles. At the November meeting, staff presented the draft set of regional CAV principles. The board will be asked to approve the final principles, which will be subsequently included in Visualize 2045.

**Action: Adopt Resolution R8-2022 to approve the TPB's Regional CAV Principles.**

## **INFORMATION ITEMS**

- 1:20 P.M. 9. THE UNIFIED PLANNING WORK PROGRAM, SIMPLIFIED**  
*Lyn Erickson, TPB Plan Development and Coordination Program Director*
- Staff will provide a brief overview of federal MPO requirements, products and processes, and the various benefits and services provided to members. The FY 2023 Unified Planning Work Program (UPWP) outline will be distributed.

- 1:35 P.M. 10. VISUALIZE 2045: OUTLINE AND PLAN DOCUMENT DEVELOPMENT**  
*Stacy Cook, TPB Transportation Planner*
- TPB staff will provide an update on the development of Visualize 2045, including the outline of the plan document, the new components to be included in Visualize 2045, and the timeline for plan activities.

- 1:50 P.M. 11. CONSIDERATION OF CLIMATE GOALS FOR SURFACE TRANSPORTATION**  
*Pamela Sebesky, TPB Chair*
- The TPB completed the Climate Change Mitigation Study, which examined potential actions TPB member jurisdictions/agencies could take. The TPB has expressed its interest in adopting climate change goals. Chair Sebesky will outline the process for developing a majority consensus on the climate change goals and strategies to inform future updates of the long-range transportation plan.

2:00 P.M.      **12. ADJOURN**

The next meeting is scheduled for February 16, 2022.

**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)



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Lyn Erickson, Plan Development and Coordination Program Director  
**SUBJECT:** Public Comment for the January 2022 TPB Meeting  
**DATE:** January 19, 2022

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

Between the December 2021 TPB meeting and noon on Tuesday, January 18, 2022, the TPB received 2 comments. All comments were submitted via email.

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

### **PUBLIC COMMENT**

#### **Stewart Schwartz, Coalition for Smarter Growth – Email – January 18, 2022**

Schwartz submitted a letter to be included in the meeting materials for the January TPB meeting. The letter urged the board to move forward with specific actions to implement the TPB climate resolution adopted by the TPB in June and July 2021. Three recommended actions are to allocate resources in the FY 2023 UPWP for follow-on development of actionable regional climate strategies; to allocate UPWP resources to fulfill TPB direction on the next long-range transportation plan update; and to set performance targets for reducing per capita VMT and increasing EV adoption in Visualize 2045.

#### **Arlene Montemarano – Email – January 13, 2022**

Montemarano sent an editorial from The Free-Lance Star, a Fredericksburg area newspaper, about the cars isolated on I-95 during a recent snowstorm. Montemarano included a comment that the impacts of the snowstorm would be minimized if HOT lanes weren't operated by a private company.

January 18, 2022

Hon. Pamela J. Sebesky  
Chair, Transportation Planning Board

Re: Action steps for the 2021 TPB Climate Resolution

Chair Sebesky and TPB Board members:

We urge the TPB to adopt and move forward with specific actions to implement the TPB climate resolution adopted in June and July of 2021:

Adopted by votes of TPB board on June 16 and on July 21:

*WHEREAS, the TPB, upon completion of its 2022 update of Visualize 2045, will initiate an interim update to the Long-Range Transportation Plan with a target completion date of 2024, and the interim update 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, and 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.*

This week's TPB meeting will feature an important discussion on how TPB will take next steps based on what it learned from the Climate Change Mitigation Study (CCMS). CSG respectfully asks TPB to action steps under the following agenda items:

- **For Agenda Item #9 UPWP we request that you allocate resources in the FY23 UPWP for follow-on development of actionable regional climate strategies. We ask that you take the next steps toward adopting strategies identified in the climate study – ex. VMT fee; parking pricing; congestion pricing of existing lanes.** We were pleased to hear that the TPB has proposed a process to identify key climate strategies from the CCMS as principles to guide Visualize 2045. However, the TPB should adopt actionable climate strategies in FY23. We need a shared commitment to regional goals, programs and policies in addition to local projects to move forward the necessary mix of emissions reduction strategies.
- **Also, in Agenda Item #9 UPWP we request that you allocate resources in the UPWP to fulfill TPB board July 2021 direction for the next long-range plan update -** The TPB voted to do an early plan update, which will start in 2022 for adoption in 2024, and the update will involve more in-depth scenario analysis of transportation project packages relative to climate targets and zero-based budgeting. This will take more

resources than the current Visualize 2045 update and we request that you allocate the required funding in your FY23 UPWP budget.

- **For Agenda Item #10 Visualize 2045 and #11 Consideration of Climate Goals we request that you set performance targets for reducing per capita VMT and increasing EV adoption in Visualize 2045.** We concur with your proposal for adopting explicit GHG reduction goals for the multimodal on-road transportation sector and specific strategies. However, in accordance with the discussions over the past year, we request that you also set specific performance goals in Visualize 2045 for reducing per capita VMT and increasing EV adoption. Visualize 2045 in the past has tracked VMT but has not stated any desired outcome that the plan should aim to achieve. *Region Forward* and many (if not most) TPB jurisdictions have included goals to reduce VMT and/or increase non-auto mode share. The COG climate plan and several jurisdictions have also set goals for EV adoption. The CCMS provides clear guidance for what these targets need to be. The CCMS scenarios that achieved the on-road transportation emission reductions in the COG 2030 climate plan included:
  - Reducing per capita VMT by 15-20% by 2030, *and*
  - Achieving EV adoption equal to the Biden Administration goal of 50% of sales or higher by 2030

Thank you for your dedication to fighting climate change and creating a better, more equitable transportation system.

Sincerely,

Stewart Schwartz  
Executive Director

Bill Pugh  
Senior Policy Fellow

## TPB Comment

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**From:** Arlene <mikarlgm@gmail.com>  
**Sent:** Thursday, January 13, 2022 11:20 AM  
**Subject:** Monday's Storm Debacle in Virginia .. And Transurban's role in it.  
**Categories:** Green category

Might have been a different story, (with a lot less suffering and fear), if the toll lanes still belonged to the public.

As for Maryland, if Hogan is allowed get what he wants, we may find ourselves SOL having to depend on the kindness of Transurban.

(Thanks so much to Jeremy Mohler, journalist from In The Public Interest, for finding and sharing this article. Although the TWO DAY ordeal was certainly well covered, the issue of the unused Transurban lanes has been somehow ignored by most larger media here.)

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[https://fredericksburg.com/opinion/editorial/editorial-interstate-95-winter-storm-debacle-demands-scrutiny/article\\_f8cb0eb7-2da3-5a46-bf6c-579331426b2f.html](https://fredericksburg.com/opinion/editorial/editorial-interstate-95-winter-storm-debacle-demands-scrutiny/article_f8cb0eb7-2da3-5a46-bf6c-579331426b2f.html)

THAT TRAFFIC in the Fredericksburg area along Interstate 95 is bad is hardly news to the people who live here.

It's also well-known to groups that study congestion issues nationally. A study by INRIX just four years ago, for example, listed the I-95 stretch from Exit 133A in Stafford to Fairfax County as the "most congested" in the country.

The complete stoppage of traffic late Monday night into Tuesday, however, was certainly extraordinary, even for this area. To say that the region was caught off guard, however, doesn't pass the smell test.

That was Gov. Ralph Northam's assessment during a press call on Tuesday afternoon. "We were prepared for the storm that was predicted, a few inches of snow," he

said. “But instead, Mother Nature sent more than a foot of snow to the Fredericksburg area.”

Let’s begin with the obvious. The governor said that “a few inches of snow” were predicted. One wonders where he’s getting his information from. A press release from the Virginia Department of Transportation on Sunday, Jan. 2, warned of a major snow event. “The current forecast indicates this will be a significant event that will impact travel throughout the state. Snowfall could reach rates of two inches per hour.”

Also on Sunday, the Washington Post’s Capital Weather Gang, which depends on multiple forecasting models for their predictions, flagged our region for 5 to 9 inches of snow, with a possible maximum fall of 14 inches.

Failure to recognize the potential danger of this storm is one possible reason the Virginia National Guard wasn’t mobilized. The state’s coordinator of emergency management, Curtis Brown, said the Guard—which takes 12 to 24 hours to call up—wasn’t activated because the situation didn’t meet the state’s general rules for pre-emptive emergency declarations for winter storms.

We reached out to the Fredericksburg Division of VDOT asking what weather conditions were expected. That call has been referred to the central office for response, and as of now has not been answered.

Failing to understand the storm’s magnitude appears to be just the first of many missteps by our state leaders.

Motorists who were stranded for hours reported receiving very little official communication about what was happening or how long they could expect to be stuck. Travelers complained that calls to VDOT went unanswered, and that the 511 system provided little information beyond there being icy conditions.

When official communication finally did come, it was too little, too late. At 8:45 Tuesday morning—a full 24 hours from when state troopers first responded to a jackknifed tractor trailer on the interstate near



Fredericksburg—the governor tweeted that “My team has been working throughout the night alongside @VSPPIO, @VaDOT, and @VDEM to respond to the situation on I-95.” That’s little consolation to families who had stayed overnight in freezing temperatures with no food or water.

**Transurban, the company that owns the I-95 hot lanes, is also facing criticism. When asked by WJLA TV about why traffic wasn’t allowed on the lanes, it responded, reasonably, that the lanes were being used for snow plows and first responders. Adding southbound traffic would only complicate a bad situation.**

**Pushed to explain why traffic couldn’t be allowed to travel north on the lanes to get away from the situation, Transurban had no immediate response.**

Rep. Abigail Spanberger of Virginia’s 7th District is among a growing list of local, regional and national leaders calling on the outgoing Northam administration and the incoming Youngkin administration to work together to do a deep dive into everything that went wrong.

It’s important that this not result in yet another report posted on government websites that leads to no significant change. While Monday’s snow event may have been fueled by a “perfect storm” that created a 48-mile stretch of stalled and stopped traffic that left even Virginia’s junior U.S. Sen. Tim Kaine stranded in excess of 20 hours, it wasn’t an event we couldn’t see coming.

Fortunately, there were no deaths or serious injuries to those stuck in the debacle that was the area’s response to the situation.

Next time—and on Interstate 95, there will be a next time—drivers and their passengers may not be so fortunate.

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Arlene Montemarano, 240-360-8691, Lawndale Drive

The State's plan to add 4 private toll lanes to 495 and 270 would impact six national park sites, threaten dozens of local and regional parks, and endanger 30 miles of streams, 50 acres of wetlands, and 1,500 acres of forest canopy.

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Arlene Montemarano, 240-360-8691, Lawndale Drive

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**TRANSPORTATION PLANNING BOARD  
MEETING MINUTES**

December 15, 2021

**VIRTUAL MEETING**

**MEMBERS AND ALTERNATES PRESENT**

Charles Allen, TPB Chair – Council of the District of Columbia  
Brook Pinto – Council of the District of Columbia  
Christina Henderson – Council of the District of Columbia  
Kristin Calkins – DC Office of Planning  
Mark Rawlings – DDOT  
Lezlie Rupert - DDOT  
Reuben Collins – Charles County  
Jason Groth – Charles County  
Patrick Wojahn – College Park  
Jan Gardner – Frederick County  
Mark Mishler – Frederick County  
Kelly Russell – City of Frederick  
Neil Harris - Gaithersburg  
Dennis Enslinger - Gaithersburg  
Emmett V. Jordan – Greenbelt  
Brian Lee – Laurel  
Gary Erenrich – Montgomery County Executive  
Hannah Henn – Montgomery County Executive  
Evan Glass – Montgomery County Legislative  
Victor Weissberg – Prince George’s County Executive  
Bridget Donnell Newton – Rockville  
Kacy Kostiuk – Takoma Park  
Marc Korman – Maryland House of Delegates  
Carol Krimm – Maryland House of Delegates  
Nancy King – Maryland Senate  
R. Earl Lewis, Jr. – MDOT  
Heather Murphy - MDOT  
Canek Aguirre – Alexandria  
Christian Dorsey – Arlington County  
Walter Acorn – Fairfax County Legislative  
James Walkinshaw – Fairfax County Legislative  
David Snyder – Falls Church  
Adam Shellenberger – Fauquier County  
Matthew Letourneau – Loudoun County  
Robert Brown – Loudoun County  
Kristen Umstattd – Loudoun County  
Pamela Sebesky – Manassas  
Jeannette Rishell – Manassas Park  
Ann B. Wheeler – Prince William County  
Victor Angry – Prince William County  
Jimmy Rogers – Virginia Senate  
John Lynch - VDOT  
Maria Sinner – VDOT

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Amir Shahpar – VDOT  
Shyam Kannan - WMATA  
Mark Phillips - WMATA

**MWCOG STAFF AND OTHERS PRESENT**

Kanti Srikanth  
Chuck Bean  
Lyn Erickson  
Mark Moran  
Tim Canan  
Andrew Meese  
Nick Ramfos  
Paul DesJardin  
Tom Gates  
Leo Pineda  
Stacy Cook  
Sarah Bond  
Sergio Ritacco  
Bryan Hayes  
Andrew Austin  
Jane Posey  
John Swanson  
Dusan Vuksan  
Deborah Etheridge  
Jon Schermann  
Erin Marrow

Elisa Walton - CAC  
Michael Grant - ICF  
Mike McQueen – ICF  
Ella Hanson – Council of the District of Columbia  
Christopher Laskowski – Council of the District of Columbia

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Audio and video of the meeting, and materials referenced in the minutes can be found here:  
[mwkog.org/events/2021/12/15/transportation-planning-board/](http://mwkog.org/events/2021/12/15/transportation-planning-board/)

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

Chair Allen called the meeting to order and reminded the board that the meeting was being recorded and broadcast. He said the process for asking questions and voting would be the same as at previous meetings. After each item, members would be asked for comment or to vote by jurisdiction.

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

Mr. Erickson said that four comments were submitted via email. She said a memo summarizing the comments, with the comments attached, was included with meeting materials. The Sierra Club of Maryland submitted a letter reflecting on the TPB's Climate Change Mitigation Study (CCMS) and asked the TPB to revisit the I-495 and I-270 managed lanes projects. The Coalition for Smarter Growth submitted a letter stating the findings from the CCMS show that the region can achieve necessary levels of greenhouse reduction. The letter included additional interpretations of the study findings. There was an email with an invitation to the December 8 West Montgomery County Citizens Association meeting and another opposed to the I-495 and I-270 projects.

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## **2. APPROVAL OF THE NOVEMBER 17, 2021 MEETING MINUTES**

Chair Allen made a motion to approve the minutes from the November TPB meeting.

Mr. Jordan seconded the motion.

The board approved the minutes for the November 17, 2021 TPB meeting with one abstention from Mr. Letourneau.

## **3. TECHNICAL COMMITTEE REPORT**

Mr. Groth said that the Technical Committee met on December 3. He said that the committee was briefed on the District of Columbia's long-range transportation plan, moveDC and the 11<sup>th</sup> Street Bridge Park project. More detail can be found in the report for this item.

Mr. Groth reflected on the committee's work for 2021. He said the committee put a lot of work into Visualize 2045. He said that climate change was also a big topic for the committee.

Chair Allen recognized Mr. Groth's service as the Technical Committee chair and presented him with a certificate of appreciation.

## **4. COMMUNITY ADVISORY COMMITTEE REPORT**

Ms. Walton shared highlights from the CAC's annual report. She said that over several meetings the committee discussed impacts of climate change on the region and ways to reduce greenhouse gas emissions. She said the CAC applauds the TPB for conducting the Climate Change Mitigation Study and hopes that the board maintains a focus on climate change in 2022. She said that over the year the committee received eight briefings on Visualize 2045. She said that safety has been an ongoing focus of the committee over the last several years and the committee continued to weigh in on this topic. She said that project inputs for the long-range plan were also a topic of discussion, as it was a topic at the board as well. She said the committee shared lots of different opinions on the I-495 and I-270 project, but discussions focused more on overarching principles for the board to consider when reviewing projects for the long-range plan.

Chair Allen acknowledge Ms. Walton's service as the Community Advisory Committee chair and presented her with a certificate of appreciation.

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

Mr. Srikanth said that the application period for the new round of Transportation Land-Use Connections program projects would open on December 17. He said the deadline is February 21. He said that the Community Leadership Institute will return in 2022 and he asked board members to help raise awareness about the opportunity in their communities.

Mr. Srikanth referred to three items not in his memo. First, staff are accepting comments on the draft connected and automated vehicle principles, which were presented to the board in November. The board will be asked to approve the principles in January. Second, he said that the staff are expected to return to the office in January and intend to host the TPB meeting with an in-person option on January 19. He said that several board members expressed interest in alternating in-person and online-only meetings. He said that virtual options will be offered, even for in-person meetings. Third, he said that the Prince George's County hosted the Vice President of the United States, the United States EPA administrator, and the president's special advisor for climate change. They discussed federal programs to build electric vehicle infrastructure and to transition to electric vehicles.

Mr. Srikanth said that COG held its annual meeting and released a video describing the new integrated planning framework that advance's the regions four priorities: housing, transit-oriented communities near high-capacity transit stations, equity, and addressing climate change.

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## **6. CHAIR'S REMARKS**

Chair Allen said that this is his last meeting as chair of the TPB and a member of the community. He said he served for six years and that in 2022 he will be a vice-chair on the Council of Governments board. He said he is proud of what the board has accomplished in the last several years. He said the board has pushed TPB staff and TPB members to be a more active in regional transportation planning. He said he hopes the TPB continues to push state and local leaders to develop transportation projects that take a larger regional perspective. He thanked staff for their support.

Chair Allen said that he hopes the board will approve the letter in Item 8. He described the board's emphasis on transportation safety and described some instances in the District of Columbia in which children and others were killed by drivers. He said that examples of road violence exist in all jurisdictions. He said that the letter is limited in scope. It urges the executives of the three state-level jurisdictions to create a regional task force that would work toward an agreement on regional reciprocity for automated traffic enforcement citations. He said the letter acknowledges the different way that automated traffic enforcement is evolving in each state.

## **ACTION ITEMS**

### **7. NOMINATING COMMITTEE REPORT FOR THE 2022 TPB OFFICERS**

Chair Allen said that Ms. Newton and Mr. Dorsey served on the nominating committee with him. He said that Ms. Sebesky from the City of Manassas was selected to serve as chair. He said that Mr. Collins from Charles County was selected to serve as first vice-chair. He said that Ms. Henderson from the District of Columbia was selected to serve as second vice-chair.

The board unanimously approved the TPB officers for 2022.

Ms. Sebesky said she accepted the position. On behalf of the TPB and staff she thanked Chair Allen for his leadership. She said that all of his meetings and board work sessions were online-only. She said he was always calm, respectful, and open-minded. She presented Chair Allen with a plaque acknowledging his service.

Mr. Collins thanked Chair Allen for his leadership navigating the board through challenging issues.

Chair Allen said that he is grateful that the TPB is in good hands.

### **8. ENHANCING REGIONAL ROADWAY SAFETY ENFORCEMENT**

Chair Allen referred to his remarks from Item 6 and board discussion at the November meeting. He said that the TPB has said that improving regional roadway safety is a priority. He said this item would send a letter to the governors of Maryland and Virginia and to the mayor of the District of Columbia urging them to establish a reciprocity arrangement between the jurisdictions for automated traffic enforcement. He said he hopes the jurisdictions would extend their existing reciprocity arrangement about enforcing citations issued by law enforcement officers to unsafe motorists so that the reciprocity would also apply to citations issued by automated traffic enforcement devices. He said that the board reviewed a draft of the letter in November. He said the letter has been updated based on that discussion and additional comments and feedback sent over the last month. He thanked members of the board who provided input.

Chair Allen made a motion to approve a letter from the TPB to the Governors of Maryland and Virginia and the Mayor of the District of Columbia to establish Interjurisdictional Reciprocity of Automated Enforcement Citations to Improve regional Traffic Safety.

The motion was seconded.

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Ms. Kostiuk said she appreciates this effort and supports it moving forward. She said that she would abstain during the vote due to her concerns about the issues of inequity associated with traffic law enforcement that she has previously noted in the context of inclusion of the primary enforcement of seatbelt laws in the original resolution referenced by the letter.

Mr. Lynch thanked Chair Allen for his leadership on this topic. He said that safety is paramount to everything the TPB does.

Mr. Dorsey said that the letter reflects a good collaboration of input from all stakeholders. He said the letter is better as a result of this collaboration.

Mr. Glass said he appreciated Chair Allen's leadership. He said that as the DMV tries to figure out how to keep roads safe for everybody it is important to think beyond jurisdiction boundaries. He said the letter does that.

Ms. Newton said she supports the other comments.

Mr. Lewis seconded the comments made by the other board members. He said he appreciates the collaborative process.

The board approved the motion.

Ms. Kostiuk abstained.

## **9. REGIONAL ROADWAY SAFETY PROGRAM PROJECT APPROVALS**

Mr. Schermann shared the second set of recommended Regional Roadway Safety Program projects. He said more detail on the projects, including maps, can be found in the materials for this item. He said the program provides technical assistance to member jurisdictions and agencies to promote the TPB's roadway safety priorities. He said that between August 16 and October 12 six applications were submitted to the TPB requesting a total of \$395,000 in funding. He said the selected projects were recommended by a selection panel. He said the panel recommended five of the six projects. He said each of these projects addresses one or more of the funding priorities and that all of the projects either directly or indirectly encourage improved road user behavior. He described the selected projects.

Chair Allen made a motion to approve Regional Roadway Safety Program technical assistance recipients.

Mr. Dorsey seconded the motion.

Ms. Wheeler expressed gratitude that the Dumfries project was selected.

Mr. Aguirre mentioned the Families for Safer Streets project and thanked the Alexandria police department for helping to make it happen.

Chair Allen asked about the project for collecting near-miss data.

Mr. Schermann said that once the project is complete one of the deliverables is to share findings with committees and other jurisdictions.

Mr. Srikanth said that there are plans to collect and share best practices to serve as an online resource for safety officials.

The board approved the motion.

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## **INFORMATIONAL ITEMS**

### **10. PERFORMANCE BASED PLANNING AND PROGRAMMING – DRAFT 2018-2022 HIGHWAY SAFETY TARGETS**

Mr. Schermann referred to the materials for this item and said that they include a detailed report and additional information about the safety target setting requirements for MPOs and the methodology used to develop the proposed targets. He said a draft of the resolution is also included with the materials. He shared a table covering the last five years of data. He said the highway fatalities have gone up, but that serious injury rates are down. He said that the region is meeting the serious injury and serious injury rate targets. He said the region did not meet the fatality and fatality rate targets, nor did it meet the non-motorist fatality and serious injury targets. He shared the recommended targets and explained the method for setting those targets.

Ms. Krimm asked if TPB staff have recommendations for how the region can achieve the targets.

Mr. Srikanth said that strategies that have been proven effective were shared with the region as part of study the TPB conducted.

Ms. Kostiuk asked why the numbers declined between 2005 and 2009, before leveling out and going up again over the last ten years. She also asked if the 2020 numbers should be considered anomalous due to the pandemic.

Mr. Schermann said that the he would get back to the board with information contextualizing the drop described Ms. Kostiuk. In response to her second question, he said that he does not anticipate that the 2021 numbers are going to show much of an improvement. He said the numbers are not official, yet.

### **11. DRAFT RESULTS OF THE TPB CLIMATE CHANGE MITIGATION STUDY**

Chair Allen said that a copy of the draft TPB Climate Change Mitigation Study of 2021 (CCMS) was shared with the board last week. There was also a work session for the board on Monday of this week. He said the results of the study are sobering and speak to the urgency of taking action to mitigate climate change.

Mr. Moran recognized the work that the consultant put into the study. He also thanked Ms. Morrow and Mr. Vuksan for their work. He provided a brief overview of the study, which had two goals. First, to identify pathways to reduce greenhouse gas emissions within the on-road transportation sector commensurate with the region's 2030 and 2050 greenhouse gas reduction goals. Second, to explore scenarios to understand what types of strategies are needed to achieve the goals. He said that the study was conducted over two phases that included a review of past TPB and COG climate change studies, as well as a literature review and scenario analysis. He said there are many different strategies that can be used to reduce greenhouse gas emissions. He said that groups of strategies are called scenarios. He said a pathway is a broad classification of strategies. He said the study considered three transportation-related pathways: vehicle technology and fuels, mode shift and travel behavior, and transportation system management and operations. He described the cause of global warming.

Mr. Grant said that the team working on the CCMS considered three top-down scenarios. The first asked what would it take to meet regional goals within the on-road transportation sector if the focus was solely on vehicle travel reduction. The next was what if the region focused solely on electric vehicle adoption. Finally, they asked what level of vehicle travel reduction would be needed to meet the 2030 climate goal, assuming that technology is part of the region's multi-sector climate and energy action plan. He shared results of the analysis. More detail and a recording of this presentation can be found with the meeting materials.

Chair Allen asked in what ways can the CCMS inform and guide decisions locally and at the TPB.



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Mr. Grant said that the study could broaden the way that the region thinks about transportation investments.

Mr. Kannan said the study shows that the path to a sustainable and healthy future is challenging and complex. He said the region cannot rely on electric vehicles alone. He said three potential things the board can do are: advocate for federal and state officials to incentivize electric vehicles, help agencies pool resources for federal grants and regional workshops, and finally though goal setting and plan approval. He formally requested that the TPB update Visualize 2045 to include VMT and GHG targets.

Mr. Srikanth said while he appreciated the suggestion, he said with regard to the third suggestion of setting goals, that while goals can be aspirational, it would be best if they were informed by what TPB member jurisdictions and agencies can actually contribute. He said that he would encourage board members to go back to their own decision making and legislative processes and determine what their own jurisdictions can contribute towards implementing the various strategies in the scenarios. He provided an example of the assumptions made in scenario combo 4.

Chair Allen asked Mr. Kannan if he wants to make his recommendation a motion.

Mr. Kannan said he did not want to start off by getting too far into the weeds. He said goals should be set up for future iterations of Visualize 2045.

Ms. Sebesky said she is committed to having the TPB engaged in this discussion in the next year. She said a lot of information has been shared and not a lot of time set aside to absorb and understand that information.

Ms. Kostiuk said that setting some goals and having a process for getting there is essential, because otherwise it could be hard to start. She said the TPB's role should be to bring together the individual jurisdictions to make sure the region is working together.

Ms. Krimm said that the transportation trust fund relies heavily on the gas tax. She said states will have to figure out a way to collect taxes on electric vehicles. She said that in Maryland, the transportation trust fund is used to subsidize transit.

Mr. Wojahn asked how to translate these objectives into specific policies.

Mr. Srikanth said that staff pushed to have the study completed by the end of 2021 so that it could be included in Visualize 2045 which is scheduled to be approved in June 2022. He said that the goal is to get the board to come together to identify one or more of the ten scenarios or the strategies in the scenarios to endorse. That would be the first step. The second step would be to host forums where subject matter experts and practitioners from other regions can share strategies with jurisdictions and agencies in the Washington region who would then have to implement the strategies at the local and state levels.

Mr. Harris said that the federal and state governments will provide significant subsidies for adoption of electric vehicles. He said they are also providing local jurisdictions with funding for adding the infrastructure for charging vehicles. He said the region needs to work together to build that infrastructure.

## **12. ADJOURN**

Chair Allen acknowledged and thanked his legislative director, Mr. Laskowski. He wished the board a wonderful new year.

No other business was brought to the board. The meeting adjourned at 2:04 p.m.

## Meeting Highlights TPB Technical Committee – January 7, 2022

The Technical Committee met on Friday, January 7, 2022. Meeting materials can be found here: [mwcog.org/events/2022/1/7/tpb-technical-committee/](http://mwcog.org/events/2022/1/7/tpb-technical-committee/)

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

### **TPB AGENDA ITEM 7 – PERFORMANCE BASED PLANNING AND PROGRAMMING: HIGHWAY SAFETY TARGETS**

The committee was briefed on proposed 2018-2022 targets for highway safety performance measures in December and January. The TPB will be asked to adopt a resolution establishing these targets at their January meeting.

### **TPB AGENDA ITEM 8 – CONNECTED AND AUTOMATED VEHICLES DRAFT REGIONAL PRINCIPLES**

The committee was briefed on the set of regional Connected and Automated Vehicle principles. These principles were previously discussed with the Technical Committee and were presented to the TPB in November 2021. The board will be asked to approve these principles at their January meeting.

### **TPB AGENDA ITEM 9 – THE UNIFIED PLANNING WORK PROGRAM, SIMPLIFIED**

The committee was briefed on the federal MPO requirements, products and processes, and the various benefits and services provided to members. The FY 2023 Unified Planning Work Program outline was distributed.

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The following items were presented for information and discussion:

### **VIZUALIZE 2045 UPDATE: PERFORMANCE ANALYSIS MEASURES**

The committee was briefed on measures previously used to analyze regional system performance on the long-range transportation plan which will be used for the 2022 update analysis. The committee was also briefed on findings of the performance measure update study and the new performance measures to be used in the plan.

### **RTS IN-DEPTH ANALYSIS**

This briefing was briefed on in-depth research performed on the Regional Travel Survey. This is the third of four briefings responding to committee questions on geographic, temporal, and sociodemographic dimensions of travel in the Washington region.

### **VTRANS UPDATE**

VTrans is Virginia's statewide long-range transportation plan. The committee was briefed on the VTrans Policy for Development and Monitoring of the Long-term Risk and Opportunity Register.

### **TPB CLIMATE CHANGE MITIGATION STUDY FINAL REPORT UPDATE**

The committee was briefed on how the TPB Climate Change Mitigation Study of 2021 findings were received by the TPB at their December meeting and discussed possible next steps.

## **OTHER BUSINESS**

- COG hybrid / in-person meeting status report
- 2022 TPB Meeting formats
- Visualize 2045 Outline on TPB Agenda
- TLC Solicitation through February 2021
- Regional Roadway Safety Program – FY 2023 Application Announcement
- 2022 Community Leadership Institute
- January 20 Auto Show Event on Public Policy Day
- Final Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards
- Staff announcements

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## COMMUNITY ADVISORY COMMITTEE MONTHLY REPORT

January 19, 2022

*Ashley Hutson, CAC Chair*

The Community Advisory Committee (CAC) to the TPB met on Thursday, January 13 for an online-only meeting. At the meeting the committee met with the TPB Chair and the TPB Staff Director. The committee was also briefed on the UPWP and discussed plans for the year ahead.

Materials for the meeting can be found here: <https://www.mwcog.org/events/2022/1/13/tpb-community-advisory-committee/>

### THE YEAR AHEAD

Pamela Sebesky, TPB Chair and Vice-Mayor for the City of Manassas, thanked the committee for their service and said she looks forward to working with the CAC in 2022. She said her approach for chairing starts with building consensus for solutions that work for all. Once consensus is achieved, she seeks to get commitment from jurisdictions and agencies to act on that consensus. She encouraged the CAC to apply these principles when considering items for the TPB and bring consensus-based advice that is inclusive all views to the TPB.

Kanti Srikanth, TPB Staff Director, shared his vision for the year ahead. He said that over the years the TPB has developed strategies for addressing regional challenges and said work is needed to implement those strategies on the local level. He encouraged the committee to think about the role that they can play in advocating for and raising awareness of implementation locally. He also previewed some topics that the TPB will work on in 2022. These include finalizing Visualize 2045, climate change mitigation, resiliency planning, and state of the region's roads and bridges.

### CAC DISCUSSION

The committee divided into small groups by state so the committee could determine differences to help the committee work together in the future. In their small groups, they answered three questions. Following the small group discussion, the members reconvened and discussed their answers.

The small groups discussed what motivates them to attend CAC meetings. There was agreement that meeting people who live in different parts of the region and learning from their experiences is interesting and motivates people to continue being members of the committee. The focus on regionalism at the committee helps members think beyond their personal travel experiences and better understand the complexity of the region's transportation system. One member said that participating on the CAC helps them understand how local projects fit into and can be influenced by the region. Other members cited being motivated by challenges they've faced and a desire to increase visibility around equity issues in transportation.

Committee members said that they often share what they learn at the CAC with the other associations and committees that they serve on. There was also agreement that strengthening the relationship between CAC members and members of the board could help the committee be more effective. Some members felt that the committee should also build relationships with elected officials who do not serve on the TPB as a good way to raise awareness about regional transportation issues. There was also discussion about getting communities involved in regional transportation planning by leveraging existing groups that members are a part of. One member encouraged the committee to be careful about speaking for their community without first talking to their community.

Finally, the committee discussed the biggest transportation priorities locally and regionally. The following list represents the perspective of individual members:

- Concern about lack of interoperability and connectivity of transportation when crossing state/jurisdiction lines.
- Planning more aggressively to incorporate emerging technology into transportation planning and eventually infrastructure.
- Improving regional connectivity, especially when connecting activity centers in outer parts of the region without having to head into the core. Making sure that everyone in the region has access to resources.
- Addressing cut through traffic on residential streets on the way to highways.
- Improving the safety and resiliency of the region’s transportation system.
- Building a second Potomac River crossing between Virginia and Maryland.
- Wanting to make sure that infrastructure investments are distributed equitably.
- Improving pedestrian and traffic safety.
- More funding for transit to help increase ridership.
- Concerns about the efficacy of public private partnerships.
- Analyzing the impacts of telework on the region’s transportation system.

**OTHER BUSINESS**

- Bryan Hayes, TPB Transportation Planner, encouraged committee members to apply for participation in the 2022 Community Leadership Institute
- Lyn Erickson, TPB Plan Development and Coordination Program Director, briefed the committee on the FY2023 Unified Planning Work Program.
- Lyn Erickson also walked the committee through the January TPB agenda.

**ATTENDEES**

<b>Members</b>	
Ashley Hutson, CAC Chair	Katherine Kortum
Daniel Papiernik	Kia James
Delia Houseal	Lorena Rios
Elisa Walton	Michael Artson
Eyal Li	Nancy Abeles
Jeff Jamawat	Ra Amin
Jeff Parnes	Robert Jackson
<b>Guests</b>	
Heather Foote	Matthew Hernandez
Tony Giancola	
<b>Staff</b>	
Kanti Srikanth	John Swanson
Lyn Erickson	Stacy Cook
Bryan Hayes	Joseph Limber



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** January 13, 2022

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The attached materials include:

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



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**SUBJECT:** Steering Committee Actions  
**FROM:** Kanti Srikanth, TPB Staff Director  
**DATE:** January 13, 2022

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At its meeting on January 7, announced the appointment of Chair Sebesky announced the appointment of Ashley Hutson of the City of Manassas Park, as the Chair of the TPB's Community Advisory Committee for 2022.

The TPB Steering Committee reviewed and approved two resolutions to amend the FY 2021-2024 Transportation Improvement Program (TIP). At the request of DDOT, SR9-2022 included TIP Action 21-43 in the current TIP of record, adding approximately \$12 million in FTA Bus and Bus Facilities Discretionary and Formula programs (Sect. 5339 and Sect. 5339(b)) and District funding for capital investments in the DC Circulator project listing (TIP ID T6105). These capital improvements are exempt from the air quality conformity requirement and the amended funds were reflected in the financial analysis of Visualize 2045.

The second resolution to amend the TIP was requested by VDOT. The resolution includes TIP Action 21-41 in the FY 2021-2024 TIP adding funding for two projects: the Northstar Boulevard Extension project (TIP ID 6634) with approximately \$12 million in Northern Virginia Transportation Authority (NVTA) and other local funds, and \$15 million in Federal Lands Transportation Program (FLTP), NVTA, and local funds for the Construction: Federal Lands Highway Project Grouping (TIP ID 6441). The Northstar Boulevard Extension project is included in the Air Quality Conformity Analysis of the 2020 Amendment to Visualize 2045 and the FY 2021-2024 TIP, and the Federal Lands Highway Project grouping is exempt from the air quality conformity requirement, Full funding for both projects is included in the financial analysis of the Visualize 2045 plan.

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 briefing and the TPB's review, without objection, shall constitute the final approval of any actions approved by the Steering Committee.

### Attachments

- Approved resolution SR9-2022 to amend the FY 21-24 TIP, requested by DDOT
- Approved resolution SR10-2022 to amend the FY 21-24 TIP, requested by VDOT

**TPB Steering Committee Attendance – January 7, 2022**  
(only voting members listed)

TPB Chair/ VA rep.: Pamela Sebesky  
TPB Vice Chair/MD rep.: Reuben Collins  
TPB 2<sup>nd</sup> Vice Chair/VA rep.: Christina Henderson  
DDOT: Mark Rawlings  
MDOT: Kari Snyder  
VDOT: Amar Shahpar  
Technical Committee Chair: Matthew Arcieri



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

**RESOLUTION ON AN AMENDMENT TO THE FY 2021-2024 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY  
CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 21-43 TO ADD FUNDING  
FOR CAPITAL IMPROVEMENTS TO THE DC CIRCULATOR SERVICE, AS REQUESTED BY  
THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)**

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

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

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

**WHEREAS**, DDOT has requested an amendment to the FY 2021-2024 TIP to include TIP Action 21-43 which adds a total of \$11.9 million in funding from FTA's Section 5339 and Section 5339(b)–Bus and Bus Facilities Formula, and Discretionary Programs, and DC/State funding for capital improvements to the DC Circulator project (TIP ID T6105), as described in the attached materials:

**WHEREAS**, the attached materials include: Attachment A) TIP Project Overview report showing how the program will appear in the TIP after the action is approved; Attachment B) Amendment Summary report showing the change in total project cost, reason for the amendment, and a Change Summary providing line-item changes to every programmed amount by fund source, fiscal year, and project phase; Attachment C) Funding Change Detail report that presents the Change Summary in table format; and Attachment D) a letter from DDOT dated December 16, 2021 requesting the amendment; and

**WHEREAS**, the updates to this project have been entered in the TPB's Project InfoTrak database application under TIP Action 21-43, creating the 43<sup>rd</sup> version of the FY 2021-2024 TIP, which supersedes all previous versions of the TIP and can be viewed online at [www.mwcog.org/ProjectInfoTrak](http://www.mwcog.org/ProjectInfoTrak); and

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

**WHEREAS**, the capital improvements to the DC Circulator service 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 amendment to the FY 2021-2024 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 2021-2024 TIP to include TIP Action 21-43 which adds a total of \$11.9 million in funding from FTA's Section 5339 and Section 5339(b)-Bus and Bus Facilities Formula, and Discretionary Programs, and DC/State funding for capital improvements to the DC Circulator project (TIP ID T6105), as described in the attached materials.

**Approved by the TPB Steering Committee at its virtual meeting on January 7, 2022.**



National Capital Region  
**Transportation Planning Board**

Attachment A: Project Overview Report  
 FY 2021-2024 Transportation Improvement Program  
 District Department of Transportation

TIP Action 21-43: Formal Amendment

<i>TIP ID</i>	T6105	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Transit - Bus
<i>Project Name</i>	DC Circulator	<i>County</i>	Washington	<i>Total Cost</i>	\$24,337,103
<i>Project Limits</i>	Not Location Specific	<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2023
		<i>Agency Project ID</i>			

*Description* DC Circulator capital projects. a. DC Circulator On-Board Photo Enforcement b. DC Circulator Planning (TDP Implementation Activities)  
 c. DC Circulator South Capitol Street Facility Improvements d. DC Circulator Sustainability and Zero Emissions Fleet Transition Plan

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	SECT. 5304	-	\$351,343	-	-	-	-	\$351,343
PE	STATE	-	\$87,836	-	-	-	-	\$87,836
	<i>Total PE</i>	-	\$439,179	-	-	-	-	\$439,179
CON	SECT. 5339(B)	-	-	\$5,984,319	-	-	-	\$5,984,319
CON	SECT. 5339	-	-	\$1,500,000	-	-	-	\$1,500,000
CON	STATE	-	-	\$16,128,790	-	-	-	\$16,128,790
	<i>Total CON</i>	-	-	\$23,613,109	-	-	-	\$23,613,109
STUDY	CMAQ	-	-	\$227,851	-	-	-	\$227,851
STUDY	STATE	-	-	\$56,964	-	-	-	\$56,964
	<i>Total STUDY</i>	-	-	\$284,815	-	-	-	\$284,815
	<i>Total Programmed</i>	-	\$439,179	\$23,897,924	-	-	-	\$24,337,103

\*Not Location Specific

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>	<i>Current Change Reason</i>
21-00 Adoption 2021-2024	03/20/2020	05/27/2020	05/27/2020	SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update
21-06 Amendment 2021-2024	09/16/2020	04/08/2021	N/A	
21-24 Amendment 2021-2024	04/23/2021	N/A	N/A	
21-27 Amendment 2021-2024	06/25/2021	N/A	N/A	
21-30 Amendment 2021-2024	08/20/2021	N/A	N/A	
21-33 Amendment 2021-2024	09/17/2021	N/A	N/A	
21-43 Amendment 2021-2024	01/07/2022	<i>Pending</i>	N/A	<i>Funding Change(s):</i> Total project cost increased from \$12,477,784 to \$24,337,103

**Attachment B**  
**Summary Report for TIP Action 21-43: Formal Amendment to the**  
**FY 2021-2024 Transportation Improvement Program**  
**Requested by the District Department of Transportation**  
**Approved the TPB Steering Committee on January 7, 2022**

TIP ID	PROJECT TITLE	% CHANGE	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	CHANGE SUMMARY
T6105	DC Circulator	95	\$11,859,319	\$12,477,784	\$24,337,103	Cost change(s), Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE + Increase funds in FFY 22 in CON from \$11,753,790 to \$16,128,790 SECT. 5339 ▶ Add funds in FFY 22 in CON for \$1,500,000 SECT. 5339(B) ▶ Add funds in FFY 22 in CON for \$5,984,319 <i>Total project cost increased from \$12,477,784 to \$24,337,103</i>

Attachment C  
 Funding Change Detail Report for TIP Action 21-43: Formal Amendment  
 to the FY 2021-2024 Transportation Improvement Program  
 Requested by: District Department of Transportation

SOURCE	TIP Action	PRIOR TOTAL	2021						2022						2023						2024						FUTURE	GRAND TOTAL
			STUDY	PE	ROW	CON	OTHER	TOTAL	STUDY	PE	ROW	CON	OTHER	TOTAL	STUDY	PE	ROW	CON	OTHER	TOTAL	STUDY	PE	ROW	CON	OTHER	TOTAL		
Sect. 5304	21-33	\$0	\$0	\$351,343	\$0	\$0	\$0	\$351,343	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$351,343
	21-43	\$0	\$0	\$351,343	\$0	\$0	\$0	\$351,343	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$351,343
	DELTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CMAQ	21-33	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$227,851	\$0	\$0	\$0	\$0	\$0	\$227,851	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$227,851
	21-43	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$227,851	\$0	\$0	\$0	\$0	\$0	\$227,851	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$227,851
	DELTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DC/State	21-33	\$0	\$0	\$87,836	\$0	\$0	\$0	\$87,836	\$56,964	\$0	\$0	\$11,753,790	\$0	\$11,810,754	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$56,964	\$0	\$0	\$11,898,590
	21-43	\$0	\$0	\$87,836	\$0	\$0	\$0	\$87,836	\$56,964	\$0	\$0	\$16,128,790	\$0	\$16,185,754	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$56,964	\$0	\$0	\$16,273,590	
	DELTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,375,000	\$0	\$4,375,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,375,000	
Sect. 5339 - [Formula]	21-43	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500,000
Sect. 5339(b) - [Discretionary]	21-43	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,984,319	\$0	\$5,984,319	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,984,319
COMBINED	21-33	\$0	\$0	\$439,179	\$0	\$0	\$0	\$439,179	\$284,815	\$0	\$0	\$11,753,790	\$0	\$12,038,605	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,815	\$0	\$0	\$12,477,784	
	21-34	\$0	\$0	\$439,179	\$0	\$0	\$0	\$439,179	\$284,815	\$0	\$0	\$23,613,109	\$0	\$23,897,924	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,815	\$0	\$0	\$24,337,103	
	DELTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,859,319	\$0	\$11,859,319	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,859,319	

**Government of the District of Columbia**  
**Department of Transportation**



December 16, 2021

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

Dear Chair Sebesky,

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

- 1. DC Circulator South Capitol Street Facility Improvements (TIP ID: T-6105c)**
  - a. Increase Sect. 5339(b) - Bus and Bus Facilities Grant (Competitive) funding for Construction in FY22 by \$5,984,319
  - b. Increase DCSTATE funding for Construction in FY22 by \$4,000,000
  - c. Increase Sect. 5339 - Bus and Bus Facilities Formula funding for Construction in FY22 by \$1,500,000
  - d. Increase DCSTATE funding for Construction in FY22 by \$375,000

The proposed amendments do not add additional capacity for motorized vehicles and do not require conformity analysis or public review and comment. The funding sources have been identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve these amendments at its January 7<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](mailto:mark.rawlings@dc.gov). Of course, please feel free to contact me directly.

Sincerely,

Saesha Carlile  
Chief Administrative Officer  
District Department of Transportation  
[Saesha.carlile@dc.gov](mailto:Saesha.carlile@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 2021-2024 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY  
CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 21-41 TO ADD THE  
NORTHSTAR BOULEVARD EXTENSION PROJECT AND TO ADD FUNDING TO THE  
CONSTRUCTION: PROJECT GROUPING FEDERAL LANDS HIGHWAY, AS REQUESTED  
BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

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

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

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

**WHEREAS**, Advanced Construction (AC) is the mechanism by which VDOT funds projects using state funding that will be reimbursed at a later time by the anticipated federal or other sources shown, and this reimbursement is called Advanced Construction Conversion/Payback (ACCP), which is not included in the project funding total; and

**WHEREAS**, VDOT has requested two amendments to the FY 2021-2024 TIP to add the **Northstar Boulevard Extension project (TIP ID 6634)** to the TIP with an additional \$11.75 million in Northern Virginia Transportation Authority (NVTA), local, and advanced construction funding; and to add \$15 million in Federal Lands Transportation Program (FLTP), NVTA, and local funding to the **Construction: Federal Lands Highway Project Grouping (TIP ID 6441)**, as described Attachment B in the attached materials:

**WHEREAS**, the attached materials include: Attachment A) TIP Project Overview report showing how the projects will appear in the TIP after the action is approved; Attachment B) Amendment Summary report showing the change in total project cost, reason for the amendment, and a Change Summary providing line-item changes to every programmed amount by fund source, fiscal year, and project phase; and Attachment C) two letters from VDOT dated January 7, 2022 requesting the amendments; and

**WHEREAS**, the updates to these projects have been entered in the TPB's Project InfoTrak database application under TIP Action 21-41, creating the 41<sup>st</sup> version of the FY 2021-2024 TIP, which supersedes all previous versions of the TIP and can be viewed online at [www.mwcog.org/ProjectInfoTrak](http://www.mwcog.org/ProjectInfoTrak); and

**WHEREAS**, full funding for these projects is included in the Visualize 2045 financial analysis and the Northstar Boulevard Extension project had previously been funded in the FY 2019-2024 TIP; and

**WHEREAS**, the Northstar Boulevard Extension project is included in the Air Quality Conformity Analysis of the 2020 Amendment to Visualize 2045 and the FY 2021-2024 TIP, and the Federal Lands Highway Project grouping is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

**WHEREAS**, this resolution and amendment to the FY 2021-2024 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 2021-2024 TIP to include TIP Action 21-41 which adds the **Northstar Boulevard Extension project (TIP ID 6634)** to the TIP with an additional \$11.75 million in NVTA, local, and advanced construction funding; and to add \$15 million in FLTP, NVTA, and local funding to the **Construction: Federal Lands Highway Project Grouping (TIP ID 6441)**, as described Attachment B in the attached materials.

**Approved by the TPB Steering Committee at its virtual meeting on January 7, 2022.**





*TIP ID* T6441 | *Lead Agency* Virginia Department of Transportation | *Project Type* Federal Lands Highway Program  
*Project Name* Project Grouping: Constuction : Federal Lands Highway | *County* Arlington, Fairfax, Loudoun, Prince William | *Total Cost* \$43,513,290  
*Project Limits* Various Locations | *Municipality* | *Completion Date* 2045  
*Agency Project ID*

*Description* Grouping for federally funded transportation improvements on federal lands.

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	FLAP	\$1,758,400	-	-	-	-	-	\$1,758,400
PE	LOCAL-AC	\$5,349,000	-	-	-	-	-	\$5,349,000
PE	LOCAL-ACCP	\$5,349,000	-	-	-	-	-	\$5,349,000
PE	LOCAL-offset	\$-5,349,000	-	-	-	-	-	\$-5,349,000
PE	STATE	\$439,600	-	-	-	-	-	\$439,600
	<i>Total PE</i>	\$7,547,000	-	-	-	-	-	\$7,547,000
CON	FLAP	\$2,063,200	-	\$13,504,000	-	-	-	\$15,567,200
CON	FLTP	-	-	\$2,306,039	-	-	-	\$2,306,039
CON	LOCAL-AC	-	-	\$2,598,251	-	-	-	\$2,598,251
CON	LOCAL-ACCP	\$1,428,000	-	-	-	-	-	\$1,428,000
CON	LOCAL-ioffset	\$1,428,000	-	-	-	-	-	\$1,428,000
CON	LOCAL	\$-1,428,000	-	-	-	-	-	\$-1,428,000
CON	NVTA	-	-	\$10,000,000	-	-	-	\$10,000,000
CON	STATE	\$515,800	-	\$3,551,000	-	-	-	\$4,066,800
	<i>Total CON</i>	\$4,007,000	-	\$31,959,290	-	-	-	\$35,966,290
	<i>Total Programmed</i>	\$11,554,000	-	\$31,959,290	-	-	-	\$43,513,290

\*Various Locations

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-00 Adoption 2021-2024	03/20/2020	05/27/2020	05/27/2020
21-41 Amendment 2021-2024	1/7/2022	Pending	N/A
23-00 Adoption 2023-2026	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$28,434,000 to \$43,513,290

\* ACCP is not part of the Total



<i>TIP ID</i>	T6634	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Road - New Construction
<i>Project Name</i>	Northstar Blvd. Extension	<i>County</i>	Loudoun	<i>Total Cost</i>	\$109,129,575
<i>Project Limits</i>		<i>Municipality</i>		<i>Completion Date</i>	2024
		<i>Agency Project ID</i>	106994		

*Description* Northstar Blvd. Extension between US 50 (John Mosby Highway) & Shreveport Drive in Loudoun with a 6-lane divided roadway

Phase Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE REVSH	\$4,615,488	-	-	-	-	-	\$4,615,488
<i>Total PE</i>	\$4,615,488	-	-	-	-	-	\$4,615,488
ROW LOCAL	-	-	\$2,547,491	-	-	-	\$2,547,491
ROW NVTA	-	-	\$35,740,516	-	-	-	\$35,740,516
ROW NVTA	\$7,080,084	-	-	-	-	-	\$7,080,084
ROW NVTA	\$7,080,084	-	-	-	-	-	\$7,080,084
ROW NVTA	\$-7,080,084	-	-	-	-	-	\$-7,080,084
ROW REVSH	\$14,400,714	-	\$183,798	-	-	-	\$14,584,512
<i>Total ROW</i>	\$21,480,798	-	\$38,471,805	-	-	-	\$59,952,603
CON DEMO	\$25,000,000	-	-	-	-	-	\$25,000,000
CON NVTA	\$19,561,484	-	-	-	-	-	\$19,561,484
CON NVTA	\$19,561,484	-	-	-	-	-	\$19,561,484
CON NVTA	\$-19,561,484	-	-	-	-	-	\$-19,561,484
<i>Total CON</i>	\$44,561,484	-	-	-	-	-	\$44,561,484
<i>Total Programmed</i>	\$70,657,770	-	\$38,471,805	-	-	-	\$109,129,575

\*Map Has Not Been Marked

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
20-41 Amendment 2021-2024	1/7/2022	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$88,058,000 to \$109,129,575  
 \* ACCP is not part of the Total

**Attachment B**  
**Amendment Summary Report for the**  
**FY 2021-2024 Transportation Improvement Program**  
**Virginia Department of Transportation**  
**TIP Action: 21-41 Formal Amendment**

TIP ID	PROJECT TITLE	% CHANGE	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	CHANGE SUMMARY
T6441	Project Grouping: Constuction : Federal Lands Highway	53	\$15,079,290	\$28,434,000	\$43,513,290	Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p style="text-align: right;">LOCAL</p> <ul style="list-style-type: none"> <li>▸ Add funds in FFY 22 in CON for \$2,598,251 State or District Funding</li> <li>+ Increase funds in FFY 22 in CON from \$3,376,000 to \$3,551,000 Federal Lands Transportation Program</li> <li>▸ Add funds in FFY 22 in CON for \$2,306,039 Northern Virginia Transportation Authority</li> <li>▸ Add funds in FFY 22 in CON for \$10,000,000</li> </ul> <p style="text-align: right;"><i>Total project cost increased from \$28,434,000 to \$43,513,290</i></p>
T6634	Northstar Blvd. Extension	24	\$11,748,575	\$97,381,000	\$109,129,575	Programming Update; Add Project to TIP	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p style="text-align: right;">Local</p> <ul style="list-style-type: none"> <li>▸ Add funds in FFY 22 in ROW for \$2,547,491 Revenue Sharing</li> <li>- Remove \$183,798 in FY 2022 in PE</li> <li>▸ Add funds in FFY 22 in ROW for \$183,798 Northern Virginia Transportation Authority</li> <li>▸ Add funds in FFY 20 in ROW for \$7,080,084 CON for \$19,561,484</li> <li>▸ Add funds in FFY 22 in ROW for \$35,740,516 Northern Virginia Transportation Authority (ACCP)</li> <li>▸ Add funds in FFY 20 in ROW for \$7,080,084 CON for \$19,561,484</li> </ul> <p style="text-align: right;"><i>Total project cost increased from \$97,381,000 to \$109,129,575</i></p>



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.  
Commissioner  
January 7, 2022

1401 East Broad Street  
Richmond, Virginia 23219

(804) 786-2701  
Fax: (804) 786-29

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

RE: FY 2019-2024 Transportation Improvement Program Amendments for Northstar Boulevard Extension,  
Loudoun County, Virginia. TIP ID # 6634 (UPC 106994)

Dear Ms. Sebesky:

The Virginia Department of Transportation (VDOT) requests amendments to the FY 2021-2024 Transportation Improvement Program (TIP) to add funding to the Northstar Boulevard Extension between John Mosby Highway (US50) and Shreveport Drive (1.6 miles). This extension is the final piece connecting Belmont Ridge Road to US 50, providing an alternative to the Loudoun County Parkway.

VDOT is requesting to:

- 1- Move \$183,798 (REVSH) from PE to RW FFY22;
- 2- Move \$26,539,432 (AC-Other: NVTA) from CN to RW
- 3- Add an additional \$11,748,575 (AC-Other: \$9,201,084 NVTA, \$2,547,491 Local) FFY22

The total estimated cost of the project is \$109,129,575. An Environmental Assessment has been completed. This project is included in Visualize 2045, the related Air Quality Conformity Analysis, and the Financial Plan.

VDOT requests approval of these amendments by the Transportation Planning Board's Steering Committee at its meeting on January 7, 2022. VDOT's representative will be available to answer any questions about the amendment.

Thank you for your consideration of this request.

Sincerely,

John Lynch, P.E.  
District Engineer

cc: Ms. Maria Sinner, P.E., Assistant District Administrator for Planning and Investment  
Mr. Amir Shahpar, P.E., Director of Transportation Planning



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.  
Commissioner  
January 7, 2022

1401 East Broad Street  
Richmond, Virginia 23219

(804) 786-2701  
Fax: (804) 786-29

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

RE: FY 2019-2024 Transportation Improvement Program Amendments for TIP ID # 6441 (Federal Highway Lands grouped projects), Virginia

Dear Ms. Sebesky:

The Virginia Department of Transportation (VDOT) requests amendments to the FY 2021-2024 Transportation Improvement Program (TIP) to add funding for Federal Highway Lands, Virginia Projects Grouping.

VDOT is requesting to add \$1,606,039 (Federal Lands Transportation Program), \$12,598,251 (Other Funds - \$10,000,000 NVTA & \$ 2,598,251 Local) FFY22 in the construction phase of this project grouping.

Total estimated cost of the project grouping is \$22,472,436. This project grouping is included in Visualize 2045 and the Financial Plan. The projects in the group are exempt from air quality conformity analysis.

VDOT requests approval of these amendments by the Transportation Planning Board's Steering Committee at its meeting on January 7, 2022. VDOT's representative will be available to answer any questions about the amendment.

Thank you for your consideration of this request.

Sincerely,

John Lynch, P.E.  
District Administrator

cc: Ms. Maria Sinner, P.E., Assistant Director for Planning and Investment  
Mr. Amir Shahpar, P.E., Transportation Planning Director



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Letters Sent/Received  
**DATE:** January 13, 2022

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



National Capital Region  
**Transportation Planning Board**

December 15, 2021

The Honorable Muriel Bowser, Mayor, District of Columbia  
The Honorable Larry Hogan, Governor, State of Maryland  
The Honorable Ralph Northam, Governor, Commonwealth of Virginia

Re: Establishing Interjurisdictional Reciprocity of Automated Enforcement Citations to Improve Regional Traffic Safety

Dear Mayor Bowser, Governor Hogan, and Governor Northam:

I am writing on behalf of the National Capital Region Transportation Planning Board (TPB) at the Metropolitan Washington Council of Governments (COG), to urge your proactive involvement to establish interjurisdictional reciprocity for citations issued by automated traffic safety enforcement systems across the District of Columbia, Maryland, and Virginia.

As the federally-designated metropolitan planning organization (MPO) for Washington, D.C., Suburban Maryland, and Northern Virginia, the TPB has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process for the metropolitan area, with roadway safety being a key responsibility.

The FAST Act mandates MPOs like the TPB to gather and analyze transportation safety data within a Performance-Based Planning and Programming (PBPP) process, and, working with the state transportation safety offices of the District, Maryland, and Virginia, annually adopt regional targets for roadway fatalities and serious injuries. Your state safety officials have been cooperating with and supporting the TPB in its efforts to reduce roadway fatalities and serious injuries through the development and implementation of proven effective safety countermeasures at the state, regional, and local levels, and the TPB thanks you and them for their assistance and support.

However, these PBPP responsibilities have led to sobering discussions by the TPB regarding the unacceptably high numbers of fatalities and serious injuries on the region's roadways which is contrary to the TPB's vision and the region's aspirations. These discussions have led to an increased focus by the TPB on roadway safety, notably spelled out in TPB Resolution [R3-2021](#) (July 22, 2020). This resolution establishes a Regional Roadway Safety Policy and includes associated Roadway Safety and Equity Policy Statements describing the TPB's commitment to reduce fatalities and serious injuries on the region's roadways in a fair and equitable manner. The resolution also established a Regional Roadway Safety Program to assist TPB member jurisdictions and agencies to identify and implement evidence-based roadway safety countermeasures. We appreciate the involvement and support your agencies have provided to this new program. TPB Resolution R3-2021 includes a list of dozens of recommended engineering, education, and enforcement strategies and countermeasures that can, if implemented, significantly reduce the number of people killed or seriously injured throughout the region. The use of appropriately designed automated traffic safety enforcement is one of the evidence-based countermeasures listed in the resolution.

Enforcement is a critical strategy, especially as a means to communicate that there will be consequences for dangerous driving behaviors. The TPB understands that the existing Driver License Compact, of which all three jurisdictions are members, allows for reciprocity across state lines for

Mayor Muriel Bowser, Governor Larry Hogan, and Governor Ralph Northam  
December 15, 2021

traffic moving violations as traditionally issued by law enforcement personnel in the field, but such legal reciprocity does not currently include citations issued by automated traffic enforcement devices.

Appropriately designed, data-driven automated enforcement systems have had success in many parts of the nation in improving safety outcomes for speeding, red light running, and other infractions that states and the District may choose to enforce through automated enforcement systems. But the high levels of cross-boundary driving in the National Capital Region, combined with the lack of interjurisdictional reciprocity for automated traffic enforcement penalties, has resulted in fewer drivers being held accountable for their dangerous driving behaviors, thereby diminishing this strategy's effectiveness.

Given the evidence supporting the effectiveness of appropriately designed automated enforcement systems in improving safety outcomes, plus the unacceptably high levels of fatalities and serious injuries on the region's streets and roads, the TPB urges you to work collaboratively to create a multijurisdictional safety taskforce to work toward an agreement on reciprocity for automated traffic enforcement citations issued across the District of Columbia, Maryland, and Virginia, as a critical step toward reducing roadway fatalities and serious injuries in each of your states, and our region. As part of the taskforce's work, it will be important to recognize that automated enforcement is evolving differently in each jurisdiction and that reciprocity should prioritize enforcement for citations that are most directly tied to road safety. TPB further recommends that this safety taskforce among the District of Columbia, Maryland, and Virginia also review existing traffic laws and criteria for automated enforcement, and make recommendations for potential legislative action that will allow for consistency in meeting our region's safety goals; this may be an area where the TPB staff and members could provide support.

I express the sense of the entire board when I say that the TPB stands ready to support your activities in this regard and in advancing a continuing, cooperative, and comprehensive metropolitan transportation planning process. Please feel free to contact TPB Director Kanathur (Kanti) Srikanth or any member of our board for assistance in advancing this critical goal for the region's transportation system.

Sincerely,



Charles Allen  
TPB Chairman

cc: Everett Lott, Acting Director, District Department of Transportation  
Gregory Slater, Secretary, Maryland Department of Transportation  
Shannon Valentine, Secretary, Virginia Department of Transportation  
Kanathur N Srikanth, Director, Transportation Planning Board





National Capital Region  
**Transportation Planning Board**

January 4, 2022

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

Re: FY 2021 Enhancing Mobility Innovation Program Grant Application by Prince George's County, Maryland

Dear Ms. Fernandez:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Prince George's County, Maryland for a Federal Transit Administration FY 2021 Enhancing Mobility Innovation Program grant to design and implement a deviated fixed route pilot program in an area with a concentration of minority and disadvantaged populations.

The deviated fixed route service will replace the current *The Bus* 35S (Fort Washington) fixed route bus service with curb-to-curb transportation using a minibus or van service on weekdays throughout the identified service area. The grant funding will be utilized to implement a pilot program to connect senior and disadvantaged populations to key activity centers such as grocery shopping centers and healthcare. As a part of the pilot, the County will test new real-time transit scheduling and monitoring technology that includes the option to send text messages for non-emergency situations to create a safe and inclusive environment for all service users.

The TPB requests your favorable consideration of this request by Prince George's County, as it directly responds to regional transportation goals and priorities adopted by the Transportation Planning Board and identified in the Washington region's long-range transportation plan Visualize 2045. The TPB has long supported increased investment of transportation dollars to support improvements in the region's transit system. Investment in the county's transit system will allow for improved transit service in underserved parts of the county and expand access for residents to jobs, healthcare and other vital services while improving air quality and promoting environmental justice.

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 black ink that reads "Pamela Sebesky".

Pamela J. Sebesky  
Chair, National Capital Region Transportation Planning Board

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

January 13, 2022

The Honorable Guy Guzzone  
Chair, Senate Budget and Taxation Committee  
3 West Miller Senate Office Building  
Annapolis MD 21401

Re: SB0210 – Employer-Provided Commuter Benefits – Expansion

Dear Chair Guzzone:

As home to both the Washington region’s metropolitan planning organization, the National Capital Region Transportation Planning Board (TPB), as well as its Transportation Demand Management (TDM) program, Commuter Connections, the Metropolitan Washington Council of Governments (COG) has a long history of supporting forward-looking transportation plans and mobility solutions including working with employers to provide commute benefit programs to their workers.

The Commuter Connections program along with its local jurisdictions has contributed to employers providing and expanding commute benefits regionwide and continues to seek innovative ways to further motivate employers to assist their workers with programs and incentives to lessen the demand on our roadway infrastructure and improve air quality. The outreach program also encourages employees’ use of alternative commute modes such as ridesharing, transit, telework, bicycling, and walking. Most employers who promote commute alternatives do so for practical reasons associated with the operation of their businesses, but the community as a whole benefits from commute alternatives programs because they help reduce traffic congestion, improve air quality, and support economic development. For this reason, COG has partnered with local governments in the region to continue to offer programs that encourage the implementation of commute benefit programs at employment sites.

For your reference, TPB would like to share the following information on employers offering commute benefit programs for legislators as they consider efforts to expand employer-provided commuter benefits:

#### Employer Provided Commute Benefits Lead to Significant Transportation and Emission Impacts:

In a recent regional analysis conducted by Commuter Connections, nearly 2,000 employers representing 630,000 workers that offered premium level commute benefit programs at their worksites such as a qualified transit or vanpool benefit, teleworking, preferential parking for carpools and vanpools, and other commute related incentives helped reduce 85,000 daily vehicle miles of travel, 1.5 million daily vehicle miles of travel, and 145,000 annual tons of CO<sub>2</sub>.

#### Types of Commute Benefits Offered By Employers

In a regional “State of the Commute” survey conducted in 2019 by Commuter Connections, The most commonly offered commute benefit services offered by employers were transit/vanpool subsidies available to 45% of worker respondents, and information on commuter transportation options, available to 26% of respondents. Two in ten (22%) respondents

The Honorable Guy Guzzone  
January 13, 2022

said their employer offered services for bikers and walkers and 17% said preferential parking was offered to carpools and vanpools. One in ten (10%) said their employer offered Guaranteed Ride Home (GRH). Carpool subsidies were mentioned by about 8% of employees. Two vehicle-sharing services, bikeshare and carshare membership, were mentioned by 9% and 7% of respondents, respectively. Respondents whose employers offered incentives/support services were asked if they had ever used these services. Overall, 57% of respondents who said commute services were available had used a service. This percentage represented 34% of all workers who were not self-employed. More than six in ten (61%) of all respondents said their employers allowed some telework, either under a formal program (34%) or an informal arrangement (27%). During the pandemic, many area employers turned to telework at unprecedented levels to ensure the safety of their employees and the continuity of their business operations. This trend will likely continue as a recent Commuter Connections survey found that fifty-seven percent of work sites expected to see a long-term increase in teleworking, even when the pandemic is over.

Thank you for the opportunity to share this information with you. If you have any questions, I encourage you to contact COG's Deputy Executive Director of Metropolitan Planning Kanti Srikanth at 202-962-3257 or ksrikanth@mwcog.org.

Sincerely,



Chuck Bean  
Executive Director

cc: Kanti Srikanth, Deputy Executive Director of Metropolitan Planning  
Nicholas Ramfos, Director, Commuter Connections



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** January 13, 2022

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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:** Erin Morrow and Dusan Vuksan, TPB Transportation Engineers  
**SUBJECT:** Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards: Final Rule  
**DATE:** January 13, 2022

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After reviewing public comments on proposed rulemaking, the Environmental Protection Agency (EPA) published a revised and final rule, entitled “Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions (GHG) Standards,” in the Federal Register on December 30, 2021.<sup>1</sup> The rule will become final on February 28, 2022. The final rule increases the stringency of the GHG emissions standards established in the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule in April 2020. The TPB submitted a joint comment letter with COG’s Climate, Energy, and Environment Policy Committee (CEEPC) and the Metropolitan Washington Air Quality Committee (MWAQC) in support of EPA’s proposed rule on September 22, 2021.<sup>2</sup>

As noted in the Regulatory Update released by EPA:<sup>3</sup>

The final rule revises current GHG standards beginning in [model year] MY 2023 and increases in stringency year over-year through MY 2026. The standards finalized for MYs 2025 and 2026 are the most stringent option considered in the proposed rule and the MY 2026 requirements establish the most stringent GHG standards ever set for the light-duty vehicle sector. The final rule significantly accelerates the rate of stringency increases to between 5 and 10 percent each year from 2023 through 2026. Under the previous standards stringency increased at a rate of roughly 1.5 percent per year. Today’s final standards are expected to result in average fuel economy label values of 40 mpg, while the standards they replace (the SAFE rule standards) would achieve only 32 mpg in MY2026.

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<sup>1</sup> Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards.” 86 Fed. Reg., pp. 74434-74526. U.S. Environmental Protection Agency, December 30, 2021.

<https://www.federalregister.gov/documents/2021/12/30/2021-27854/revised-2023-and-later-model-year-light-duty-vehicle-greenhouse-gas-emissions-standards>.

<sup>2</sup> Day, Robert, Chair, Metropolitan Washington Air Quality Committee (MWAQC), Deni Taveras, Chair, Climate, Energy and Environment Policy Committee (CEEPC), and Charles Allen, Chair, National Capital Region Transportation Planning Board (TPB). Letter to Michael S. Regan, Administrator, U.S. Environmental Protection Agency. “Support for the Proposed Rule to Revise Existing National Greenhouse Gas Emissions Standards for Passenger Cars and Light Trucks through Model Year 2026; Docket ID No. EPA-HQ-OAR-2021-0208.” Letter, September 10, 2021.

<sup>3</sup> United States Environmental Protection Agency (EPA) Office of Transportation and Air Quality, “Regulatory Update” EPA-420-F-21-077. December 2021. <https://www.epa.gov/system/files/documents/2021-12/420f21077.pdf>

Although the impact of this rule on the GHG forecasts for the region's Long-Range Transportation Plan cannot be estimated until the EPA's MOtor Vehicle Emission Simulator (MOVES) model is updated with the new standards, the region is, nonetheless, expected to benefit from the new standards. According to Federal Register notice, the final standards are expected to result in a 9% reduction in carbon dioxide (CO<sub>2</sub>) emissions nationally by 2050 relative to the current SAFE rule standards. The rule will likely have minimal impact on our region's ability to realize the reductions in NO<sub>x</sub> emissions needed to comply with the 2015 Ozone National Ambient Air Quality Standards (NAAQS). However, in the long term, strengthening GHG emissions standards is expected to reduce NO<sub>x</sub> and PM<sub>2.5</sub> emissions as shown by EPA's forecasts in Table 36 and Table 37 of the Federal Register notice. As noted in the Metropolitan Washington 2030 Climate and Energy Action Plan, underserved communities have been disproportionately affected by environmental exposures, such as ambient air pollution and climate-change-related health impacts; therefore, more stringent universal GHG emissions standards and subsequent emissions reductions have the potential to help the most vulnerable populations.

The National Highway Traffic Safety Administration (NHTSA) released complimentary proposed Corporate Average Fuel Economy (CAFE) Standards on September 3, 2021, approximately three weeks after EPA released its proposed standards, and has not finalized its standards as of this time.

Attachment: Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards: Regulatory Update (EPA-420-F-21-077 December 2021)

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# Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards

## Regulatory Update

## **Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards – Final Rule**

The Environmental Protection Agency (EPA) is finalizing federal greenhouse gas (GHG) emissions standards for passenger cars and light trucks by setting ambitious but achievable requirements for emissions reductions for Model Years (MY) 2023 through 2026. The standards would achieve significant GHG emissions reductions along with reductions in other air pollutants. This rule will result in substantial public health and welfare benefits, while providing fuel savings to consumers. Today's action will set the U.S. on a course to achieve ambitious GHG emissions reductions from transportation over the long term. The final rule provides a foundation for building on rapidly developing trends toward zero-emission technologies and the substantial reductions in air pollution they will make possible.

As a follow on to this action, EPA plans to initiate a future rulemaking to establish multi-pollutant emission standards for MY 2027 and beyond. Consistent with the direction of Executive Order 14037, "Strengthening American Leadership in Clean Cars and Trucks," this subsequent rulemaking will set standards through at least MY 2030 and will apply to light-duty vehicles and medium-duty vehicles.<sup>1</sup>

### **Setting the Program on a Trajectory to Achieve Significant GHG Reductions**

Today's rule puts EPA's clean cars program on track to achieve significant GHG emissions reductions over the long term. The final rule will prompt automakers to use clean technologies that are available today and help stimulate production of more electric vehicles. This rule is a critical step to setting the U.S. on a path to a zero-emissions transportation future.

The final rule revises current GHG standards beginning in MY 2023 and increases in stringency year over-year through MY 2026. The standards finalized for MYs 2025 and 2026 are the most stringent option considered in the proposed rule and the MY 2026 requirements establish the most stringent GHG standards ever set for the light-duty vehicle sector. The final rule significantly accelerates the rate of stringency increases to between 5 and 10 percent each year from 2023 through 2026. Under the previous standards stringency increased at a rate of roughly 1.5 percent per year. Today's final standards are expected to result in average fuel economy label values of 40 mpg, while the standards they replace (the SAFE rule standards) would achieve only 32 mpg in MY2026.

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<sup>1</sup> Medium duty vehicles include commercial pickups and vans, also referred to as heavy-duty class 2b and 3 vehicles.



**Table 1:** Comparison of Fleet Average Target Projections for the Final Standards Compared to Updated Fleet Average Target Projections\* for the Proposed Standards, SAFE Rule and 2012 Rule

	EPA Projected Fleet-wide CO2 Emissions Standards	EPA CO2 standards expressed as “MPG equivalent”**	EPA Estimated Real World Label Value***
MY 2026 Standard Projections: Final Rule	161 grams/mile	55 mpg	40 mpg
MY 2026 Standard Projections: Proposal	173 grams/mile	52 mpg	38 mpg
MY 2026 Standards: 2020 Final Rule (SAFE2)	208 grams/mile	43 mpg	32 mpg
MY 2025 Standards: 2012 Final Rule	180 grams/mile	50 mpg	36 mpg

\*All values calculated using the final rule updated fleet mix of 47% cars and 53% trucks in MY2026.

\*\*MPG equivalent is the MPG assuming the GHG standards are met exclusively by reducing tailpipe CO<sub>2</sub>.

\*\*\*This is a value that would be comparable to what a consumer would see on a fuel economy label and reflects real-world impacts on GHG emissions and fuel economy that are not captured by the compliance tests, including high speed driving, air conditioning usage, and cold temperatures.

### Climate Urgency

Making cars cleaner is critical to address climate change. Transportation is the single largest source of GHG emissions in the United States, making up 29 percent of all emissions. Within the transportation sector, passenger cars and trucks are the largest contributor, at 58 percent of all transportation sources and 17 percent of total U.S. GHG emissions.

The final standards will contribute toward the goal of holding the increase in the global average temperature to well below 2°C above pre-industrial levels and reducing the probability of severe climate change-related impacts, including heat waves, drought, sea level rise, extreme climate and weather events, coastal flooding, and wildfires. Reductions in GHG emissions from this rule will benefit populations that may be especially vulnerable to damages associated with climate change, such as the very young, the elderly, communities of color, low-income, disabled, and indigenous populations.

### Benefits

This final rule would provide significant benefits with respect emission reductions, public health, and fuel savings.

- The benefits of this rule exceed the costs by \$120 billion to \$190 billion through 2050. Benefits include reduced impacts of climate change, improved public health from lower pollution, and cost savings for vehicle owners through improved fuel efficiency.

- Between \$8 and \$19 billion of the total benefits through 2050 result from improved public health due to reduced emissions of non-GHG pollutants, including NOx and other pollutants that contribute to fine particulates (PM2.5).
- Looking at fuel costs alone, American drivers will save between \$210 billion and \$420 billion through 2050.

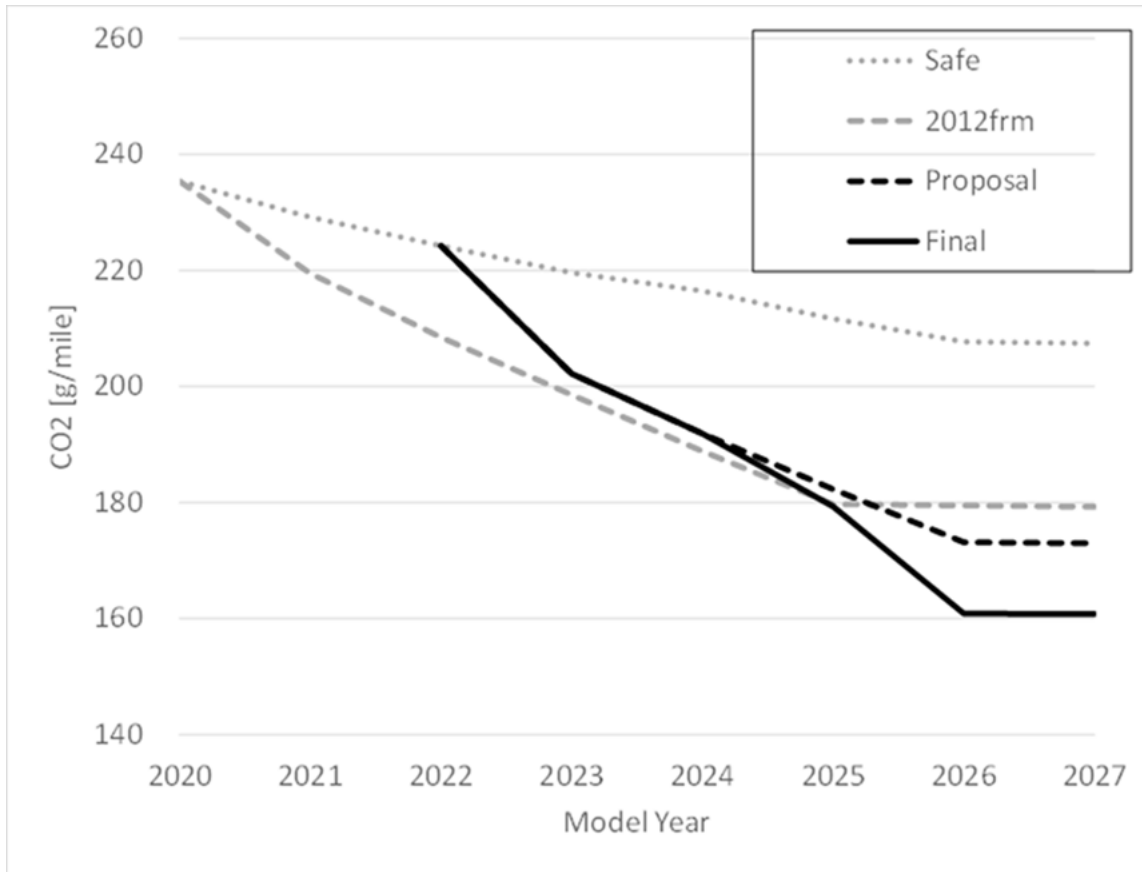
### **Consumer Savings**

Consumers will benefit from EPA's final standards due to savings from reduced fuel costs. EPA estimates that reduced fuel costs will outweigh the increase in vehicle costs by about \$1,080 over the lifetime of a MY 2026 vehicle. In other words, lifetime fuel savings will outweigh the upfront vehicle cost, and fuel savings accumulate over time, with savings growing relative to costs.

### **Emissions Standards**

As with EPA's previous light-duty GHG programs, EPA is finalizing standards expressed as "footprint based curves" for both passenger cars and trucks. Under this approach, each manufacturer has a unique standard for the passenger car and truck categories, for each model year, based on the sales-weighted footprint-based CO2 targets of the vehicles produced in each MY.

The graphic below (Figure 1) shows EPA's final standards, expressed as average fleetwide GHG emissions targets (cars and trucks combined), projected through MY 2026. For comparison, the figure also shows the corresponding targets for the proposal and the prior 2020 and 2012 rules. The projected fleet targets under the final rule increase in stringency in MY 2023 by about 10 percent (from the existing standards in MY 2022), followed by a stringency increase of about 5 percent in MY 2024, as proposed. For MYs 2025-2026 EPA is finalizing stringency increases more stringent than those proposed, about 7 and 10 percent year over year, respectively. EPA intends to initiate a subsequent rule to establish standards for MYs 2027 and beyond.



**Figure 1: EPA Final Industry Fleet-Wide CO2 Compliance Targets, Compared to the Proposal and 2012 and 2020 Rules, grams/mile, 2021-2026**

Table 1 (below) presents the estimates of EPA’s final standards presented in Figure 1, in terms of the projected overall industry fleetwide CO2-equivalent emission compliance target levels. The industry fleet wide estimates in Table 1 are projections based on modeling EPA conducted for the final rule, taking into consideration projected fleet mix and footprints for each manufacturer’s fleet in each model year. Table 2 presents projected industry fleet average year-over-year percent CO2 reductions for the final standards. Table 3 presents projected technology penetration levels in MY 2026 for several major technology categories.

**Table 1: Projected Industry Fleet-wide CO2 Compliance Targets (CO2 grams/mi)**

Model Year	Cars	Trucks	Combined Fleet
2022 (SAFE reference)	181	261	224
2023	166	234	202
2024	158	222	192
2025	149	207	179
2026 and later	132	187	161

**Table 2: Projected Industry Fleet Average CO2 Target Year-Over-Year Percent Reductions**

Model Year	Combined Fleet
2023	9.8%
2024	5.1%
2025	6.6%
2026	10.3%
Cumulative	28.3%

**Table 3: Model Year 2026 Technology Penetrations Projected under the Final Rule**

Technology	New Light-duty Vehicle Fleet Penetration
Advanced High-efficiency Engine Technology	59%
8-speed and other advanced transmissions	71%
Mild Hybrid	5%
Strong Hybrid	7%
Battery Electric Vehicles + Plug-in Hybrid Electric Vehicles	17%

**Achievable Efficiency Gains, Building on Sector Trends**

Automakers are in a strong position to meet these final standards. The auto industry supported EPA’s proposal for the standards to begin in MY2023, and our final rule maintains the MY2023 start date for revised standards. From 2012 until last year, all the automakers were required to meet more stringent standards in 2023 than those being finalized today. Their technological progress over the years has been impressive. Although the 2020 SAFE rule standards were much less stringent, technological advancement over the past ten years has been significant and continues. Nearly all major automakers have announced plans to transition their vehicle fleets to zero-emissions, with many electric vehicle launches planned before 2026. The entry of so many new EV models over the next few years will put the auto industry in a strong position to meet the standards. Finally, the program includes averaging, credit banking and trading provisions to aid the industry in meeting standards through a multi-year planning process, and EPA also is finalizing additional targeted compliance flexibilities to help the industry manage its transition to more stringent standards.

**Program Flexibilities and Incentives**

EPA’s regulatory programs for cars and trucks have traditionally offered automakers compliance options to help them meet standards in the ways that are most appropriate and cost effective for individual companies. EPA received many comments on the proposed flexibility provisions of this rule. After considering the comments along with our updated analyses, we are finalizing flexibility provisions that are narrower than proposed. The final rule focuses the available flexibilities in MYs 2023-2024 to help manufacturers manage the transition to more stringent standards in the longer term by providing some additional flexibility in the near-term. The flexibilities that EPA is adopting are:

- A limited extension of credits generated by overcompliance with the MYs 2017 and 2018 standards that can be carried forward for compliance with the MY 2023-2024 standards, respectively.

- Advanced technology vehicle multiplier credits for MYs 2023-2024 with a cumulative credit cap of 10 grams CO<sub>2</sub> per mile. This incentive encourages manufacturers to accelerate introduction of zero and near-zero emissions vehicles.
- Full-size pickup truck incentives for strong hybrids or similar performance-based credit for MYs 2023-2024. Similar incentives were included in the 2012 rule but removed by the 2020 SAFE rule for MYs 2022-2025.
- “Off-cycle” credits of up to 15 g/mile. Off-cycle credits recognize and incentivize technologies that provide real-world emissions reductions but which are not captured on EPA’s tailpipe emissions compliance tests. These include technologies such as high-efficiency headlamps or solar reflective paint that keeps the vehicle cabin cooler to reduce air conditioning needs.

**Safety**

This rule will not impact driving safety. EPA estimates that the risk of fatal and non-fatal injuries will remain virtually unchanged by this program.



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** John Swanson, TPB Transportation Planner  
Jon Schermann, TPB Transportation Planner  
**SUBJECT:** TLC and RRSP Programs: Application periods this year  
**DATE:** January 13, 2022

---

The TPB is now accepting applications for the Transportation Land-Use Connections (TLC) Program and soon will be accepting applications for the Regional Roadway Safety Program (RRSP).

### Key dates and deadlines

#### *Transportation Land-Use Connections Program (TLC)*

- Application period began: December 17, 2021
- Abstracts due (optional): January 10, 2022
- Applications due: February 21, 2022
- TPB approval of projects: April 20, 2022

#### *Regional Roadway Safety Program (RRSP)*

- Application period begins: January 17, 2022
- Abstracts due (optional): February 11, 2022
- Applications due: March 18, 2022
- TPB approval of projects: May 18 or June 15, 2022

### Common features of both programs

- Short-term consultant services are provided for small planning and design projects.
- Any local jurisdiction in the National Capital Region that is a member of the TPB is eligible to apply. Non-profits and non-member jurisdictions in the region may apply as secondary recipients to a TPB member jurisdiction.
- Projects are eligible to receive planning assistance valued between \$30,000 and \$60,000 for planning projects, and up to \$80,000 for design projects.
- Projects typically last 7-9 months.
- Recipients receive short-term consultant services and no direct financial assistance.

### Program funding priorities

#### *Transportation Land-Use Connections Program (TLC)*

The TPB encourages TLC applications that promote vibrant communities by:

- Expanding Multimodal Transportation Options

- Supporting Land-Use Enhancements in Activity Centers and Near High-Capacity Transit
- Increasing Access for Low-Income and Minority Communities
- Enhancing Bike/Ped Access to Transit
- Developing Key Regional Trails

#### *Regional Roadway Safety Program (RRSP)*

The TPB encourages applications that address one or more of the following regional safety priorities:

- Improve safety for low-income and minority communities
- Improving road user behavior
- Identifying and designing safety countermeasures
- Understanding safety data
- Cross-jurisdictional safety improvements

#### **Other competitive application opportunities**

The two application periods listed above – for TLC and RRSP – will be the only solicitations this year for the TPB’s local technical assistance programs. The Transit Within Reach program, which also provides local technical assistance, is operating on a two-year cycle and will next solicit applications in calendar year 2023.

Later this spring, the application periods for federal grants through the Transportation Alternatives Set-Aside Program (TAP) will be open for Maryland and the District of Columbia. TAP provides funding for smaller-scale capital improvement projects such as pedestrian and bicycle facilities, trails, safe routes to school (SRTS) projects, environmental mitigation, and other community improvements. Although the TAP grants are administered by state DOTs, the TPB is provided with a suballocation of TAP funding every year under federal law.

The TAP application periods for both Maryland and the District of Columbia are expected to be open between April and May of this year. The TPB is currently scheduled to approve Maryland and D.C. TAP projects in July. Virginia conducts TAP solicitations every two years. The next application period for Virginia will be in calendar year 2023.

#### **For more information:**

- TLC and TAP: John Swanson ([jswanson@mwkog.org](mailto:jswanson@mwkog.org))
- RRSP: Jon Schermann ([jschermann@mwkog.org](mailto:jschermann@mwkog.org)) or Janie Nham ([jnham@mwkog.org](mailto:jnham@mwkog.org))

January 12, 2022

The Honorable Todd Gilbert  
Speaker, Virginia House of Delegates  
900 E. Main Street  
Richmond, VA 23219

The Honorable Richard L. Saslaw  
Majority Leader, Virginia Senate  
P.O. Box 396  
Richmond, VA 23218

Re: Repeal of current participation limitations on WMATA Board of Directors Alternates

Dear Speaker Gilbert and Majority Leader Saslaw:

On behalf of the Board of Directors of the Metropolitan Washington Council of Governments (COG), we are writing to **strongly urge the repeal of VA Code § 33.2-1526.1(L) which currently results in a reduction of funding if WMATA Alternate Directors participate in board or committee meetings when directors are present.** As the association of local governments in metropolitan Washington, the operation of a safe and effective Metro system is a top priority. We commend the Commonwealth's unprecedented commitment to provide annual dedicated funding to support the transit system throughout Northern Virginia and the metropolitan Washington region, which aligns with our 2022 Legislative Priorities.

The legislation passed in 2018 by the Commonwealth of Virginia, VA Code § 33.2-1526.1(L), requires a reduction in funding if WMATA Alternate Directors participate in board or committee meetings when directors are present. The effect of this is to impede the ability of Alternate Directors to access the information and knowledge necessary to effectively step in and represent their jurisdictions when required. In turn, this hampers the ability of each state to recruit competent alternate directors willing to serve.

In order to re-instate the ability of WMATA Board Alternate Directors to operate effectively, the board urges the Commonwealth of Virginia to repeal VA Code § 33.2-1526.1(L). Subsequent to amendment of this statute, the board urges the amendment of WMATA Bylaws Article II.11 and Article III.3.a, and otherwise as necessary, to allow Alternate Directors to participate in all board and committee meetings irrespective of the presence of the alternate's respective Director. An essential role of the WMATA Board of Directors is to ensure the transparency and accountability of the transit authority. To do so, Alternate Directors need to have access to all information provided to Directors.

Your collaboration is essential to the continued leadership our region needs to keep Metro safe and our economy thriving. We appreciate your support on this matter. If you have any questions, please contact COG Executive Director Chuck Bean at [cbean@mwkog.org](mailto:cbean@mwkog.org) or (202)962-3260.

Sincerely,



Christian Dorsey  
Chair, Board of Directors  
Arlington County, Virginia



Kate Stewart  
Vice Chair, Board of Directors  
City of Takoma Park, Maryland



Charles Allen  
Vice Chair, Board of Directors  
District of Columbia

Cc: Metropolitan Washington Area Transit Authority Board of Directors





## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Lyn Erickson, Plan Development and Coordination Program Director  
**SUBJECT:** TPB, Technical Committee and Steering Committee Dates for Calendar Year 2022, including a new proposal to host a combination of virtual and in-person meetings  
**DATE:** January 13, 2022

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The Transportation Planning Board (TPB), TPB Technical Committee and TPB Steering Committee meeting dates for calendar year 2022 have been set and were distributed to members during the October through December board meetings. As was discussed by the TPB's Steering Committee in January, Chair Sebesky advised staff to update the TPB meeting schedule with a tentative proposal for the format of the board meetings – a combination of in-person and virtual. As was reported to the board previously, there is interest among the members of the board to continue using the virtual meeting format, periodically, even after the current public health related concerns merit limited in-person gatherings. Apart from utilizing this newly adopted capability, periodically holding virtual meetings would demonstrate TPB's commitment to teleworking as a means of reducing travel and related energy consumption and emissions.

The following updated table identifies the proposed meeting format for the TPB's monthly meetings during 2022 (meeting dates and times have not changed). Please note that the proposed format of the meeting would be continually assessed, and changes proposed based on feedback from members and topics that the board would be taking up during each upcoming meeting could be considered. **Members will be notified of any changes a month ahead.** Please note that meetings identified as In-person meetings will be primarily In-person and members would be able to participate virtually to accommodate any special needs of the members. Consistent with current Bylaws, members seeking such accommodations should notify staff ahead of time (no later than the Monday before the meeting).

This year, TPB falls on the third Wednesday of every month (except August, where there is no meeting). Due to the July and September holidays, Technical/Steering Committees meet the 2<sup>nd</sup> Friday, as opposed to the Friday that falls on the holiday weekend.

2022 TPB, TPB TECHNICAL COMMITTEE AND TPB STEERING COMMITTEE DATES				
	TPB Technical Committee	TPB Steering Committee	Transportation Planning Board	NEW INFO TPB Meeting Format
	1 <sup>st</sup> Friday at 9 AM	1 <sup>st</sup> Friday at 12:15 PM	3 <sup>rd</sup> Wednesday at 12 Noon	
January	7	7	19	VIRTUAL*
February	4	4	16	VIRTUAL
March	4	4	16	IN PERSON**
April	1	1	20	IN PERSON
May	6	6	18	VIRTUAL
June	3	3	15	IN PERSON
July	8 (2 <sup>nd</sup> Friday due to holiday)	8 (2 <sup>nd</sup> Friday due to holiday)	20	IN PERSON
August	No meetings	No meetings	No meetings	-
September	9 (2 <sup>nd</sup> Friday due to holiday)	9 (2 <sup>nd</sup> Friday due to holiday)	21	VIRTUAL
October	7	7	19	IN-PERSON
November	4	4	16	VIRTUAL
December	2	2	21	IN PERSON

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

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

**ITEM 7 – Action**  
January 19, 2022

Performance Based Planning and Programming:  
Highway Safety Targets

**Action:** Adopt Resolution R7-2022 to approve regional highway safety targets.

**Background:** The committee was briefed on the proposed 2018-2022 targets for highway safety performance measures in December. The board will be asked to approve the final targets.

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

**RESOLUTION TO ADOPT ANNUAL HIGHWAY SAFETY TARGETS  
FOR THE NATIONAL CAPITAL REGION**

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

**WHEREAS**, safety of all modes of travel is an important element of TPB's Vision, and a regional priority, with many of its member jurisdictions having adopted aspirational safety goals associated with Vision Zero and Towards Zero Deaths; and

**WHEREAS**, the provisions of the FAST Act continued the implementation of performance-based planning and programming to achieve desired performance outcomes for the multimodal transportation system, including the setting of targets for future performance by States and metropolitan planning organizations (MPOs); and

**WHEREAS**, the Federal Highway Administration issued a rulemaking for state departments of transportation (DOTs) and MPOs to annually establish data-driven highway safety targets and report progress on achieving the targets for the following performance measures: number of fatalities, rate of fatalities per hundred million vehicle miles traveled (VMT), number of serious injuries, rate of serious injuries per VMT, and number of combined non-motorized fatalities and non-motorized serious injuries; and

**WHEREAS**, though the federal regulations that designate the safety performance measures refer to them as the *National Performance Management Measures for the Highway Safety Improvement Program*, the performance measures are applicable to all public roads in the region from community streets to Interstate highways, and can properly be referred to as roadway safety targets; and

**WHEREAS**, the TPB has reviewed the safety performance measures and established data-driven regional safety targets annually since January 2018 and acknowledges that the number of fatalities and serious injuries on the region's roadways are unacceptably high, which is contrary to its own vision and the region's aspirations; and

**WHEREAS**, the TPB remains focused on acting on its priorities and achieving the region's aspirational goals of zero fatalities and serious injuries on its roadways and is using the federally required annual regional highway safety targets and the process to evaluate the region's progress toward zero roadway deaths; and

**WHEREAS**, the TPB commissioned a regional roadway safety study to identify the factors contributing to and the predominant types of fatal and serious injury crashes in the region and recommend projects, programs and policies the region should prioritize to improve safety outcomes on the region's roadways; and

**WHEREAS**, The TPB has reviewed the findings of that study and adopted Resolution R3-2021 titled, "*Resolution to Establish A Regional Roadway Safety Policy, and Associated Roadway Safety and Equity Policy Statements, to Reduce Fatalities and Serious Injuries on the National Capital Region's Roadways*" on July 22, 2020 based on those findings; and

**WHEREAS**, the TPB, as described in Resolution R3-2021, urges its members to reaffirm road user safety as a top priority and prioritize the implementation of projects, programs, and policies, in an equitable and non-racist manner, consistent with the TPB's Equity Policy statement, that strive to reduce the number of fatal and serious injury crashes on the Region's roadways; and

**WHEREAS**, The TPB has, as part of Resolution R3-2021, established and funded a Regional Safety Program to assist its members to develop and/or implement projects, programs, or policies to equitably improve safety outcomes for all roadway users; and

**WHEREAS**, the TPB continues to support local, regional, and state level efforts to reduce fatalities and serious injuries concurrent with the development of increasingly aggressive highway safety targets in the future; and

**WHEREAS**, the DOTs of the District of Columbia, Maryland, and Virginia set their respective highway safety targets for the five-year period 2018 through 2022 by August 31, 2021, and MPOs are required to set highway safety targets for their metropolitan planning areas for the same period by February 28, 2022; and

**WHEREAS**, TPB staff have coordinated with officials at the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT), and the District Department of Transportation (DDOT) to develop regional highway safety targets that are evidence based, consistent with the targets submitted by each member state DOT, and reflective of the outcomes expected through the implementation of funded safety projects and policies; and

**WHEREAS**, these highway safety targets have been reviewed and recommended for TPB approval by the Transportation Safety Subcommittee and the TPB Technical Committee; and

**WHEREAS**, the TPB requests that its members continue to coordinate and share information on projects, programs, policies, and initiatives to improve safety.

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board adopts the following set of highway safety targets for the National Capital Region, as described below.

**Table 1: Regional Highway Safety Targets – 2018-2022 Average**

Performance Measure	2018-2022 Target
# of Fatalities <i>(5 year rolling average)</i>	<u>253.0</u>
Fatality Rate per 100 million VMT <i>(5 year rolling average)</i>	<u>0.588</u>
# of Serious Injuries <i>(5 year rolling average)</i>	<u>1,889.7</u>
Serious Injury Rate per 100 million VMT <i>(5 year rolling average)</i>	<u>3.867</u>
# Nonmotorist Fatalities & Serious Injuries <i>(5 year rolling average)</i>	<u>492.4</u>

# RECOMMENDED 2018-2022 HIGHWAY SAFETY TARGETS

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Jon Schermann  
TPB Transportation Planner

Transportation Planning Board  
January 19, 2022



# Presentation Items

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- Quick Review of Federal Requirements and Target Setting Methodology
- Overview of Recommended Regional Highway Safety Targets
- Review of Resolution Language
- Request to Adopt Resolution R7-2022





# Federal Requirements

- The TPB set regional targets in January 2018, January 2019, December 2019, and December 2020
  - Federal requirement for State DOTs and MPOs to develop roadway safety targets on an annual basis
  - State DOTs approved their most recent set of targets in August 2021
- Data-driven and realistic highway safety targets are to be set for 5 performance measures
- These data-driven performance measures enable us to consistently track regional safety results
- Targets are averages for a given 5-year period (ex., 2017-2021, 2018-2022 etc.)



# 2018-2022 Target Setting Methodology

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- Apply Maryland’s approach to identify a “sub-target” for the Maryland portion of the NCR
- Apply 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
- *Note that this is the same methodology as was used to set last year’s (2017-2021) targets*



# Summary: NCR Roadway Safety Targets

Performance Measure (5-year rolling average)	Proposed 2018-2022 Target	Adopted 2017-2021 Target	Compared to Previously Adopted Target
# of Fatalities	<u>253.0</u>	253.0	no change*
Fatality Rate (per 100 MVMT)	<u>0.588</u>	0.588	no change*
# of Serious Injuries	<u>1,889.7</u>	2,435.8	546 fewer serious injuries
Serious Injury Rate (per 100 MVMT)	<u>3.867</u>	5.539	43% lower serious injury rate
# Nonmotorist Fatalities & Serious Injuries	<u>492.4</u>	508.6	16 fewer nonmotorist fatalities & serious injuries

\* Capped to previously set target

# Resolution Language

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- Include “WHEREAS” clauses to reiterate the requirement for the targets to be data driven and to reflect the issues, concerns, and actions of the board, including:
  - The targets are *data-driven* in accordance with federal regulations and do not reflect the *aspirations* of the TPB
  - The federally-required target setting process will be used by the TPB to track progress toward achieving aspirational goals
  - The numbers of fatalities and serious injuries continue to be unacceptably high
  - The TPB has reviewed the findings of the regional safety study and adopted Resolution R3-2021 based on those findings
    - The TPB urges its members to reaffirm road user safety as a top priority and prioritize the implementation of projects, programs, and policies to reduce the number of fatal and serious injury crashes
    - The TPB has established and funded a Regional Safety Program to assist its member jurisdictions to develop and/or implement projects, programs or policies to equitably improve safety outcomes for all roadway users



# Recommended Roadway Safety Targets

Performance Measure	2018-2022 Target
Number of Fatalities (5 year rolling average)	253.0
Rate of Fatalities per 100 million VMT (5 year rolling average)	0.588
Number of Serious Injuries (5 year rolling average)	<u>1,889.7</u>
Rate of Serious Injuries per 100 million VMT (5 year rolling average)	<u>3.867</u>
Number of Non-Motorized Fatalities and Serious Injuries (5 year rolling average)	<u>492.4</u>



## Jon Schermann

TPB Transportation Planner

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Metropolitan Washington Council of Governments

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Washington, DC 20002



National Capital Region  
Transportation Planning Board

# DRAFT REGIONAL HIGHWAY SAFETY TARGETS: 2018-2022

Performance-Based Planning and Programming

January 2022

DRAFT

## **DRAFT 2018-2022 REGIONAL HIGHWAY SAFETY TARGETS, JANUARY 2022**

January 11, 2022

### **ABOUT THE TPB**

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

### **CREDITS**

Editor: Jon Schermann and Janie Nham

Design: COG Communications Office

### **ACKNOWLEDGEMENTS (OPTIONAL)**

Jurisdictional agency staff from across the region.

### **ACCOMMODATIONS POLICY**

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DRAFT

# REGIONAL HIGHWAY SAFETY TARGETS

This report proposes a set of draft regional highway safety performance targets for the 2018-2022 time period that meet the MAP-21/FAST performance-based planning and programming (PBPP) requirements and are consistent with the target setting approaches of Maryland, Virginia, and the District of Columbia.

## Overview of Recent Transportation Planning Board Safety Activities

The Transportation Planning Board (TPB) adopted the first set of highway safety targets for the National Capital Region in January of 2018. Since then, the TPB has devoted considerable effort to; 1) better understand the factors driving the unacceptably high numbers of fatal and serious injury crashes in the region, 2) identify countermeasures and strategies that are proven to be effective in reducing fatal and serious injury crashes, and 3) encourage TPB member jurisdictions and agencies to implement countermeasures and strategies to significantly reduce fatalities and serious injuries on the region's roadways.

Progress was made in each of these areas over the past two years. In the spring of 2020, the TPB reviewed the findings of a regional crash data analysis and considered the recommendations resulting from a consultant-led regional safety study that began in 2019. This work led to the adoption of a major safety resolution during the TPB's July 2020 meeting. A key element of this resolution is the establishment of the Regional Roadway Safety Program (RRSP) to assist member jurisdictions and the region to develop and/or implement projects, programs, or policies to equitably improve safety outcomes for all roadway users. In June 2021 the TPB approved and funded the first five projects for the RRSP and will soon approve an additional set of RRSP projects.

The TPB anticipates that the RRSP, combined with the continued safety improvement efforts of member agencies and jurisdictions, will result in improved performance that will be reflected in the federally required regional safety performance measures in future years.

## Overview of Performance-Based Planning and Programming Requirements

Under the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reinforced in the Fixing America's Surface Transportation (FAST) Act, federal surface transportation regulations require the implementation of performance management requirements through which states and metropolitan planning organizations (MPOs) will "transition to a performance-driven, outcome-based program that provides for a greater level of transparency and accountability, improved project decision-making, and more efficient investment of federal transportation funds."

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have issued a set of rulemakings for the implementation of this performance-based planning and programming (PBPP) process. Each rulemaking lays out the goals of performance for a particular area of transportation, establishes the measures for evaluating performance, specifies the data to be used to calculate the measures, and sets requirements for the setting of targets.

Under the PBPP process, states, MPOs, and providers of public transportation must link investment priorities to the achievement of performance targets in the following areas:

- Highway Safety;
- Highway Assets: Pavement and Bridge Condition;
- System Performance (Interstate and National Highway System, Freight Movement on the Interstate System, and the Congestion Mitigation and Air Quality Improvement Program); and
- Transit Safety and Transit Asset Management.

Although the federal regulations that designate the safety performance measures refer to them as the *National Performance Management Measures for the Highway Safety Improvement Program*, the performance measures are applicable to all public roads in the region from community streets to Interstate highways and can properly be referred to as roadway safety targets.

## Highway Safety Targets: Setting, Coordinating, and Reporting

The expectation of the implementation of the Safety Performance Measure rule is to improve both the quantity and quality of safety data, with respect to data pertaining to serious injuries and fatalities. This implementation will also allow greater transparency by disseminating the data publicly. In addition, aggregation of targets and progress at the national level will become possible through improved data consistency among the states and MPOs.

State DOTs and MPOs are expected to use the information generated by these regulations to make investment decisions that result in the greatest possible reductions in fatalities and serious injuries. The five required safety performance measures, along with proscribed data sources, are outlined in Table 1 on the next page.

**Table 1: Highway Safety Performance Measures Summary**

Performance Measure	Description	Data Source
Number of Fatalities (5 year rolling average)	Total number of fatalities during a calendar year	FARS <sup>1</sup>
Rate of Fatalities per 100 million VMT (5 year rolling average)	Ratio of total fatalities to VMT	FARS and HPMS <sup>2</sup> (or MPO estimate)
Number of Serious Injuries (5 year rolling average)	Total number of serious injuries during a calendar year	State reported serious injury data
Rate of Serious Injuries per 100 million VMT (5 year rolling average)	Ratio of total serious injuries to VMT	State reported serious injury data and HPMS
Number of Non-Motorized Fatalities and Serious Injuries (5 year rolling average)	Total number of fatalities and serious injuries during a calendar year	FARS and State serious injury data

<sup>1</sup> FARS: Fatality Analysis Reporting System

<sup>2</sup> HPMS: Highway Performance Monitoring System

## TARGET SETTING

States and MPOs must fulfill the target setting requirements of the final rule. State DOTs are required to set statewide numerical targets for each of the five performance measures. Targets for the first three performance measures (number of fatalities, rate of fatalities, and number of serious injuries) must be identical to the targets set by the State Highway Safety Office (SHSO). Each target must also represent the anticipated performance outcome for all public roadways in the state, regardless of ownership. A breakdown of responsibilities for target setting are listed below.

State DOTs:

- Required to set statewide numerical targets for each of the five performance measures:
  - Each of these targets must be identical to those set by the State Highway Safety Office (SHSO).
  - Each target shall represent anticipated performance outcome for all public roadways in the State, regardless of ownership.
  - Targets cannot be changed after they are reported.

MPOs:

- For each performance measure, an MPO can either:
  - Agree to plan and program projects so they contribute toward accomplishing the state DOT safety target for that performance measure, or
  - Set a quantifiable target for that performance measure for the MPO planning area:
    - Each target should represent anticipated performance outcome for all public roadways in the MPO planning area, regardless of ownership.
    - MPOs should coordinate with the state DOT(s) to ensure consistency.

## **MPO Coordination with State DOTs**

MPOs are required to establish data-driven and realistic performance targets in coordination with their state partners. MPOs and their state partners should work together to share data, review strategies, and understand outcomes.

## **Target Reporting**

State DOTs report their targets to the FHWA within the state's HSIP (Highway Safety Improvement Program) annual report due each year on August 31.

MPOs do not report their targets to the FHWA, but rather to their respective state DOTs in a manner that is documented and mutually agreed upon. MPOs also report progress toward achieving their targets within the "System Performance Report" portion of their long-range transportation plan (Visualize 2045). In addition, MPO TIPs must include a discussion of how the implementation of the TIP will further the achievement of the targets.

## **FHWA Determination of Significant Progress**

States do not have to meet each of their safety targets to avoid the consequences outlined in the rule but must either meet the target or make significant progress toward meeting the target for four of the five performance measures. The FHWA determines that the significant progress threshold is met if the performance measure outcome is better than the "baseline" – which is defined as the 5-year rolling average for that performance measure for the year prior to the establishment of the target. MPO targets are not evaluated by the FHWA.

## **Consequences for Failing to Meet Targets of Making Significant Progress**

State DOTs that have not met or made significant progress toward meeting their safety performance targets lose some flexibility in how they spend their HSIP funds and are required to submit an annual implementation plan that describes actions the DOT will take to meet their targets.

There are no consequences outlined in the rule for MPOs not meeting their targets. However, the FHWA will review how MPOs are incorporating and discussing safety performance measures and targets in their long-range transportation plans and TIPs during MPO certification reviews.

## RECENT TRENDS IN SAFETY DATA

Last year's TPB-adopted targets for the 2017-2021 period were set before calendar year 2020 safety data were available. These data have now been released and are shown in Table 2 below.

**Table 2: National Capital Region Safety Trends – with Final 2020 Annual Data**

	2016	2017	2018	2019	2020	Change from 2019 to 2020
# of Fatalities	279	313	303	300	321 <sup>1</sup>	↑ 7.0 %
Fatality Rate (per 100 MVMT)	0.633	0.695	0.673	0.659	0.876 <sup>1</sup>	↑ 32.9 %
# of Serious Injuries	2,916	2,592	2,464	2,371	1,842	↓ 22.3 %
Serious Injury Rate (per 100 MVMT)	6.614	5.755	5.473	5.211	5.026	↓ 3.6 %
# Nonmotorist Fatalities & Serious Injuries	555	586	552	595	440	↓ 26.1 %

Fatalities increased seven percent between 2019 and 2020 which, combined with the dramatic reduction in VMT associated with the COVID pandemic, drove the fatality rate (per VMT) higher by 32.9 percent over the same period. The number of serious injuries fell over 22 percent while the rate of serious injuries declined by a more modest 3.6 percent. The number of nonmotorist fatalities plus serious injuries, driven by the dramatic reduction in overall serious injuries, decreased by 26.1 percent between 2019 and 2020.

## PROGRESS TOWARDS THE 2016-2020 SAFETY TARGETS

Table 3 (next page) shows the region's performance on the five safety performance measures with respect to the 2016-2020 targets set in January of 2019.

**Table 3: 2016-2020 Actuals vs. Targets**

Performance Measure (5-year rolling average)	2016-2020 Actual	2016-2020 Target	Status
# of Fatalities	304.4 <sup>1</sup>	253.0	Not met
Fatality Rate (per 100 MVMT)	0.704 <sup>1</sup>	0.588	Not met
# of Serious Injuries	2,437.0	2,692.1	Met
Serious Injury Rate (per 100 MVMT)	5.616	6.157	Met
# Nonmotorist Fatalities & Serious Injuries	555.5	508.6	Not met

**Note 1:** Figures listed are from state fatality data; official 2019 Fatality Analysis Reporting System data are not yet published

As shown above, the region has met the 2016-2020 targets for the number of serious injuries and the serious injury rate performance measures. However, the region did not meet the targets set for the number of fatalities, the number of nonmotorist fatalities and serious injuries, and the fatality rate targets.

## NCR REGIONAL SAFETY TARGET SETTING APPROACH

This year, a new set of targets for the five safety performance measures will be adopted. These targets will be for the 2018-2022 period. The methodology used to develop these targets is the same as the process used last year and leverages the approaches used by our state DOT partners. To account for and incorporate the different target setting approaches used by Maryland, Virginia, and the District of Columbia to develop targets for the entire National Capital Region (NCR), staff applied the following methodology to develop the proposed draft targets:

- identify a “sub-target” for the Maryland portion of the NCR by applying MDOT’s target setting approach to the safety data for the Maryland portion of the NCR;
- identify a “sub-target” for the Virginia portion of the NCR by applying VDOT’s suggested MPO target setting methodology to the safety data for the Virginia portion of the NCR;
- identify a “sub-target” for the District of Columbia portion of the NCR by directly incorporating DDOT’s targets;
- combine the three sub-targets mathematically into a set of initial regional targets;
- compare each performance measure’s sub target with the corresponding target set last year; and
- select the lower (more aggressive) of the two targets as this year’s target.<sup>1</sup>

<sup>1</sup> This ensures that none of this year’s safety targets will be higher than the targets that were adopted by the TPB last year.



## Overview of Member States' Target Setting Methodologies

**Maryland:** In previous years Maryland set quantifiable and data driven highway safety targets that supported their Toward Zero Deaths (TZD) approach by developing interim targets to reduce overall fatalities and serious injuries by at least 50 percent by 2030.

This year Maryland has adopted a new methodology to set highway safety targets. Unlike the TZD approach, annual targets this year were set using a two-pronged approach. Targets that are experiencing a decreasing trend over time are set using five-year rolling averages and an exponential trend line without a fixed endpoint to calculate future targets. For those targets experiencing increasing trends, however, projections are based on a 2% decrease from the 2016-2020 five-year average, continuing with a 2% decrease for each successive five-year average.

Maryland officials provided TPB staff with trend lines and interim targets for each of the five performance measures based on the safety data for the Suburban Maryland portion of the NCR.

**Virginia:** The method used by Virginia to set this year's targets is based on a model that forecasts future fatalities and serious injuries based on a broad range of factors. VDOT then estimates the collective impact of their planned and programmed countermeasures and reduces the model forecast by the projected impacts of their engineering and behavioral efforts. This process is only viable at a statewide level and cannot be used effectively to determine targets for smaller regions within the state. To assist their MPOs, VDOT advises MPOs to apply linear regression techniques to make projections for each of the numeric performance measures<sup>2</sup> to calculate the 2018-2022 regional targets. For the rate performance measures<sup>3</sup>, VDOT advises MPOs to divide the annual forecasts for fatalities and serious injuries by projected VMT (vehicle miles traveled) to make 2021 and 2022 projections which were then used to calculate the 2018-2022 regional targets.

**District of Columbia:** The District of Columbia analyzed their safety data using a combination of annual and 5-year average data and polynomial trend lines to determine their targets. TPB staff directly incorporated the District of Columbia targets, as published in their HSIP Annual Report, into the NCR target setting methodology.

## Calculation of the National Capital Region Highway Safety Targets

### **Numerical Targets**

The NCR targets for the number of fatalities, number of serious injuries, and number of nonmotorist fatalities and serious injuries were calculated by summing the sub-targets for the Suburban Maryland, Northern Virginia, and District of Columbia portions of the region. This is straightforward mathematical addition.

As a final step, the calculated numerical targets were compared to the corresponding targets adopted by the TPB last year and the lower (more aggressive) target for each performance measure was selected.

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<sup>2</sup> Number of fatalities, number of serious injuries, and number of nonmotorist fatalities plus serious injuries

<sup>3</sup> Fatality rate per 100 million VMT and serious injury rate per 100 million VMT

### Rate Targets

Determination of rate targets (fatality rate and serious injury rate) are somewhat more complicated and involve mathematically combining the effects of the Suburban Maryland, Northern Virginia, and District of Columbia targets according to their respective proportions of total regional VMT. The following steps illustrate the process for the fatality rate (a similar process was used for the serious injury rate):

- 1) Determine the percent fatality rate reduction represented by each sub target.

Fatalities per 100 MVMT	2016-2020 Average	2018-2022 Average (sub target)	Percent change
Suburban MD	0.878	0.735	-16.30%
NOVA	0.475	0.430	-9.34%
DC	0.839	1.070	27.52%

- 2) Determine the proportion of total regional VMT attributable to Suburban Maryland, Northern Virginia, and DC.

Sub region	100 MVMT (2020)	Proportion
Suburban MD	183.79	50.14%
NOVA	152.45	41.59%
DC	30.28	8.26%
<b>Sum</b>	<b>366.51</b>	<b>100.00%</b>

- 3) Determine the percent change for the regional rate by multiplying the percent change (from step 1) by the VMT proportion (from step 2).

Sub region	A: Percent change in fatality rate (from step 1)	B: Proportion (from step 2)	A x B
Suburban MD	-16.30%	50.14%	-8.173%
NOVA	-9.34%	41.59%	-3.885%
DC	27.52%	8.26%	2.273%
<b>Sum</b>			<b>-9.755%</b>

- 4) Apply the percent change for the regional rate calculate in step 3 to the 2016-2020 average fatality rate. This is the regional fatality rate target for 2018-2022.

Fatalities per 100 MVMT	2016-2020 Average	Regional percent change (from step 3)	2018-2022 Average (regional target)
NCR	0.704	-9.755%	<b>0.635</b>

As a final step, the calculated rate targets were compared to the corresponding targets adopted by the TPB last year and the lower (more aggressive) target for each performance measure was selected. **Since the fatality rate target of 0.588 set last year is lower than the 0.635 figure calculated by mathematically combining the three sub-regional targets, the staff-recommended target is 0.588 (and not 0.635).**

## REGIONAL SAFETY TARGETS

Table 4 displays the proposed 2018-2022 National Capital Region Highway Safety Targets.

**Table 4: Summary of Highway Safety Targets**

Performance Measure (5-year rolling average)	2016- 2020 Target	2017- 2021 Target	2018- 2022 Target	Difference	Percent Difference
# of Fatalities	253.0	253.0	<u>253.0</u>	0.0	0.0%
Fatality Rate (per 100 MVMT)	0.588	0.588	<u>0.588</u>	0.0	0.0%
# of Serious Injuries	2,692.1	2,435.8	<u>1,889.7</u>	-546.1	-22.4%
Serious Injury Rate (per 100 MVMT)	6.110	5.539	<u>3.867</u>	-1.672	-30.2%
# Nonmotorist Fatalities & Serious Injuries	508.6	508.6	<u>492.4</u>	-16.2	-3.2%

## DURATION

Thee targets described in this report are adopted in calendar year 2022. As per federal regulations, the National Capital Region highway safety targets are updated on an annual basis by no later than February 28 of each calendar year.

**ITEM 8 – Action**  
January 19, 2022

Connected and Automated Vehicles: Regional Principles

**Action:** Approve Resolution R8-2022 to adopt the TPB’s Regional CAV Principles.

**Background:** The TPB’s most recent long-range transportation plan, Visualize 2045 (approved in 2018), included only limited information on the potential impacts of future Connected and Automated Vehicles (CAVs). Recently, staff and partners have been working to strengthen our understanding of CAVs, in preparation for the next update of Visualize 2045 next year; recent regional activities have included webinars and a consultant-developed white paper. Among the white paper’s recommendations was to develop regional CAV principles. At the November meeting, staff presented the draft set of regional CAV principles. The board will be asked to approve the final principles, which will be subsequently included in Visualize 2045.

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

**RESOLUTION TO ADOPT CONNECTED AND AUTOMATED VEHICLE  
PRINCIPLES FOR THE NATIONAL CAPITAL REGION**

**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 Statewide and Metropolitan Transportation Planning rule as published in the May 27, 2016 Federal Register by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) assigns TPB the responsibility to cooperatively develop the long-range metropolitan transportation plan (LRTP) and transportation improvement program (TIP) as specified in 23 CFR 450 and 49 CFR Part 613; and

**WHEREAS**, on March 18, 2020, the TPB approved the LRTP called the 2020 Amendment to the Visualize 2045 Long-Range Transportation Plan for the National Capital Region, and an ongoing quadrennial update of Visualize 2045 is anticipated to be completed in 2022; and

**WHEREAS**, federal metropolitan planning requirements include the need for the region's long-range transportation planning to consider a wide range of factors and issues, including emerging and advancing technologies; and

**WHEREAS**, TPB staff and subcommittees recently have gathered more information than was available previously regarding the potential impacts of future Connected and Automated Vehicles (CAVs), to advise the ongoing update of Visualize 2045, including the commissioning of a research paper from a subject matter expert firm, as well as conducting a series of CAV-focused webinars among the region's technical staff members; and

**WHEREAS**, the research paper examined areas where TPB goals, policies, and activities may substantially interact with potential CAV deployment impacts; examined roles and responsibilities in both the public sector (federal, state, regional/MPO, and local levels) and the private sector; and considered regional policy development and collaboration, including the concept of developing regional CAV principles; and

**WHEREAS**, following initial development by TPB staff, draft principles were reviewed and discussed during summer and fall 2021 by several TPB advisory committees and subcommittees, including the Access for All Advisory Committee, the Community Advisory Committee, the Regional Public Transportation Subcommittee, the Systems Performance, Operations, and Technology Subcommittee, and the TPB Technical Committee, helping to refine the draft principles toward the set of 18 presented to the TPB at the November 17, 2021 meeting; and

**WHEREAS**, the TPB reviewed and discussed the draft principles at the November 17, 2021 meeting, followed by an approximately two-month comment period during which no comments were received that necessitated changes to the draft as presented on November 17; and

**WHEREAS**, the CAV regional principles reflect TPB policy priorities as stated in documents and actions such as Visualize 2045, TPB Resolution R1-2021 which established equity as a fundamental value, TPB Resolution R3-2021 which established a Regional Roadway Safety Policy and associated roadway safety and equity policy statements, as well as addressing TPB priorities including mobility, accessibility, bicycling and walking, transit, and environmental and land use objectives; and

**WHEREAS**, upon approval, these principles will be able to be incorporated into the next update of Visualize 2045 in 2022; and

**WHEREAS**, TPB staff and subcommittees will continue to consider and address the topic of emerging technologies including CAVs in their ongoing work with guidance from the principles.

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board adopts the following set of Connected and Automated Vehicle Principles for the National Capital Region, as described below.

## **National Capital Region Transportation Planning Board Principles for Connected and Automated Vehicles**

*The deployment, use, or operation of Connected and Automated Vehicles (CAVs) in the National Capital Region should:*

1. ensure the safety of everyone on or near transportation facilities, in all situations.
2. ensure CAVs' benefits are available equitably to all people in the region, and avoid disproportionate negative impacts to any group or community.
3. increase mobility options for all.
4. increase opportunities for and quality of accessible transportation, including for persons with disabilities.
5. maintain and enhance opportunities for and the quality of bicycling and walking in the region.
6. support the priority of transit on the region's roadways.
7. enhance the provision of transit, including providing opportunities for microtransit access to the region's high-capacity transit (HCT) stations.
8. bolster regional environmental and land use objectives, including prioritizing shared vehicles and advancing decarbonization of the transportation system.
9. prioritize reduction of vehicle miles of travel and minimize zero occupant vehicle miles of travel.
10. ensure freight and goods movements that help minimize disruptions and facilitate livability of the region's communities.
11. ensure security (including cybersecurity) and privacy, and prevent risks to people and infrastructure.
12. interoperate safely with non-automated vehicles, vehicles with differing levels of automation, and all other transportation system users.
13. be accompanied by addressal of legal liability issues relating to crashes, failures, and safety, including ensuring that CAVs at varying levels of capability are operated within those vehicles' technological capabilities and limitations.
14. bolster effectiveness of emergency and incident response, systems management by traffic operations centers, and information sharing among agencies and the public.
15. bolster interjurisdictional coordination and technical interoperability among TPB member agencies, in conjunction with relevant national efforts and standards.
16. provide public revenues that are no less than the costs they impose on infrastructure, transportation systems management and operations, and communities.
17. make data freely available to TPB member agencies to enhance planning, operations, and emergency preparedness and response.
18. be accompanied by robust efforts by TPB and member agencies to keep abreast of evolving technology to enhance support of TPB's goals.



# CONNECTED AND AUTOMATED VEHICLES: REGIONAL PRINCIPLES

Andrew Meese  
TPB Program Director, Systems Performance Planning

Transportation Planning Board  
January 19, 2022 – Agenda Item #8

Connected Intersection ([USDOT/Getty Images](#))





# Summary of Principles Review

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- Draft Connected and Automated Vehicle (CAV) Regional Principles were reviewed and discussed by the TPB at the November 17 meeting
  - No issues necessitating edits were raised at the November meeting nor since
- Several subcommittees also reviewed the draft principles during September through November, with no unresolved comments
  - Including the TPB Technical Committee, Access for All Advisory Committee, Community Advisory Committee, Regional Public Transportation Subcommittee, and Systems Performance, Operations, and Technology Subcommittee
- The principles are now returning to the TPB for approval today



# CAVs in Visualize 2045

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- Visualize 2045, the region's long-range transportation plan approved in 2018, had only limited information regarding CAVs
  - Many uncertainties surround CAVs, including the global pace of technological development and market forces
  - Following 2018, staff took action to strengthen our understanding of CAVs, through a series of regional webinars, and a consultant-developed research paper on CAV planning considerations
    - Development of draft CAV regional principles followed the findings and recommendations of the research paper
    - Principles can be incorporated into the upcoming update of Visualize 2045



# Principles Approach and Structure

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Staff's approach to drafting the principles was based on:

- Similarity to previous documents (e.g. 2016 Freight Plan)
- Brevity; positive phrasing
- Focus areas within TPB's purview
- Avoidance of promotion/endorsement or prohibition language
- Emphasis on evergreen principles
- Emphasis on policies and outcomes, not strategies or tactics
- Reflection of input received from committees/stakeholders

## **Preamble to all principles:**

*The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should ... followed by each principle statement (18 such statements)*



# Summary List of Principles

1. Ensure safety of everyone
2. Ensure equitable benefits
3. Increase mobility options for all
4. Increase opportunities for accessible transportation
5. Enhance bicycling and walking
6. Support priority of transit
7. Enhance transit including microtransit access to HCT stations
8. Bolster regional environmental and land use objectives
9. Prioritize reduction of VMT
10. Ensure freight/goods movements that minimize disruptions
11. Ensure security, cybersecurity, privacy
12. Interoperate safely at varying vehicle capability levels
13. Address legal liability issues
14. Bolster incident response
15. Interjurisdictional interoperability
16. Provide revenues no less than costs imposed
17. Make data freely available to TPB member agencies
18. Keep abreast of evolving technology to enhance support of TPB goals



# Outlook

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- TPB's Systems Performance, Operations, and Technology Subcommittee will continue to address regional planning regarding CAVs, with potential specialized subcommittee discussions and future webinars
- Presuming TPB approval, the principles will be incorporated into Visualize 2045 during the ongoing update
- **Staff recommends adoption of TPB Resolution R8-2022 approving the CAV regional principles**



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National Capital Region  
Transportation Planning Board

# Additional Slides: The Full List of 18 CAV Principles



# Regional CAV Principles

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*The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...*

## **1. ensure the safety of everyone on or near transportation facilities, in all situations.**

### **Notes:**

- CAV safety benefits are often cited – but there are also risks
- Worded to include not just vehicle drivers and occupants
- CAV technology must be able to recognize and ensure safety of all pedestrians, regardless of skin color or mobility/ability levels
- Risks must not be borne disproportionately by any community or group





# Regional CAV Principles

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*The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...*

- 2. ensure CAVs' benefits are available equitably to all people in the region and avoid disproportionate negative impacts to any group or community.**

## Notes:

- Market forces may cause CAVs and benefits to be deployed inequitably
- Special efforts to provide CAV benefits to underserved communities
- Reasonable access/cost for all in region



# Regional CAV Principles

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*The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...*

## **3. increase mobility options for all.**

### **Notes:**

- Interconnected multimodal transportation system that provides convenient access with reduced automobile reliance
- Comprehensive range of choices for regional travelers
- Accurate and user-friendly real-time transportation system info available to all regardless of traveler's mode or language
- Deployment as CASE vehicles (Connected, Automated/Accessible, Shared, Electric/Decarbonized) would be critical to enhancing these goals



# Regional CAV Principles

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*The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...*

## **4. increase opportunities for and quality of accessible transportation, including for persons with disabilities.**

### **Notes:**

- Fair access/mobility for persons with accessibility needs
- Comprehensive range of choices



# Regional CAV Principles

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*The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...*

## **5. maintain and enhance opportunities for and the quality of bicycling and walking in the region.**

### **Notes:**

- Opportunities for reduced motor vehicle reliance, but also risks of mixed operations, or exclusion from dedicated CAV facilities
- Deployment of CAVs in the region should be done only in ways that maintain or increase availability of bicycle and pedestrian infrastructure, and safety of bicyclists and pedestrians



# Regional CAV Principles

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*The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...*

## **6. support the priority of transit on the region's roadways.**

### **Notes:**

- Regional plans and programs have long emphasized multi-occupant vehicle travel over single-occupant vehicle travel
- Supporting transit is a core TPB goal, and should remain a priority
- Risks include facilitating low density living that may reduce transit ridership, and a negative spiral of transit revenues and service level reductions



# Regional CAV Principles

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*The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...*

- 7. enhance the provision of transit, including providing opportunities for microtransit access to the region's high-capacity transit (HCT) stations.**

## Notes:

- Opportunities include operational benefits of technology, especially connectivity (e.g. Transit Signal Priority); last-mile shuttles; repurposing parking space for transit uses



# Regional CAV Principles

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*The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...*

- 8. bolster regional environmental and land use objectives, including prioritizing shared vehicles and advancing decarbonization of the transportation system.**

## Notes:

- Deployment as CASE vehicles (Connected, Automated/Accessible, Shared, Electric/Decarbonized) would be critical to enhancing these goals



# Regional CAV Principles

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*The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...*

## **9. prioritize reduction of vehicle miles of travel and minimize zero occupant vehicle miles of travel.**

### **Notes:**

- Opportunities include that shared vehicles (if “CASE”) may reduce auto ownership, facilitating non-auto modes; bolster Mobility As a Service
- Risks include increased travel due to willingness to travel further or “zombie” zero-occupant-vehicle (ZOV) VMT





# Regional CAV Principles

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*The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...*

## **10. ensure freight and goods movements that help minimize disruptions and facilitate livability of the region's communities.**

### **Notes:**

- Opportunities include economic benefits of freight efficiency; addressing driver shortages; efficiencies in freight delivery parking
- Risks include jobs disruptions; net increases in congestion/ VMT/ emissions; last-mile freight delivery vehicles using/crowding urban infrastructure



# Regional CAV Principles

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*The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...*

## **11. ensure security (including cybersecurity) and privacy and prevent risks to people and infrastructure.**

### **Notes:**

- Opportunities include increased operational information which, in turn, may increase security
- Risks include cybersecurity (e.g., breaches of privacy infrastructure and vehicle vulnerabilities to attack); vulnerabilities of electric and communications infrastructure and batteries (e.g. electromagnetic pulse, battery fire hazards, electrocution hazards for first responders)
- Security will be an ongoing (operational) challenge – security work will never be “finished”



# Regional CAV Principles

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*The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...*

## **12. interoperate safely with non-automated vehicles, vehicles with differing levels of automation, and all other transportation system users.**

### **Notes:**

- Scenarios for deployment vary, but some anticipate mixes of automated vehicles (automated at differing levels of capability and human driver involvement) and non-automated vehicles
- Choices of how CAVs are operated should be responsible, recognizing the limits of what vehicles' automation systems are capable of



# Regional CAV Principles

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*The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...*

**13. be accompanied by addressal of legal liability issues relating to crashes, failures, and safety, including ensuring that CAVs at varying levels of capability are operated within those vehicles' technological capabilities and limitations.**

## Notes:

- Though legal liability is a state/national issue, this will still be critical for our region
- This will be an evolving issue as technologies advance and market forces come into play



# Regional CAV Principles

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*The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...*

## **14. bolster effectiveness of emergency and incident response, systems management by traffic operations centers, and information sharing among agencies and the public.**

### **Notes:**

- CAV data could help transportation operations and emergency/incident response
- Risk of new operations uncertainties
- Risks regarding CAV behavior in unusual, unexpected, or incident situations (e.g. temporary lane closures, direction from traffic control officers)



# Regional CAV Principles

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*The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...*

**15. bolster interjurisdictional coordination and technical interoperability among TPB member agencies, in conjunction with relevant national efforts and standards.**

**Notes:**

- Regionally collaborate on infrastructure and operations considering CAVs



# Regional CAV Principles

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*The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...*

**16. provide public revenues that are no less than the costs they impose on infrastructure, transportation systems management, and communities.**

## Notes:

- Opportunities include potential willingness to invest in infrastructure improvements to realize CAV benefits
- Risks include new infrastructure demands/costs outstripping ability to serve those demands
- CAV deployment must be done in ways to generate sufficient revenue to cover both infrastructure and equity impacts costs



# Regional CAV Principles

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*The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...*

**17. make data freely available to TPB member agencies to enhance planning, operations, and emergency preparedness and response.**

**Notes:**

- CAVs may provide new/more data for transportation operations, but transportation operations centers will need investments to take full advantage





# Regional CAV Principles

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*The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...*

**18. be accompanied by robust efforts by TPB and member agencies to keep abreast of evolving technology to enhance support of TPB's goals.**

## Notes:

- CAV deployment will continue to evolve, staffs must keep up on the latest information
- Will remain an important emerging consideration for regional travel forecasting



## **ITEM 9 – Information**

January 19, 2022

### The Unified Planning Work Program, Simplified

**Background:**

Staff will provide a brief overview of federal MPO requirements, products and processes, and the various benefits and services provided to members. The FY 2023 Unified Planning Work Program (UPWP) outline will be distributed.



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Lyn Erickson, Plan Development and Coordination Program Director  
**SUBJECT:** Outline and Preliminary Budget for the Fiscal Year 2023 Unified Planning Work Program (UPWP)  
**DATE:** January 13, 2022

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The Unified Planning Work Program (UPWP) is the annual statement of work, and associated budget, identifying the planning priorities and activities to be carried out within a metropolitan planning area. This memo includes a draft itemized set of activities/tasks for the Fiscal Year (FY) 2023 UPWP (July 1, 2022 through June 30, 2023) for the National Capital Region Transportation Planning Board (TPB). The work activities are organized into 11 work activities/tasks, which are designed to meet all federal requirements. This information is preliminary and will be refined over the next two months as funding information is made available from the state departments of transportation who oversee all Metropolitan Planning Organization (MPO) work and work products. The purpose of this memo is to start to identify and refine a list of tasks that will be covered in more detail in the UPWP, which will be distributed for review in February. The TPB will be asked to approve the FY 2023 UPWP at its March 2022 meeting.

It is recognized that COVID-19 may continue to play a role in our activities, both from an administrative and programmatic perspective. These tasks were developed with that in mind.

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

*Every action that the TPB considers - including every debate we have, and every decision we make as the region's MPO - must be viewed through the lens of justice, equity, and fairness. We must recognize past actions that have been exclusionary or had disparate impacts on people of color and marginalized communities, and we must take actions to correct or mitigate the resulting unfairness. From infrastructure to education and enforcement, we must act fairly to ensure equitable and true access to safety, accessibility, and mobility.<sup>1</sup>*

## UPWP REVENUE ESTIMATES

The budget for the FY 2023 UPWP is based upon MPO planning funding allocations provided by our three state departments of transportation (DOTs). Federal Metropolitan Planning Funds are apportioned to the state DOTs, which then allocate and distribute these funds to the MPO to enable the TPB to lead the metropolitan planning process. As with all federal funds, there is a match that is necessary to access the federal funds. In our case, 80 percent of the revenue comes from a

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

combination of Federal Transit Administration Section 5303 funds and Federal Highway Administration PL funds. The state DOTs provide a 10 percent state match and the local jurisdictions, through the COG dues, provide a 10 percent local match. Funding amounts are determined by the FY 2022 USDOT budget from the 2021 Bipartisan Infrastructure Law (enacted as the Infrastructure Investment and Jobs Act). The Continuous Airport System Planning (CASP) Program is funded separately through Airport Improvement Grants from the Federal Aviation Administration (FAA) as well as support from the Maryland Aviation Administration and the Metropolitan Washington Airports Authority to conduct the biennial regional air passenger survey.

Detailed budget information will be provided when it becomes available. Since the annual federal funding amounts have not changed significantly over time, the budget process begins based on previous estimates and previously approved budgets.

The UPWP documents the planned work activities of the TPB for FY 2023. Consistent with the purpose of the federal funds provided, the planned tasks are designed to fully comply with federal requirements for metropolitan planning (23 CFR Part 450 / 49 CFR Part 613) and recommendations from the most recent federal review of the TPB work activities (June 4, 2019).<sup>2</sup> The scope of work for planned tasks also reflects enhancements, wherever viable and as appropriate, to reflect regional planning priorities/aspirations adopted by the TPB.

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

The following table provides an outline of the 11 topic areas of work for FY 2023. Pending finalization of the revenues for FY 2023, these proposed tasks will be further refined.

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

## OUTLINE OF PROPOSED UPWP WORK ACTIVITIES FOR FY 2023

### 1. LONG-RANGE TRANSPORTATION PLANNING

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

### 2. TRANSPORTATION IMPROVEMENT PROGRAM

- 2.1 Transportation Improvement Program
- 2.2 TIP Database Support

### 3. PLANNING ELEMENTS

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

### 4. PUBLIC PARTICIPATION

- 4.1 Public Participation and Outreach
- 4.2 Communications

### 5. TRAVEL FORECASTING

- 5.1 Network Development
- 5.2 Model Development and Support

### 6. MOBILE EMISSIONS PLANNING

- 6.1 Air Quality Conformity
- 6.2 Mobile Emissions Analysis

### 7. TRANSPORTATION RESEARCH AND DATA PROGRAMS

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

### 8. REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION

### 9. MOBILITY AND ENHANCEMENT PROGRAMS

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

### 10. TPB MANAGEMENT AND SUPPORT

- 10.1 TPB Committees Support and Management and UPWP

### 11. TECHNICAL ASSISTANCE PROGRAM

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

### CONTINUOUS AIRPORT SYSTEM PLANNING PROGRAM (CASP)

## 1. LONG-RANGE TRANSPORTATION PLANNING

### Visualize 2045 Implementation

- Conduct general coordination and outreach to members to help members understand and implement the plan and the priority strategies supported by the TPB.
- Provide opportunities for consideration, coordination, and collaborative enhancement of Visualize 2045.
- Conduct analysis as necessary to support the Aspirational Initiatives and other TPB priorities.

### Environmental Justice and Equity

- Coordinate with TPB public participation staff to improve data collection regarding disadvantaged populations.
- Provide analysis and support for other equity-related activities.
- Communicate equity findings from analysis and outreach activities.
- Update the Equity Emphasis Areas (EEAs) with new data and conduct the federally required Environmental Justice (EJ) analysis on the approved 2022 plan.

### Future Plan Development

- Communicate to the Board and other stakeholders the key planning activities for the next plan update – the interim update of Visualize 2045 in 2024. This update will take place over two fiscal years.
- Initiate Visualize 2045 dashboard (See Task 7 Visualization Services for more detail).
- Conduct coordination across all tasks to support plan development.
- Conduct planning and coordination activities related to Performance-Based Planning and Programming (PBPP) and the federal planning factors (See Task 3 for more detail).

### Federal Compliance

- Prepare for and participate in Federal Certification review process (spring 2023).
- Track, research, and respond to all federal activities and regulations that impact the metropolitan transportation planning process.

### Policy Board-Directed Activities

- Support implementation of TPB Resolution R4-2022 that focuses on building transit-oriented communities throughout the region around High-Capacity Transit (HCT) station areas using Equity Emphasis Areas as a key planning concept and tool to inform decision making and action.
- Support planning activities responsive to the TPB resolution R8-2021 endorsing the 2030 regional greenhouse gas reduction goal. Conduct transportation planning activities and collaborate with COG and member jurisdictions, as appropriate, to advance actions to improve equity and take actions, within the on-road sector, to mitigate/adapt to the impacts of climate change.
- Consider equity in the development of all products, as directed by TPB Resolution R1-2021, which requires all TPB activities to be conducted with an “equity lens.”
- Carry out additional activities as directed by the TPB.

## 2. TRANSPORTATION IMPROVEMENT PROGRAM

### Transportation Improvement Program (TIP) Programming

- Prepare, review, and process administrative modifications and amendments to the currently approved TIP.
- Review administrative modifications and amendments for fiscal constraint.
- Develop a revised version of Appendix A to the Technical Inputs Solicitation document that acts as a comprehensive user manual for TPB staff, member agency staff and federal partners.
- Enhance documentation of the TIP with additional analysis as a part of the long-range transportation plan/TIP publications and the Visualize 2045 web site.
- Provide public access to long-range transportation plan and TIP project data through an improved online searchable database with integrated GIS project mapping.
- Prepare an annual listing of projects for which federal funds have been obligated in the preceding fiscal year, compared against the federal funding programmed for that year in the TIP of record.

### TIP Database Support

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

## 3. PLANNING ELEMENTS

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

### Performance-Based Planning and Programming (PBPP)

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

- Set new four-year targets in the areas of pavement and bridge condition and highway system performance (travel time reliability, non-SOV mode, and CMAQ emissions reductions) in coordination with State DOTs.
- Report on performance in relation to previously set targets, as required.
- Support TPB as it reviews data and sets required targets.

#### Congestion Management Process (CMP)

- Compile information and undertake analysis for the development of major CMP components, including sourcing and applying “big data”.
- Produce the National Capital Region Congestion Report, released as a quarterly website “dashboard”, in conjunction with travel monitoring and data publishing activities undertaken in Task 7.
- Provide CMP technical input to the Performance-Based Planning task.
- Continue development (begun in FY 2020) of jurisdictional, subregional, and/or corridor-based congestion profiles, using available data plus additionally procured data. Include related information such as Census and transit use.
- Produce special CMP analyses, such as following a major event or roadway improvement, or examining short- to mid-range trends, such as for impacts of the COVID-19 pandemic, on an as-needed basis.
- Support the Vehicle Probe Data Users Group (VPDUG) in its role to foster technical and methodological coordination in the application of vehicle probe data by member agencies and jurisdictions.

#### Systems Performance, Operations, and Technology (SPOT) Planning

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

#### Transportation Emergency Preparedness Planning

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



### Transportation Safety Planning

- Conduct regional roadway safety planning in a manner that emphasizes equity, including information gathering and sharing as well as subcommittee briefings and discussions among stakeholders; produce one or more summary memorandums/presentations for the TPB Technical Committee regarding this year's findings and recommendations.
- Support engineering, education, and enforcement strategies to reduce fatalities, serious injuries, and crashes in the National Capital Region, including consideration of equity.
- Compile and analyze regional crash data to produce updated roadway safety performance measures and coordinate with member states to develop federally required regional roadway safety targets.
- Update the crash data analysis from the FY 2020 – FY 2021 regional safety study to develop new charts, graphs, and tables that include CY 2018 through CY 2021 data; produce one or more summary memorandums/presentations for the TPB and the TPB Technical Committee regarding the findings. This effort will help inform local planning and programming efforts to improve transportation safety and achieve/outperform the region's PBPP targets.
- Participate in and coordinate with the Strategic Highway Safety Plan development and implementation efforts of the District of Columbia, Maryland, and Virginia, as well as other state, regional, and local safety efforts.
- Coordinate regional transportation safety planning with the Regional Roadway Safety Program undertaken in Task 9.
- Provide technical advice to the "Street Smart" regional pedestrian and bicycle safety public outreach campaign (the Street Smart campaign itself is supported by funding outside the UPWP).
- Conduct one or more workshops, targeting member agency staff, regarding transportation/roadway safety.
- Support the Transportation Safety Subcommittee in its coordination and advisory roles.

### Bicycle and Pedestrian Planning

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

- Conduct two or more regional bicycle and pedestrian planning or design training, outreach, or professional development opportunities for member agency staff.
- Support the Bicycle and Pedestrian Subcommittee in its coordination and advisory roles.

#### Regional Public Transportation Planning

- Conduct regional planning regarding public transportation activities and infrastructure, incorporating consideration of equity, including information gathering and sharing, subcommittee briefings, and discussions among stakeholders; produce one or more summary memorandums/presentations for the TPB Technical Committee regarding this year's findings and recommendations.
- Continue implementation of federal requirements for performance-based planning, specifically transit safety and transit asset management, including data collection, analysis of the performance measures, forecasting, and setting of targets.
- Conduct a regional survey gathering usage information on inter-city buses, commuter buses, rail transit, and commuter rail, to advise regional planning and coordination.
- Address Bus Rapid Transit (BRT) planning and coordination as part of regional public transportation planning activities.
- Address TPB-related recommendations from the 2019 regional Bus Transformation Project as part of regional public transportation planning activities.
- Produce an annual report on the "State of Public Transportation."
- Provide support to private providers of transportation in the region, including organizing the annual Private Providers Annual Transit Forum.
- Conduct supporting activities as necessary on the above topics, potentially including in-depth studies, development of reports or white papers, or stakeholder workshops.
- Support the Regional Public Transportation Subcommittee in its coordination and advisory roles.

#### Freight Planning

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

#### Metropolitan Area Transportation Operations Coordination (MATOC) Planning

- Provide administrative support of the MATOC Steering Committee, including preparation of agendas and summaries and tracking of action items.

- Provide TPB staff input and advice to the MATOC Steering Committee and its subcommittees and working groups.
- Address Traffic Incident Management (TIM) as it relates to MATOC planning.
- Provide briefings to the TPB on MATOC Program progress as requested.

#### Resiliency Planning

- Develop a regional interactive map, using data provided by previous COG studies, that layers major resiliency hazards, to inform future planning and programming.
- Conduct a TPB Transportation Resiliency Study (Phase II), to expand upon the Phase I study completed in FY 2022, informing future planning and programming.
- Convene a temporary working group to guide current resiliency planning activities, to identify and engage stakeholders and member agency participants in this new regional planning task.
- Conduct one or more regional resiliency planning or training, outreach, or professional development forums to strengthen regional awareness.

## **4. PUBLIC PARTICIPATION**

#### Public Participation and Outreach

- Conduct public involvement activities as described in the new TPB Participation Plan, which was approved by the TPB in October of 2020. The plan calls upon staff to integrate public engagement, as appropriate, into planning activities throughout the department. All such public involvement activities will be developed and implemented with consideration given to an equity perspective, as directed by TPB Resolution R1-2021, which called for equity, as a foundational principle, to be woven into all of the TPB's work.
- Provide regular opportunities for comment on TPB activities and products, including public comment sessions at the beginning of TPB meetings and official public comment periods prior to the adoption of key TPB plans and programs.
- Conduct an evaluation of all Public Participation activities.
- Conduct outreach to support updates to Visualize 2045.
- Conduct public involvement activities in the fall of 2022 following up on the update to Visualize 2045. These activities will share information about work that the TPB and its members have done to implement policy elements of the long-range transportation plan.
- Initiate follow up survey to the Voices of the Region survey and focus group activities.
- Provide staff support for the TPB Community Advisory Committee (CAC), including organizing monthly meetings and outreach sessions, and drafting written materials for the committee. Staff will ensure that CAC comments are communicated to the TPB regarding transportation plans, projects, programs, and issues that are important to the committee.
- Provide staff support for the TPB Access for All Advisory (AFA) Committee that includes leaders and representatives of traditionally underserved communities, including low-income communities, underrepresented communities, people with limited English proficiency, people with disabilities, and older adults as the TPB's primary strategy for engaging traditionally underserved population groups in the planning process and for providing guidance on Human Service Transportation Program activities. Feedback from

the AFA Committee on transportation plans, projects, programs, services, and issues that are important to the communities the AFA represents will be shared with the TPB.

- Conduct training activities, as needed, to help community leaders learn how to get more actively involved in transportation decision making in the Washington region.
- Ensure that all public participation is consistent with and meets the Federal Civil Rights Act (Title VI) and Executive Order 12898 Environmental Justice.

#### Communications

- Develop written and visual materials to spread information about regional transportation planning issues, explain how transportation decision-making works, and engage the public.
- Support staff as they develop meeting materials and publications to communicate information developed in other tasks in the UPWP.
- Produce content for the TPB News, Visualize 2045 newsletter, and other digital publications.
- Regularly update information on the TPB's webpages, ensuring the site is timely, thorough, and user-friendly.
- Effectively use social media and other digital tools to engage the public in current TPB activities.

## **5. TRAVEL FORECASTING**

The Travel Forecasting work activity consists of two sub-activities: Network Development and Model Development and Support. The goal of Network Development is to prepare the primary inputs for the regional travel demand model, especially the transportation networks. The goal of Model Development and Support is to develop, maintain, support, and improve the TPB's regional travel demand forecasting methods for both tactical and strategic planning models.

#### Network Development

- Develop a base-year transit network representing recent conditions, which is used as the starting point for developing future-year transit networks used by the regional travel demand forecasting model. This is typically a recent year, but the choice of year can be influenced by factors such as COVID-19-related disruptions.
- Produce a series of forecast-year transportation networks used as inputs to the regional travel demand forecasting model, in support of transportation planning studies, air quality studies, scenario studies, project-planning studies, and mobile emissions planning work. Mobile emissions planning includes conducting the air quality conformity (AQC) analysis of the TPB's Long-Range Transportation Plan (LRTP), providing transportation-related information for the development of State Implementation Plans (SIPs) for attaining or maintaining air pollution standards, and conducting greenhouse gas (GHG) planning studies. The quadrennial update of the LRTP occurs in 2022, but, in some cases, TPB staff may be asked to perform an "off-cycle" AQC analysis.
- Maintain and refine both 1) the multi-year transportation network geodatabase used in regional travel demand modeling and 2) the software used to edit and update the geodatabase, known as COGTools.



- Develop transportation networks in formats that support both 1) the production-use travel models, such as the Gen2/Ver. 2.3 and Ver. 2.4 models, which require networks in Cube TRNBUILD format; and 2) developmental travel models, such as the Gen3 Model, which will likely require networks in Cube Public Transport (PT) format. As we transition from the aggregate, trip-based travel model (Gen2/Ver. 2.3) to the disaggregate, activity-based travel model (Gen3), transit networks will transition from having two time-of-day periods (peak and off-peak) to four time-of-day periods (AM peak, midday, PM peak, and nighttime).
- Maintain and update network development documentation, such as the COGTools User's Guide and the highway and transit network report.
- Respond to network-related technical data requests.

#### Model Development and Support

- Staff the TPB Travel Forecasting Subcommittee (TFS).
- Maintain, update, and implement a strategic plan for model development that directs the model development activities from a long-term perspective to support regional transportation planning.
- Support both internal and external users of the TPB's production-use travel demand forecasting models (e.g., the Gen2/Ver. 2.3 Model and the Gen2/Ver. 2.4 Model).
- Develop new versions of the TPB's travel demand forecasting model that provide enhanced modeling capabilities. TPB staff is currently working with a consultant to develop the TPB's next-generation travel demand forecasting model, a disaggregate, activity-based travel model (ABM), to be known as the Generation 3, or Gen3, Travel Model. The Gen3 Model is to be implemented in both the open-source ActivitySim software platform and Bentley Cube software. Model development is planned to last three to four years (FY 2020-2024). Development will occur via two main phases. Phase 1 of the Gen3 Model is planned to conclude in February 2022. The goal of Phase 1 is to obtain a developmental model that has gone through an initial round of calibration and can be tested by TPB staff. Phase 2 of the Gen3 Model is planned to run from February 2022 (FY 22) through approximately September 2023 (FY 24), though, as of January 2022, the schedule for Phase 2 is still being developed with the consultant. The goal of Phase 2 is to obtain a travel model that is calibrated, validated, and production ready.
- Identify, and possibly obtain, data needed to support development of the Gen3 Model and its successor model, the Gen4 Model.
- Promote the regional coordination of future transit on-board surveys (TOBS) to ensure that the surveys: 1) Are largely consistent across agencies; 2) Provide transit agencies the customer satisfaction and Title VI demographic information that transit agencies need to carry out their mission; and 3) Provide COG/TPB staff the data needed to estimate, calibrate, and validated regional travel demand models, which support many transportation planning studies. This effort would be coordinated with other DTP teams, the TPB Travel Forecasting Subcommittee, and the TPB Regional Public Transportation Subcommittee (see Task #3, "Planning Elements").
- Attend the ActivitySim Consortium meetings, representing MWCOG, and coordinate with other member agencies, including MPOs, state DOTs and other transportation agencies, on the maintenance and development of ActivitySim, the underlying software of the Gen3 Travel Model.
- Keep abreast of best practices in travel demand modeling.



- Develop knowledge of, and provide support for other DTP staff, in the use of strategic planning models, such as sketch and scenario planning models (e.g., VisionEval and RSPM). Coordinate with DTP's Planning Data & Research Team.
- Respond to travel-model related technical data requests from consultants, state/local agencies, and academics.
- Working with COG's Office of Information Technology (IT), acquire and maintain the hardware and software needed to apply the regional travel demand model. Assist IT with testing related to the planned agency-wide transition into cloud computing.

## 6. MOBILE EMISSIONS PLANNING

The Mobile Emissions Planning work activity consists of two sub-activities: Air Quality Conformity and Mobile Emissions Analysis. The goal of this work activity is to conduct a wide range of analyses to quantify mobile-source emissions levels of various air pollutants, in support of air quality planning and development of Transportation Emissions Reduction Measures (TERMs). TPB staff is also actively involved with State Implementation Plan (SIP) activities that determine how metropolitan areas will attain and maintain national air quality standards. SIP activities include the establishment of mobile emission budgets for criteria pollutants that are analyzed in air quality conformity work. This task also covers climate change mitigation activities, which strive to reduce greenhouse gas (GHG) emissions due to the on-road, transportation sector.

### Air Quality Conformity

- Continue technical tasks related to the air quality conformity analysis of the TPB's 2022 update of the Long-Range Transportation Plan (LRTP), which is the quadrennial update.
- Provide technical support for activities related to the TPB's 2024 LRTP interim update.
- Provide technical travel demand and mobile emissions modeling support for any off-cycle AQC analysis, if requested by implementing agencies. This task may be funded from Technical Assistance accounts.
- Keep abreast of federal requirements related to air quality conformity determinations and the EPA's Motor Vehicle Emission Simulator (MOVES) software, including the latest version, MOVES3.
- Continue working to incorporate Performance-Based Planning and Programming (PBPP) requirements pertaining to the Congestion Mitigation and Air Quality (CMAQ) Improvement Program into the planning process as it relates to the adopted LRTP.
- Maintain communication and consultation among transportation agencies, air agencies, and the public regarding air-quality-related matters in the region.

### Mobile Emissions Analysis

- Support development of an Attainment/Maintenance State Implementation Plan (SIP) to address requirements of the 2015 ozone National Ambient Air Quality Standards (NAAQS). This would include developing inventories of on-road mobile emissions for volatile organic compounds (VOC) and nitrogen oxides (NO<sub>x</sub>).
- Coordinate with the Metropolitan Washington Air Quality Committee (MWAQC) and its subcommittees to support development of new motor vehicle emissions budgets (MVEBs), if needed, to address requirements of 2015 ozone NAAQS.



- Revisit opportunities to refresh inputs to the EPA’s MOVES software, in consultation with regional environmental and transportation agency partners.
- Provide technical support to COG/DEP staff regarding regional climate change planning activities.
- Keep abreast of MOVES updates and best practices.
- Conduct sensitivity tests of any new MOVES mobile emissions modeling software that may be released by EPA (e.g., MOVES3).
- Respond to technical requests from COG’s Department of Environmental Programs (DEP) and from TPB member jurisdictions for readily available mobile emissions information.
- Follow established TPB interagency and public consultation procedures and coordinate with COG/DEP staff to involve the MWAQC in the public and interagency consultation process.

## 7. TRANSPORTATION RESEARCH AND DATA PROGRAMS

### Transportation Research and Analysis

This subtask entails conducting data collection, analysis, and research activities that inform regional transportation planning policy development and decision-making. Such activities may include conducting surveys, acquiring external data, preparing written reports and documentation, and presenting findings to the TPB and its committees and subcommittees..

- Travel Surveys
  - Provide cross-program coordination support for all survey efforts.
  - As the region transitions toward a post-pandemic period, develop and conduct one or more surveys to measure and understand post-pandemic travel patterns and behavior in the region.
  - Provide briefings to the TPB, TPB Technical Committee, the Travel Forecasting Subcommittee, and other subcommittee and stakeholders, as appropriate, on analysis and findings of travel surveys and travel survey research, including comprehensive analysis of multiple surveys and the overall regional story they tell of travel in the region.
  - Provide survey analysis support for development of the Visualize 2045 Update, including “deep dive” analysis of the 2017-2018 COG/TPB Regional Travel Survey (RTS) and 2019 panel survey, among others.
  - Identify and obtain appropriate data on regional travel behavior that has occurred and continues to occur during the COVID-19 pandemic period.
  - Conduct detailed analysis of the RTS, panel survey, State of the Commute Survey, Employer Survey, and applicable data from the pandemic period to analyze and build a baseline understanding of how regional travel was changed as a result of the pandemic and what new trends and behaviors can be observed.
  - Respond to inquiries from state and local government staff, survey participants, and the media concerning surveys developed in this task..
  - Develop and format data to be used in visualizations of survey information

- Travel Analysis Studies and Research
  - Provide cross-program support to research and analysis efforts and incorporate resulting data into department transportation data products and visualizations.
  - Continue the enhancement of the regional travel trends analysis program to produce more frequent data products, reports, and presentations on various aspects of regional travel trends. This will include:
    - Developing methodologies to develop more robust, geographic-focused travel trends analysis updates
    - Developing user-friendly information reports/products that combine results of multiple travel trends research activities
    - Leveraging appropriate data sources from partner agencies and other external sources
    - Identifying and establishing a base set of data that can be refreshed and updated on a regular basis to serve as basic transportation-related snapshots/data visualization to engage TPB's stakeholders and audience
    - Making more frequent presentations to the TPB, TPB Technical Committee, and other committees and subcommittees, as appropriate, to provide more frequent and ongoing awareness and understanding of the latest travel trends and their implication for regional transportation planning, including the impact of the COVID-19 pandemic on regional travel
  - Conduct "deep dive" research and analysis on regional travel trends using a variety of data sources, including, among others, the Regional Travel Survey, the 7-day panel survey, Census and other federal transportation-related datasets, Cooperative Forecasts, and Big Data that may be acquired to support numerous programmatic requirements.
  - Perform research and analysis that support regional transportation planning activities, including, among others, the development of the regional long-range transportation plan update, Visualize 2045, as well as consideration of equity in regional transportation planning.
  - Acquire Big Data to support travel trends and travel behavior analysis as well as supporting the estimating, calibrating, and validating the regional travel demand model (see Task #5, "Travel Forecasting").
  - Provide cross-program research and analysis support for regional transportation planning studies and activities using a variety of analytical tools. These may include the use of scenario planning tools that were evaluated in FY 2021 and intended to support complex "what if" analyses that examine the effects and impacts that could occur under varying future conditions. Scenario planning may be applied to better understand future uncertainties, such as changes in greenhouse gas production, the deployment of connected and automated vehicles, and future alternative land use distribution patterns.
  - Perform travel monitoring studies based on programmatic needs of the regional travel demand forecasting model, PBPP requirements, and long-range plan development activities.
  - Continue to increase staff awareness of the use of planning tools in regional transportation planning practice and build staff technical capabilities to apply scenario planning tools in transportation planning studies and analyses.
  - Collaboratively identify and test scenario planning tools to support scenario planning analyses that may be undertaken in multiple program areas.





## Data Management and Visualization Services

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

- Data Management Services
  - Update traffic volume data in the Regional Transportation Data Clearinghouse (RTDC) with AADT and AAWDT volume estimates, hourly directional traffic volume counts, and vehicle classification counts received from state DOTs and participating local jurisdiction agencies.
  - Update RTDC transit ridership data with data received from WMATA, PRTC, VRE, MTA and local transit agencies such as the Ride-On, The Bus, ART, DASH and the Fairfax Connector, etc..
  - Develop, maintain, and provide data at varying geographic levels of specificity, including parcel-level data, when needed, to support the development of the Gen3 Regional Travel Demand Model (see Task #5, “Travel Forecasting”).
  - Update freeway and arterial road speed and level of service data, when available.
  - Update RTDC highway network bridge and pavement condition data from most current National Bridge Inventory and Highway Performance Management System databases.
  - Add updated Cooperative Forecasting data by TAZ to the RTDC.
  - Conduct cross-program and/or cross-department coordination to identify opportunities to integrate additional datasets into the travel monitoring dashboard (see Visualization Services below) or other visualization products.
  - Integrate data and products to be consistent across program areas to ensure consistency when presenting to TPB’s stakeholders/audience.
  - Distribute RTDC Data to TPB participating agencies via a GIS web-based application.
  - Ensure functionality of the RTDC with ongoing system administration and updates and promote the availability and use of the RTDC to local, state, and transit agency partners.
  - Evaluate new data management techniques and software that may be considered for future applications in transportation research.
- Visualization Services
  - Develop and maintain user-friendly and convenient travel trends information and visualizations, including a web-based dashboard that consolidates various regional transportation-related data and information products.
  - Provide data and technical support to staff using GIS for development and distribution of data and information developed for TPB planning activities, including, among others, the development of the regional long-range transportation plan update, Visualize 2045.
  - Provide technical guidance and develop GIS-based products (web maps and applications, visualization, etc.) for TPB planning activities.
  - Provide ongoing support and updates for existing products (e.g. “major projects map” and dashboard for Visualize 2045).



- Collaborate with other TPB staff on the development of new spatial data products that will enhance the visibility of TPB’s programs and planning activities to TPB’s stakeholders/audience.
- Respond to requests for TPB GIS metadata, databases, and applications.
- Coordinate regional GIS activities with state DOTs, WMATA, and the local governments through COG’s GIS Committee and subcommittees.
- Maintain and update GIS-related hardware and software used by staff for regional transportation planning activities.

## **8. REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION**

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

- Support initiatives of COG Board of Directors and the TPB on matters related to the coordination and analysis of regional transportation and land use planning to support important regional policy discussions and decisions. This may entail analyzing the relationship between regional land use and transportation using a variety of analytical tools. These may include the use of scenario planning tools that were evaluated in FY 2021 and intended to support complex “what if” analyses that examine the effects and impacts that could occur under varying future land use and transportation conditions.
- Develop and publish analyses and user-friendly visualizations and tools of land use, demographic, socioeconomic, and other applicable data to support the TPB’s initiative to optimize high-capacity transit areas (HCTs) and elevating Equity Emphasis Areas (EEAs) in its planning program.
- Conduct analysis related to regional land use and transportation in support of the development of the regional long-range transportation plan update, Visualize 2045, as well as the consideration of equity in regional land use and transportation planning. This includes supporting Visualize 2045 performance analysis, baseline (existing conditions), and developing supporting graphics and visualizations to convey complex land use and transportation planning concepts to myriad stakeholders.
- Support the COG Planning Directors Technical Advisory Committee (PDTAC) in the coordination of local, state, and federal planning activities and the integration of land use and transportation planning in the region.
- Develop annual Baseline Employment Guidance update to support local governments preparing employment forecast estimates.
- Develop Travel Model Employment Definition Adjustment Factors, which are applied to develop a set of employment forecasts based on a consistent set of employment definitions and used in the regional travel demand model.
- Analyze changes in regional economic, demographic, and housing trends drawing on the results from the U.S. Census American Communities Survey, the Census Transportation Planning Products (CTPP) program, and from other available federal, state, and local data sources.



- Provide continued support for the Transportation Analysis Zone (TAZ) system used in the regional travel demand forecasting model and the Cooperative Forecasting process, including any activities that may be necessary to make TAZ adjustments to support future model development processes.
- Work with members of the Cooperative Forecasting and Data Subcommittee (CFDS) to enhance and improve the quality of small area (TAZ-level) employment, population, and employment data.
- Work with the CFDS and the PDTAC to assess the effects of significant transportation system changes on the Cooperative Forecasting land activity forecasts.
- Work with the CFDS and the region's Planning Directors to develop updated growth forecasts at the regional and TAZ level.
- Conduct activities to complete the next major Cooperative Forecasting update (Round 10). Activities may include, among others, evaluating econometric databases that could be used to help identify base year estimates and examining regional, national, and global demographic and market trends that will inform underlying regional growth assumptions.
- Document key land use and transportation assumptions used in making updates to the Cooperative Forecasting land activity forecasts.
- Update and maintain Cooperative Forecasting land activity databases of TAZ-level population, household, and employment forecasts that are used as input into the TPB travel demand-forecasting model.
- Map and analyze updated Cooperative Forecasting growth forecasts in relation to COG Activity Centers, high-capacity transit locations, and Equity Emphasis Areas
- Respond to public and stakeholder comments on the Cooperative Forecasts and the Cooperative Forecasting process.
- Work with the CFDS to analyze results and implications of the 2020 Census and other applicable baseline data sources for use in developing future updates to and assumptions in the Cooperative Forecasts. Continue to provide regular seminars and trainings on accessing and analyzing Census data to support local demographic analysis and small-area forecasting.
- Develop and publish useful economic, demographic and housing-related information products including the Regional Economic Monitoring System (REMS) reports, the annual "Commercial Development Indicators," the "Multi-family Rental Housing Construction" report, and economic and demographic data tables to be included in the Region Forward work program.
- Commence work to update the map of Regional Activity Centers.
- Use TPB transportation planning data to update information for the approved COG Region Forward Targets and Indicators.

## 9. MOBILITY AND ENHANCEMENT PROGRAMS

### Enhanced Mobility Grant Program

- Support the implementation of the Coordinated Plan by furthering the goals and strategies in the plan to provide an array of transportation services and options to older adults and people with disabilities.
- Finalize the next required update of the Coordinated Plan and seek TPB approval in fiscal year 2023, by December 2022.



- The UPWP does not provide financial support to implement the projects and oversee the grants that have been awarded. These activities are funded by the FTA Section 5310 Program.

#### Regional Roadway Safety Program

- Conduct a regional program that provides short-term consultant services to member jurisdictions or agencies to assist with planning or preliminary engineering projects that address roadway safety issues, including studies, planning, or design projects that will improve roadway safety and lead to a reduction in fatal and serious injury crashes on the region's roadways.
- Fund approximately three to eight technical assistance planning projects, or project design efforts to achieve 30% completion at a level between \$30,000 and \$80,000 each, supported by UPWP core funding plus portions of the DDOT, MDOT, and VDOT Technical Assistance Programs (and potentially more projects if additional funding is provided by state or local agencies).
- Develop tools and activities to facilitate regional learning about roadway safety issues among TPB member jurisdictions through regional peer exchange.
- Provide staff support for project proposal solicitation, review, and conduct.

#### Transportation Alternatives Program

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

#### Transportation and Land Use Connections Program

- Fund at least six technical assistance planning projects at a level between \$30,000 and \$60,000 each.
- Fund at least one project for between \$80,000 and \$100,000 to perform project design to achieve 30% completion.
- Develop tools and activities to facilitate regional learning about TLC issues among TPB member jurisdictions. Organize at least one regional meeting to facilitate an exchange of information about lessons learned from past TLC projects.
- Provide staff support for TLC Technical Assistance Projects to be conducted as part of the MDOT and VDOT Technical Assistance Programs and for other projects where additional funding is provided by state or local agencies.
- Promote TLC funding for projects that seek to complete the National Capital Trail Network (NCTN) or promote pedestrian and bicycle access in Transit Access Focus Areas (TAFAs). The TPB approved the NCTN and TAFAs concepts and maps in July 2020.

## 10. TPB MANAGEMENT AND SUPPORT

### TPB Committee Support and Management and UPWP

- Make all administrative arrangements and provide staff support for TPB, the TPB Steering Committee, the State Technical Working Group, the TPB Technical Committee, and special TPB work groups meetings.
- Maintain TPB Committee membership rosters and distribution lists and prepare meeting materials for TPB Committee meetings.
- Prepare the monthly Director's Report.
- Respond to periodic requests from TPB members, federal agencies, Congressional offices, media, and others for information or data of a general transportation nature.
- Meet with TPB Board members and participating agency staff to discuss current and emerging regional transportation planning issues.
- Respond to TPB correspondence and draft correspondence requested by the Board.
- Participate in meetings of other agencies whose programs and activities relate to and impact the TPB work program.
- Draft Memoranda of Understanding with other agencies for the TPB's review and approval.
- Participate in the Association of Metropolitan Planning Organizations (AMPO) and meetings.
- Coordinate TPB Planning Activities with Program Directors.
- Day-to-day management of and allocation of staff and financial resources.
- Monitor all work program activities and expenditures.
- Develop a Unified Planning Work Program (UPWP) that complies with metropolitan planning requirements in the Fixing America's Surface Transportation (FAST) Act and/or other subsequent surface transportation funding or authorization bills.
- Supervise the preparation, negotiation, and approval of the annual work program and budget involving the state transportation agencies, the TPB Technical Committee, the TPB Steering Committee, and the TPB.
- Prepare monthly UPWP progress reports for each of the state agencies administering planning funding and prepare all necessary federal grant applications submissions.
- Review all monthly UPWP invoices going to each of the state agencies administering planning funding.
- Prepare the FY 2024 UPWP.

## 11. TECHNICAL ASSISTANCE PROGRAM

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

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



# THE UNIFIED PLANNING WORK PROGRAM – SIMPLIFIED

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Lyn Erickson  
Plan Development and Coordination Program Director

Transportation Planning Board  
January 19, 2022



# Presentation Overview

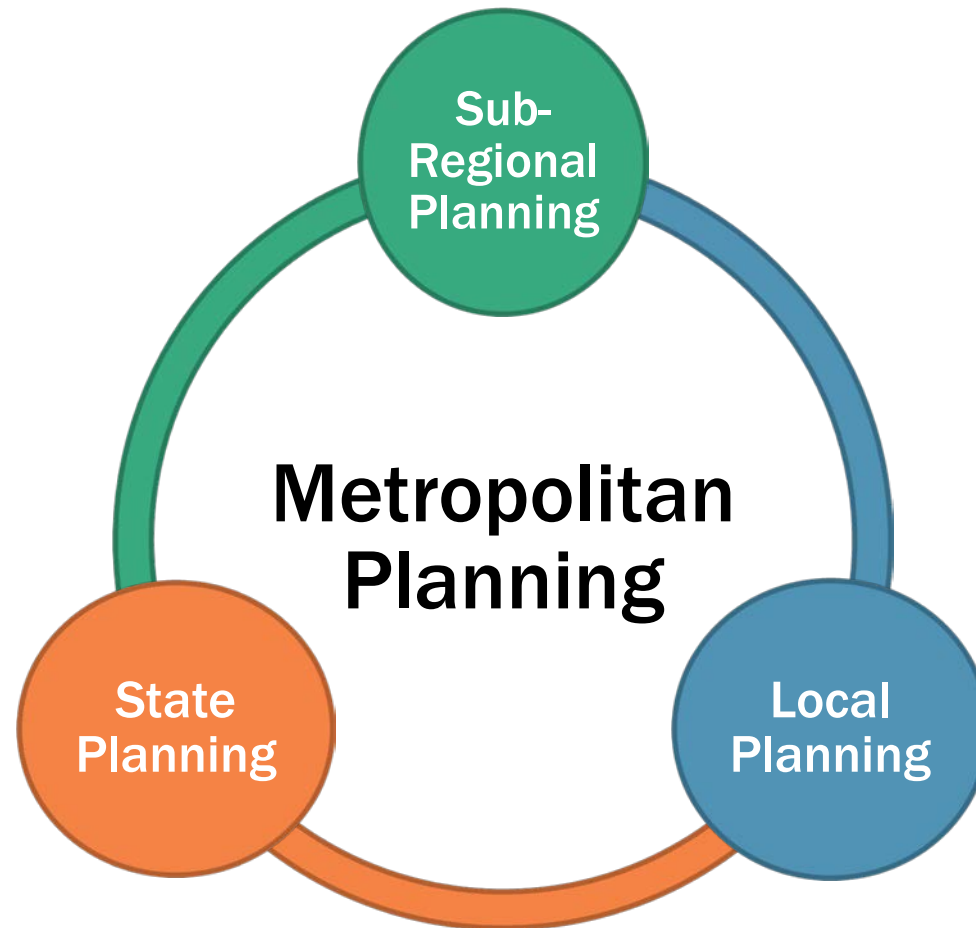
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- MPO Responsibilities
  - What are the structures, functions, purposes, and products of an MPO?
  - How does the TPB synchronize required products with Board member interests and needs?
- Board to approve FY 2023 UPWP on March 16



# Transportation Planning Process

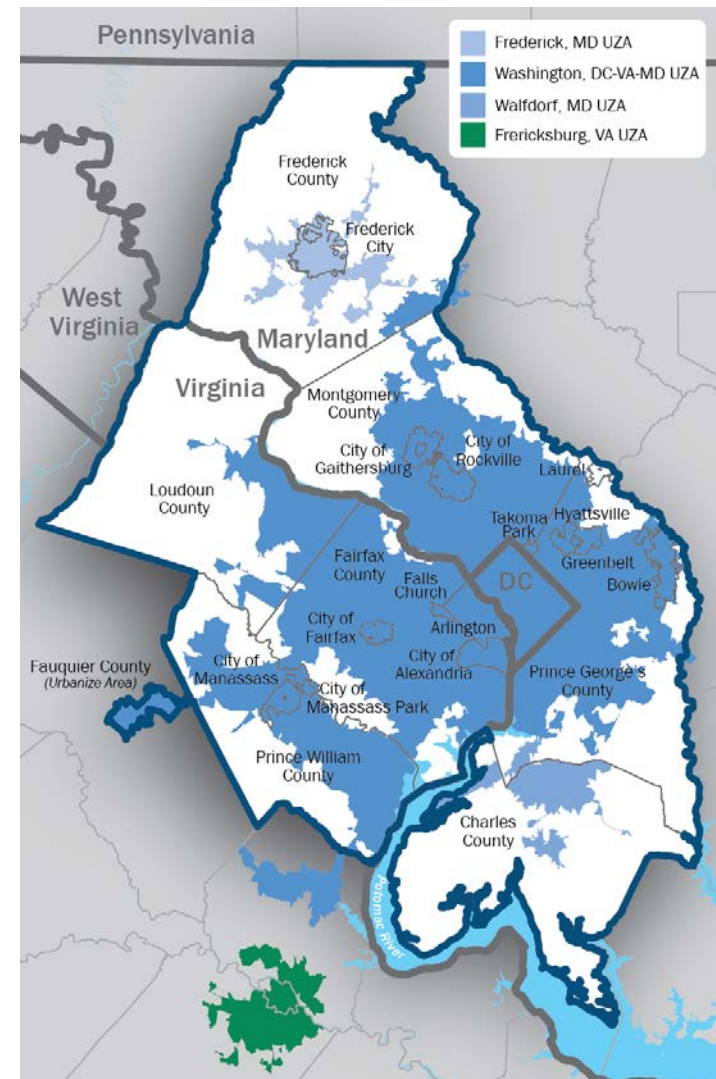
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# Federal Requirements for MPOs

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



# About the TPB

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

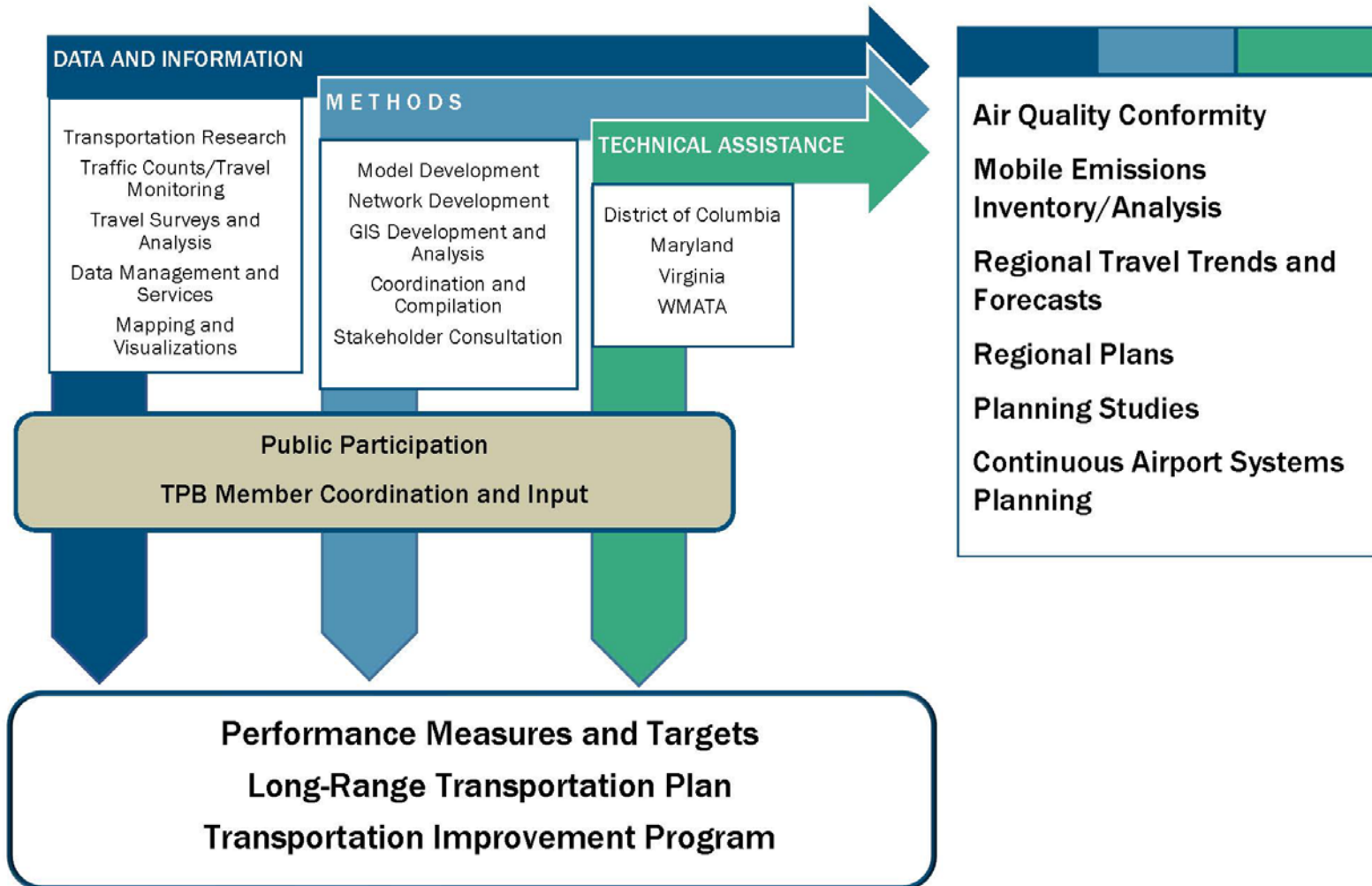
# Unified Planning Work Program – “How” the work is done

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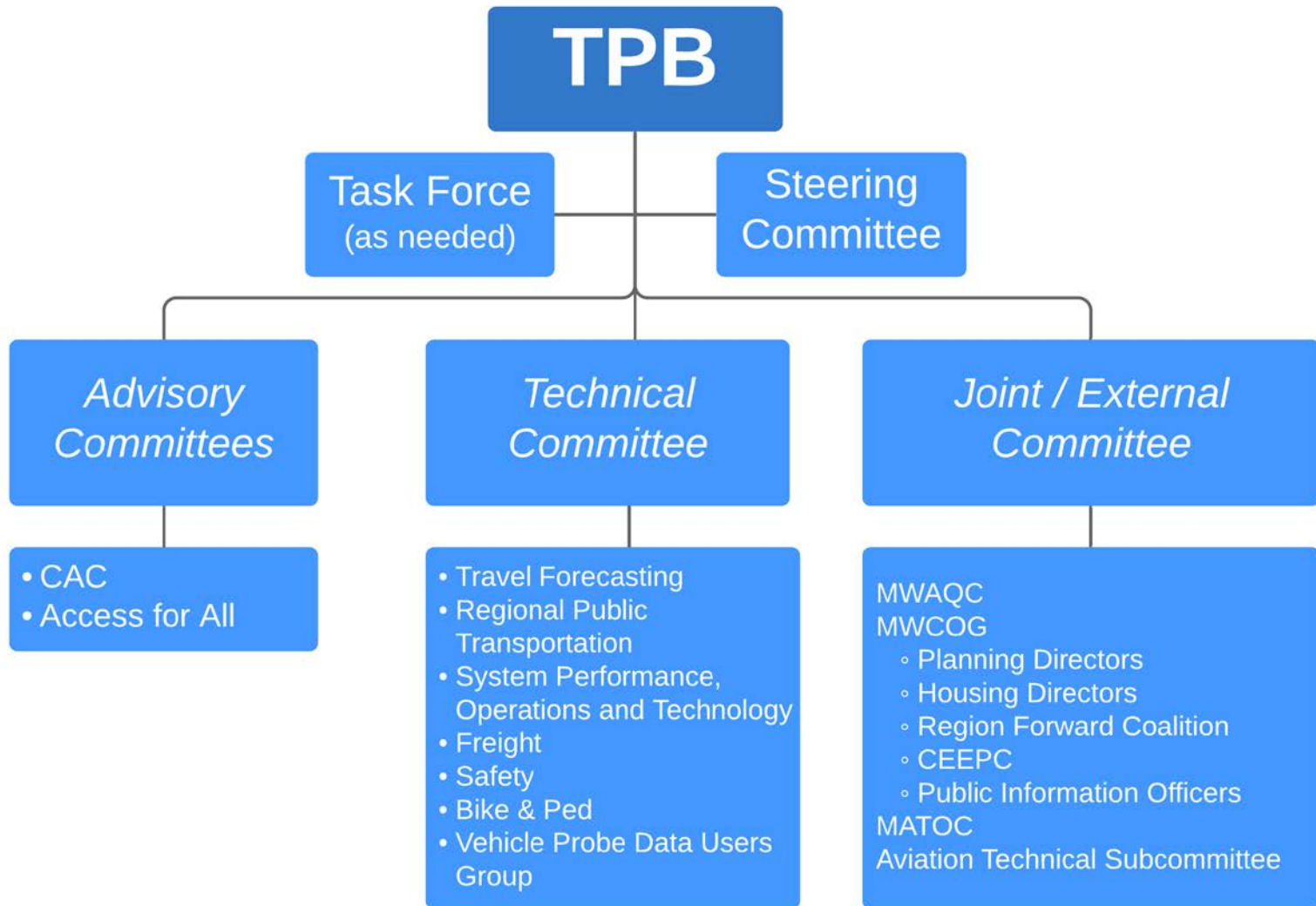
- A Unified Planning Work Program (UPWP) is an annual statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area
- MPOs are required to develop UPWPs to govern work programs for the expenditure of FHWA and FTA planning funds [23 CFR 450.308)(b)]
- TPB approval on March 16 helps ensure FHWA and FTA approval by the June 30, 2022 deadline



# TPB Resources and Approach to Execute Metropolitan Planning



# Regional Coordination and Consultation



# TPB Role in Regional Initiatives

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



# TPB Role in Regional Initiatives (2)

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- Studies / data analyses on regional scale
  - Equity Emphasis Areas
  - High Capacity Transit Station Areas
  - Transportation Aspirational Initiatives
  - National Capital Trails Network
  - Mobile emissions analysis
    - MWAQC, 2015 ozone NAAQS, & MOVES3
    - CEEPC
    - TPB Climate Change Mitigation Study
    - Transportation and Climate Initiative (TCI)
  - Air quality conformity analysis



# TPB Role in Regional Initiatives (3)

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





# Technical Resources for Decision-Making On-Going Activities

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



# Next Steps

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- Develop FY 2023 budget (revenue and expenses)
- Determine “carry-over” from FY 2022 (activities unable to be completed by June 30)
- Provide detailed information on proposed FY 2023 products and projects
- TPB to approve FY 2023 UPWP March 16

## Lyn Erickson

Plan Development and Coordination Program Director

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National Capital Region  
Transportation Planning Board

# TRANSPORTATION PLANNING BOARD PLANNING AREAS AND ACTIVITIES



The National Capital Region [Transportation Planning Board](#) (TPB) prepares multimodal plans and programs that the federal government must approve for the region to receive federal funds. These include the [long-range transportation plan](#) (LRTP) and [Transportation Improvement Program](#) (TIP). Always using an equity lens, the TPB works with partners to conduct research, analysis, and to develop transportation strategies to address its goals and to meet federal planning requirements.

## Planning & Research

## Board Priorities

Through planning, coordination, and research, TPB staff respond to Board priorities and direction. Examples of staff activities include conducting analysis and coordination to support implementation of the [Aspirational Initiatives](#), address [climate change](#), advance [transit oriented communities](#), improve [safety](#), and consider and improve [equity](#) in transportation.



The TPB assembles and analyzes data to identify trends over time. Staff also conduct surveys to determine how people are traveling, for what purpose, and how far. The TPB performs [regional forecasting](#) to develop estimates about current or future travel conditions. TPB staff develop these forecasts based on projected [population](#) and job growth, and data about planned or potential improvements in the transportation system to provide insights about future travel demand.

## Forecasts & Trends

## Travel Demand Management

[Travel Demand Management](#) (TDM) is an approach of using strategies to improve mobility, accessibility, improve safety and air quality by making more efficient use of the transportation system. TDM strategies include reducing single occupant vehicular travel by carpooling, using public transportation, walking, bicycling and teleworking. TPB implements a regional TDM program called [Commuter Connections](#) that promotes these strategies by offering commuters various incentives and assistance.



# TRANSPORTATION PLANNING BOARD

## PLANNING AREAS AND ACTIVITIES



Through [air quality conformity](#) analysis, the TPB coordinates with its partners to meet federal planning requirements for established pollutants in the air known to be harmful to people's health. TPB staff forecast emission levels of these pollutants from vehicles to ensure that the LRTP and TIP comply with the region's plan to meet national air quality standards. The TPB also partners with COG and its members on issues of [environmental mitigation](#) and works to address [climate change](#) by identifying and evaluating strategies to reduce roadway [greenhouse gas](#) emissions and to ensure resiliency of the transportation system.

### Environmental Planning

### Funding Opportunities & Technical Assistance

TPB offers [Technical Assistance](#) to assist its members with the preliminary planning of projects, programs or policy evaluations. TPB's [Transportation and Land Use Connections](#) (TLC) program provides consultant services for small projects and its new safety program advances initiatives that improve transportation safety. Partnering with its member states, TPB implements the [Enhanced Mobility](#) program that provides matching grant funds to help transportation for people with disabilities and older adults, and the [Transportation Alternatives Set-Aside](#) program that funds activities that enhance the intermodal transportation system.



Every metropolitan planning organization (MPO) is federally required to have a [Participation Plan](#). This plan articulates the TPB's commitment to transparent communications and engagement with the public and relevant public agencies to support the regional transportation planning process. The [Community Leadership Institute](#) (CLI), is an educational opportunity that invites local leaders to get involved in the transportation planning process. Participants learn how, where, and when transportation decisions are made in the region.

### Public Engagement

### Committees & Coordination

The TPB's [committees](#) and subcommittees include a wide network of policy, technical, and advisory committees to advance TPB's vision and goals. The committees address topics related to bicycling and walking, public transportation, safety, freight, management and operations coordination, travel forecasting, and more. Public officials and experts come together to learn about the latest trends and data, share best practices, and develop solutions to the region's major transportation challenges.



## **ITEM 10 – Information**

January 19, 2022

### Visualize 2045: Outline and Plan Document Development

**Background:**

TPB staff will provide an update on the development of Visualize 2045, including the outline of the plan document, the new components to be included in Visualize 2045, and the timeline for plan activities.



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Stacy Cook, TPB Transportation Planner  
**SUBJECT:** Status Report on the Visualize 2045 long-range transportation plan 2022 update  
**DATE:** January 13, 2022

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This memorandum provides a brief status update on the development of the Visualize 2045 long-range transportation plan 2022 update. For more information on Visualize 2045, please visit the plan's new website [Visualize2045.org](https://visualize2045.org).

## BACKGROUND

On December 16, 2020, the TPB approved the Technical Inputs Solicitation for the update to the technical inputs for the air quality conformity analysis of the TPB's long-range transportation plan, Visualize 2045, and the Transportation Improvement Program (TIP). The TPB staff provided a public comment and interagency review period for the technical inputs in the spring of 2021. Through actions at its June and July 2021 board meetings, the TPB approved the technical inputs that are presently being used to conduct the required federal air quality conformity analysis, approximately a nine-month task. The TPB staff are undertaking other tasks at this time to develop the Visualize 2045 plan, 2022 update, to ensure the plan meets all federal requirements and responds to the TPB's priorities. The remainder of this memorandum briefly summarizes the plan contents and organization, highlights new content and provides a copy of the schedule for development.

## PLAN ORGANIZATION

The plan applies an equity lens and an integrated planning approach as the region works toward shared regional goals, with a renewed emphasis on safety and climate resilience. The plan that is under development is organized into nine chapters, a list of the chapters with a brief summary follows:

1. About the Plan –  
*A review of the regional planning process, opportunities to engage, roles, responsibilities, and where to find more information. Federal requirements are summarized. (Note. Appendix K will provide detailed information on how the plan demonstrates federal compliance).*
2. Where are We Now?  
*A description of today's planning context, including a summary of the transportation system and its use, demographics, and environment and equity considerations.*
3. Visualizing our Future Together  
*A description of the TPB's Policy Framework*
4. What Factors Affect Our Future?  
*An introduction to emerging and significant factors that TPB considers as the region plans for 2045.*

5. How does TPB Engage the Public?

*A summary of the TPB's public engagement for the Visualize 2045 update, known as Voices of the Region, and a description of the comment periods, the Community Advisory Committee, and other communications with the public.*

6. Strategies for a Brighter Future

*A review of the TPB and its members' regional coordination, planning areas, and associated activities. This chapter includes a description of planning for the Aspirational Initiatives, transportation modal options, the future factors and federal planning factors, and other planning areas. For each topic, the chapter includes a discussion of how the TPB, and its members consider equity in planning.*

*This section will highlight the Climate Change Mitigation Study.*

7. Funding the Regional Transportation System

*A summary of the financially constrained element. This section will include a summary of project sponsor responses to the questions in the technical inputs solicitation to communicate about how projects in the constrained element project list respond to the TPB policy priorities.*

8. Planning for Performance

*An overview of TPB's performance planning activities as documented through the federally-mandated performance-based planning and programming (PBPP) and congestion management process (CMP).*

*The chapter includes the system performance analysis of the constrained element of Visualize 2045.*

9. Conclusion: Where Do We Go Next?

*A brief summary that looks to future planning considerations in response to insights gathered from the air quality and system performance analyses, the Climate Change Mitigation Study of 2021, other TPB studies and research papers.*

*The plan will include numerous appendices that provide more detail on projects, planning topics, and how the TPB meets federal requirements for the transportation plan*

**Note on response to the TPB's Equity Resolution:**

To respond to the TPB policy on Equity as established in resolution R1-2021, staff are incorporating equity considerations throughout the plan. In addition to TPB staff equity discussions and training, recent staff equity-focused activities related to regional planning tasks include but are not limited to:

- Amplifying the voice of under-represented/historically disadvantaged groups in the Voices of the Region public outreach including conducting focus groups to discuss equity issues in transportation and asking questions in surveys that inform regional planning on issues of equity.
- Amplifying equity discussions and perspectives throughout the chapters of Visualize 2045.
- Developing performance measures and that inform planning for a more equitable region
- Providing information on which projects in the constrained element are in an EEA or connect an EEA to an Activity Center, as well as narrative descriptions provided by the project sponsors about equity considerations in planning for each project in the constrained element.
- Incorporating equity into TPB studies on climate mitigation and resilience, transit, and safety.
- Staff will also be producing a product to provide a background on equity considerations in transportation.
- Like all past plans, the federally required environmental justice (EJ) analysis will be conducted after approval of the plan. Staff intend to update the Equity Emphasis Areas (EEAs) in 2022, using the latest-available Census data, prior to conducting the EJ analysis for the updated plan.



## NEW CONTENT HIGHLIGHTS

The following is a list of new content highlights to be included in the Visualize 2045 update (2022).

- The plan applies an equity lens and an integrated planning approach as the region works toward shared regional goals, with a renewed emphasis on safety and climate resilience.
- Climate considerations are emphasized in the plan and the results of the Climate Change Mitigation Study of 2021 and TPB Resiliency Study will be reflected in Chapter 6, Strategies for a Brighter Future.
- The plan provides more information on planning process and how the TPB's vision is implemented in and beyond the constrained element (project list).
- The discussion of the current planning context includes an enhanced discussion of demographics, and summarizes findings from the decennial Regional Travel Survey. It also includes a new discussion of environmental and equity considerations.
- The Strategies for a Brighter Future includes a new transit-focused section.
- The TPB Technical members' responses to the regional and federal policy questions will be integrated into the document.
- Findings from the public engagement activities for the plan, known as Voices of the Region (Survey, Focus Groups, summer QR code/sign event known as Aspiration to Implementation) are integrated throughout the document as data and narratives to elevate the transportation system user experience, preferences and perspectives.
- The Planning for Performance chapter will now include trends data for the PBPP performance measures, where available, comparing them to the previously established targets.

## PLAN AND TIP UPDATE SCHEDULE

The development of the Visualize 2045 update and the Transportation Improvement Program (TIP) remain on schedule.

2020	12/16/20	The TPB will be asked to approve the Technical Input Solicitation document to initiate the Call for Projects.
	2/12/21	Project inputs for the LRTP and Air Quality Conformity (AQC) analysis due to TPB staff.
2021	3/5/21, 4/2/21	The TPB Technical Committee will review the conformity project inputs table in March and the draft inputs to the Plan and the draft AQC scope of work in April.
	4/2/21-5/3/21	Public comment period on inputs to the Plan/AQC analysis, and AQC scope of work. MWAQC TAC will review this information during the April meeting.
	4/21/2021	TPB will receive a briefing on the draft inputs to the Plan/AQC analysis and the draft AQC scope of work.
	5/19/21	The TPB will receive a summary of the public comments on the draft inputs to the Plan and AQC analysis. The TPB and the agencies sponsoring the projects will have the opportunity to discuss and advise staff on responses.
	6/16/21	The TPB will review responses to comments and updates to inputs to the Plan and scope of work for the AQC analysis. The TPB will be asked to approve the inputs and scope, authorizing staff to begin analysis.
	3/11/22	Transportation Improvement Program (TIP) inputs due for the FY 2023-2026 TIP
2022	4/1/22	The TPB Technical Committee will review the draft results of AQC analysis for the updated Plan and FY 2023-2026 TIP.
	4/1/22 - 5/1/22	Public comment period on the results of AQC analysis Determination for the updated Plan and FY 2023-2026 TIP.
	4/2022	MWAQC and MWAQC TAC will review the draft results of the AQC analysis during their meetings.
	4/20/22	The TPB will review the draft Plan, draft TIP, and AQC analysis and Determination.
	5/18/22	The TPB will review the draft results of the AQC analysis for the Plan and FY 2023-2026 TIP. The TPB will also receive a summary of the comments received on the analysis. The TPB and the agencies sponsoring the projects will have the opportunity to discuss and advise staff on responses to comments.
	6/15/22	The TPB will review the responses to the comments and the results of the AQC analysis. The TPB will be asked to approve the results of the AQC analysis and adopt the updated Plan and the FY 2023-2026 TIP.

# Visualize 2045 Update Plan Outline and Document Development

Stacy Cook, TPB Transportation Planner  
Transportation Planning Board

January 19, 2022

Agenda Item #10



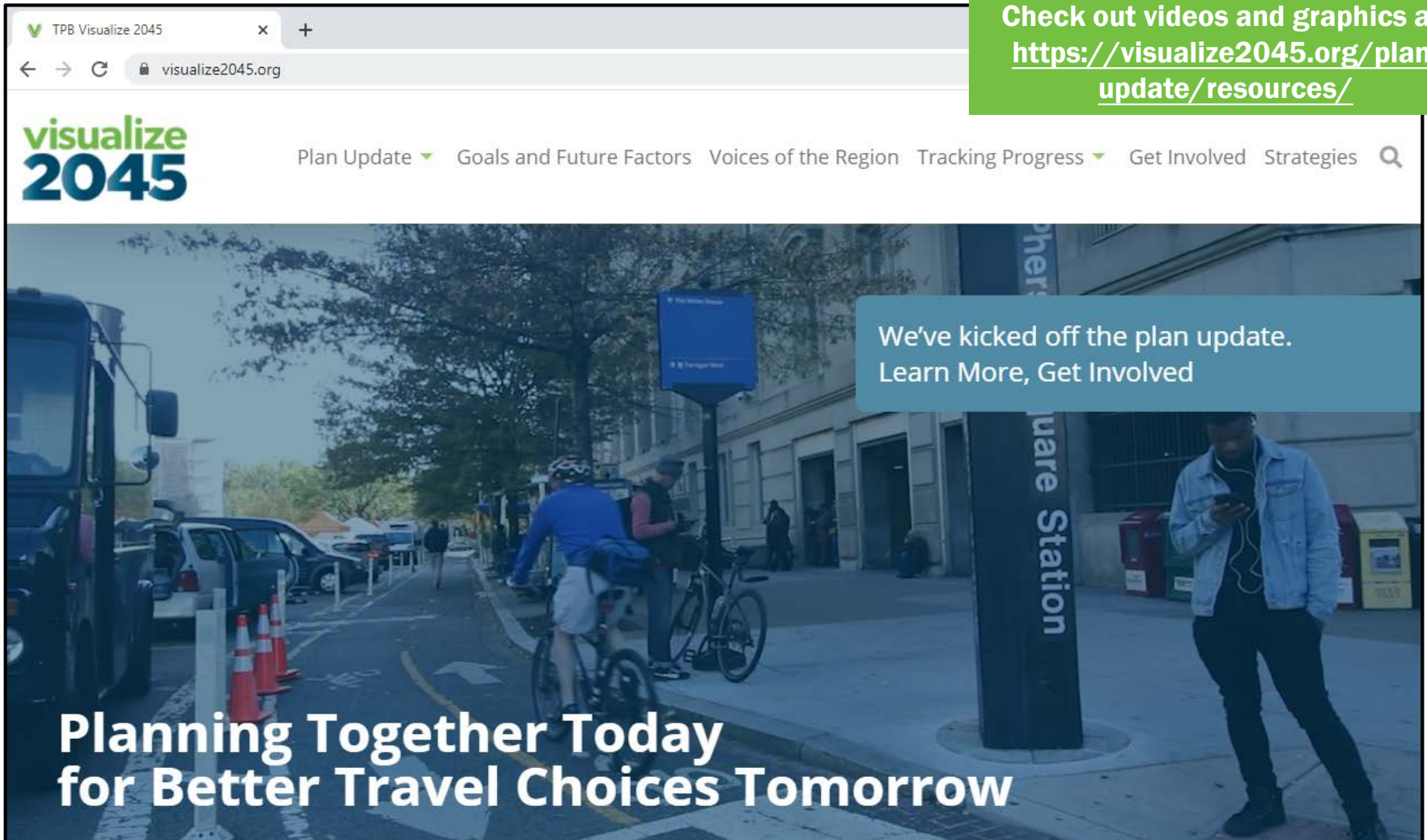
**visualize**  
**2045**

A long-range  
transportation plan  
for the National  
Capital Region

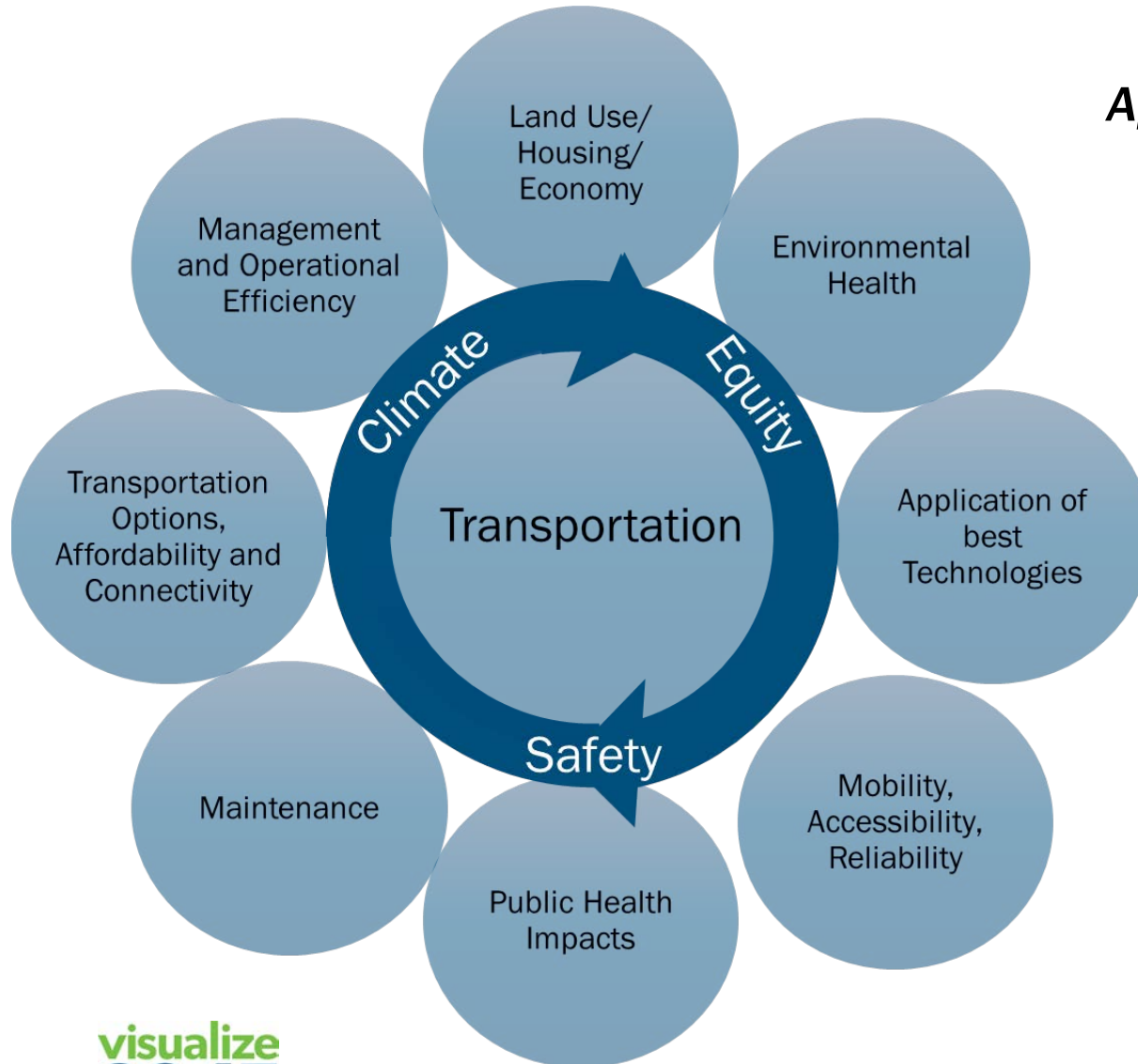
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# Updated Visualize 2045 Website

Check out videos and graphics at:  
<https://visualize2045.org/plan-update/resources/>

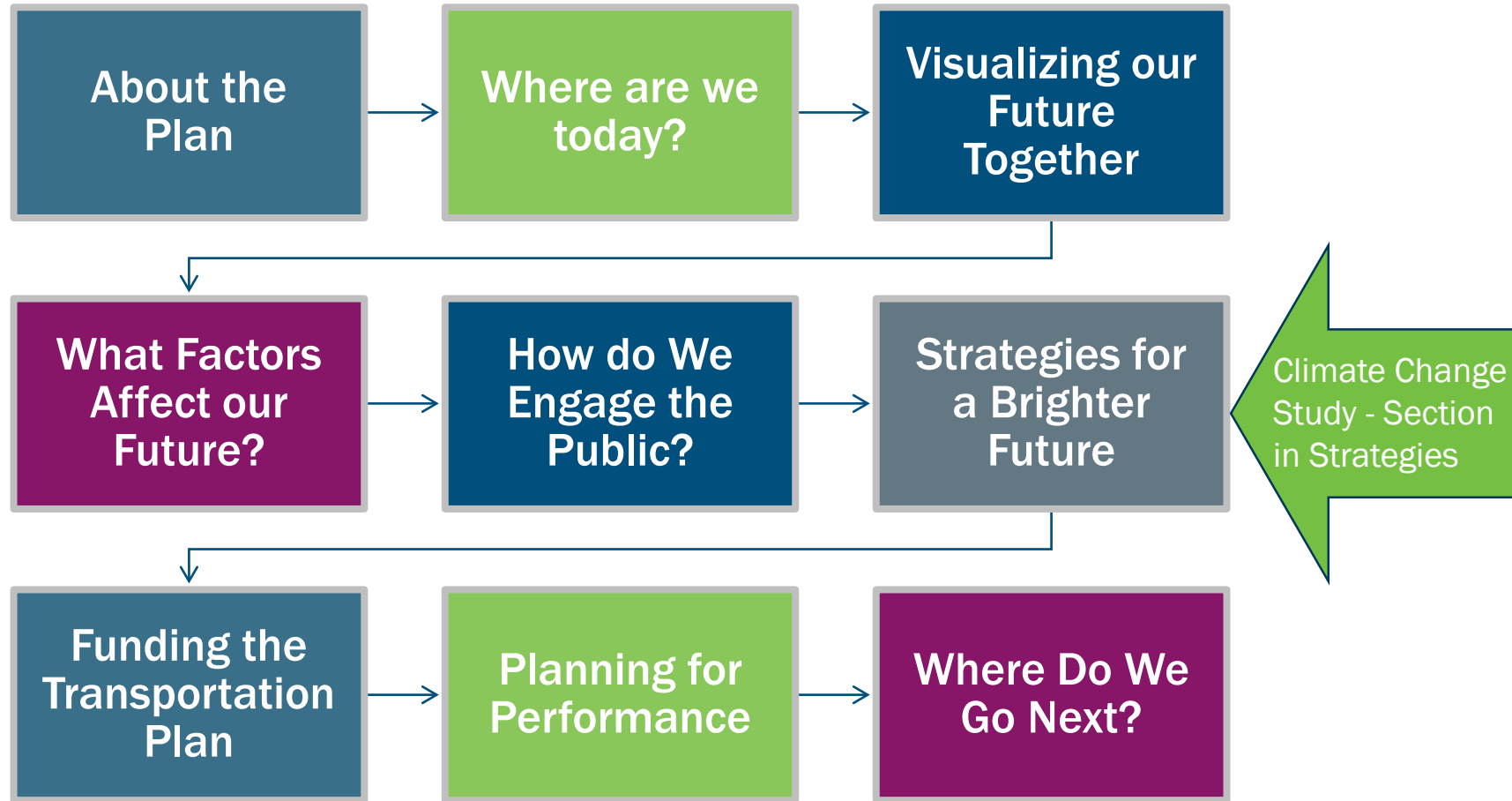


# Plan Emphases: Safety, Equity, Climate



***Applying an equity lens and an integrated planning approach as we work toward shared regional goals, with a renewed emphasis on safety and climate resilience.***

# Plan Organization



# Highlights of What's New

Applies an 'equity lens' to plan content.

Process:  
More information on the planning process:  
How does regional planning work?

Public Engagement:  
Integrates Voices of the Region findings

Planning:  
• transportation modes  
• future /federal planning factors  
• section on climate change and CCMS of 2021

Projects:  
Integrates project sponsor responses to regional policy questions.

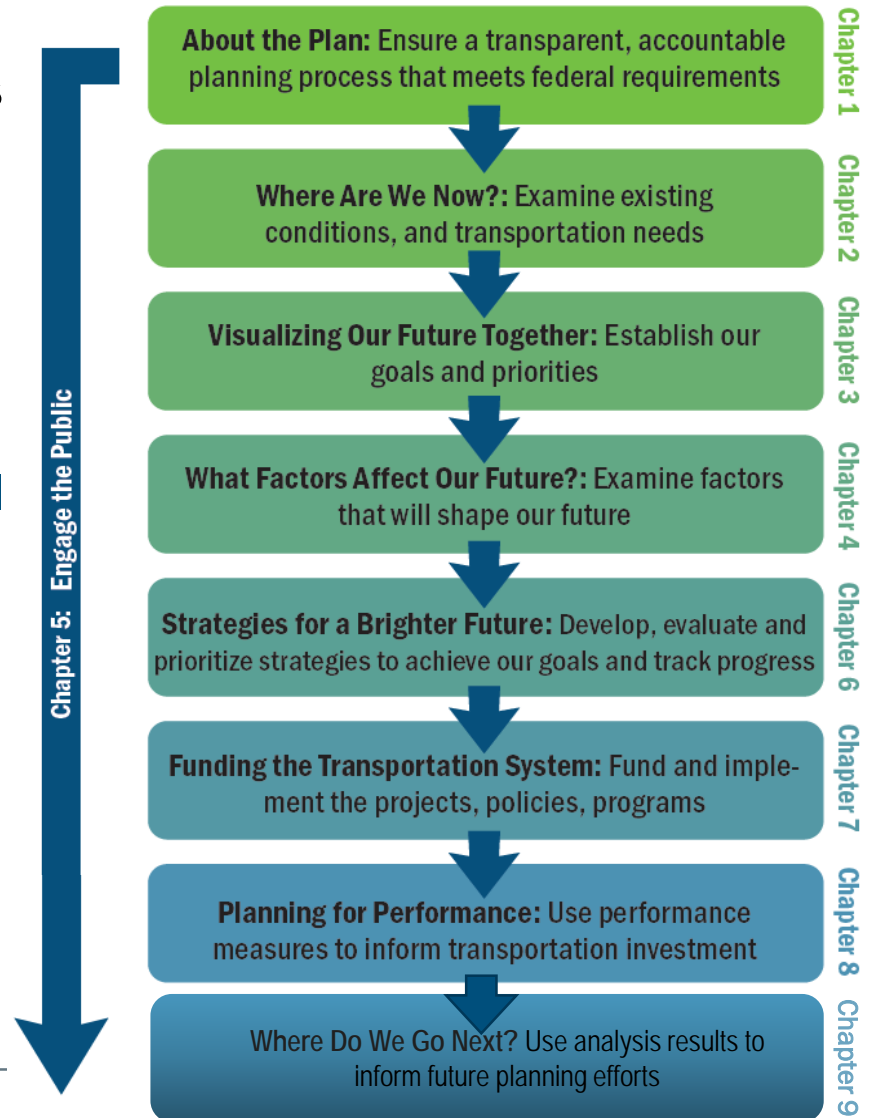
Federal Compliance:  
Progress discussions for the PBPP and the new TPB performance measures.

*And the plan maintains a continued focus on demonstrating federal compliance*

# Chapter 1: About the Plan

- About the TPB and planning process
- Purpose of the plan
- **How you can use this plan**
- **Planning process and roles** (including board and public)
- Plan development
- **How local projects fit into the plan**
- **Where to learn more about regional planning**
- Federal Requirements

*How TPB goals are implemented - within and beyond the constrained element (aka: air quality analysis project list)*





# Chapter 2: Where Are We today?

- Provides regional context in which TPB and its members conduct planning for the region's transportation system
- Types of information:
  - Acknowledging COVID-19, equity, and climate change
  - Data
    - **Regional Travel Survey (RTS) findings**
    - **Demographics**
    - Existing and projected population and employment
    - **Cultural, social, and environmental data**
      - *Electric Vehicle Planning*
      - *EJ/Pollution proximity discussion /map*
      - *Importance of land cover*
  - **Input from Voices of the Region public outreach**

**Voices of the Region**  
ON TRAVEL HABITS

The Voices of the Region survey gathered information on attitudes and behaviors related to how COVID-19 has affected their views on the region's transportation system and asked them to consider scenarios as occurring one year after the COVID-19 pandemic is over.

One year after the pandemic is over, 38% of respondents said they will probably have different travel habits, while 62% said they expected to go back to the same travel habits as before. Over half of those who expected their travel would be different said they would walk more than before the pandemic (53%).

**38%** Plan to have different travel habits post-pandemic.

**62%** Expect to resume same travel habits as pre-pandemic.

See more survey responses on the Visualize 2045 Voices of the Region webpage.

# Chapter 3: Visualizing Our Future Together

## TPB policy framework: regional vision/goals

- Highlights recent TPB equity, climate and safety resolutions
- Climate Goals
- Voices of the Region findings and quotes
- **Challenges discussion**
- How TPB goals align with the federal transportation National Goals
- Quotes from Board Members on TPB priorities

## THINK REGIONALLY, ACT LOCALLY

The region comes together through the TPB to establish shared regional policy goals. Local jurisdictions and agencies take action and make progress on local and regional goals by funding and implementing projects, programs and policies that move our region forward.

# Chapter 4: What Factors Affect our Future?

- A new chapter that highlights emerging and significant planning factors to consider when planning\* include:
  - Equity
  - Climate change and the environment
  - Safety
  - Emerging technologies
  - Public health
  - Land use, population, and the economy
  - Funding
- **Voices of the Region public input**

\* Chapter 6 covers additional planning topics

**TRANSPORTATION FACTORS THAT SHAPE OUR FUTURE**

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

By 2045, metropolitan Washington's transportation system is expected to handle 21 million daily trips. To ensure each one is safe, efficient, and accessible, our regional transportation plan not only addresses ongoing challenges like congestion and crowding but looks boldly to the future.

**EQUITY**  
We need a transportation system that works for all people, regardless of income, race, age, gender, or ability.

**ECONOMY**  
Our roads, transit systems, and trail networks connect our communities, support the movement of goods, and lead to a stronger regional economy.

**TRAFFIC SAFETY**  
Everyone should be able to get around safely. Whether on foot or bike, in a car, or on a bus, we're working together to reduce fatalities and injuries so every trip is a safe one.

**FUNDING**  
Most transportation funding goes to the upkeep of existing infrastructure. We're promoting strategies to keep pace with demand, enhance the system, and make the most of every dollar.

**CLIMATE CHANGE AND THE ENVIRONMENT**  
To protect our climate and ecosystems, transportation solutions need to reduce emissions and environmental impacts. We need to ensure transportation options are resilient and reliable as extreme weather increases.

**PUBLIC HEALTH**  
Clean air, traffic safety, and healthy neighborhoods are directly linked to transportation planning. Making it easier to walk, bike, and take transit reduces emissions and helps communities thrive, even when faced with crises such as the COVID-19 pandemic.

**LAND USE**  
As our population grows, we're promoting strategies that bring together jobs, a range of housing options, services, and recreational opportunities in walkable environments served by transit and freight.

**EMERGING TECHNOLOGIES**  
Advancements in transportation technology can improve efficiency, safety, and integration, and reduce greenhouse gases. However, the role of connected and automated vehicles remains uncertain. We need to anticipate and adapt to beneficial innovations.

National Capital Region Transportation Planning Board  
Plan Together. Prosper Together.  
Get involved with the Transportation Planning Board.

visualize2045.org  
Think regionally, act locally.

# Chapter 5: How Do We Engage the Public?

- This chapter provides information on:
  - Why the TPB engages the public
  - Federal requirements
  - **How the TPB engages the public:**
    - E.g., Voices of the Region: Survey Focus Groups and Aspiration to Implementation, comment periods – look for a **Story Map** on this soon!
- There will be an appendix that documents how the plan process has followed the TPB’s public participation process. The TPB has published separate reports for the Voices of the Region Survey, Focus Groups, and Aspiration to Implementation event.



# Chapter 6: Strategies for a Brighter Future



## WHAT IS A STRATEGY?

A strategy is a way to achieve a goal.

Designed to communicate all planning areas and priority strategies in 3 main sections:

1. Aspirational Initiatives
2. Transportation Options
3. Strategies to Address the Future Factors and **Federal Planning Factors** – includes a full climate change section

# Chapter 6: Strategies for a Brighter Future

## Transportation Options:

- TDM
- Bike/Ped/Micromobility
- Transit (new) including Intercity bus
- Driving and Riding (new)
- Airport Systems

## Future Factors/Federal Planning Factors

- Equity and Inclusion
- Coordinated Human Transportation Services Plan
- **Climate Change Mitigation and Resiliency**
- Environmental Consultation and Mitigation
- Safety
- Land-Use (including affordability and HCT/EEA planning)
- Freight
- Funding
- **Public Health**
- Management and Operations
- Emerging Technology/**CAV**
- Emergency Preparedness and Transportation Security
- Travel and Tourism

**Equity considerations and planning discussed in each section**

# Chapter 6: Strategies for a Brighter Future

- Voices of the Region public input
- ‘Visualize the Future’ sections enhanced to track progress and provide examples from the regional policy documentation submitted by sponsoring agencies
- ‘Policy Context’ call-outs

The Policy Context	draft	
<b>Impact of the Aspirational Initiatives</b>	<b>Planning Factors</b>	<b>RTPP Goals</b>
Expanding BRT and transitways throughout the region with improved bicycle and pedestrian connections would provide more people access to High-Capacity Transit and additional connectivity to destinations throughout the region, including making existing and future intercity bus stations more accessible for all. Expanding Metrorail core capacity would provide logistical ease and comfort for those traveling by Metrorail to and from the region’s numerous destinations served by Metrorail, including intercity bus stations.	<ul style="list-style-type: none"><li>• Enhance travel and tourism.</li><li>• Increase the accessibility and mobility of people and for freight.</li><li>• Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.</li></ul>	<ul style="list-style-type: none"><li>• Promote a strong regional economy, including a healthy regional core and dynamic Activity Centers.</li><li>• Support inter-regional and international travel and commerce.</li></ul>

# Chapter 7: Funding the Transportation Plan

- Regional funding
- Background on project development and funding categories
- Financial plan summary
- Constrained element (project list) summary
  - Aspirational Initiatives implemented through the constrained element
  - Summary (providing a count) of the project sponsor responses to federal/regional policy questions



## Goal 2: Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers

The region's economy is supported largely by the economic activity that occurs in major housing and job centers, known as Activity Centers. Strengthening these areas, including the regional core, and connecting them with good transportation options bolsters the economy. It allows us

to grow and use land more wisely, and creates numerous opportunities to move people and goods more efficiently and with a lower carbon footprint. Respondents for each of the projects were asked about the project area and overlap with Activity Centers and Equity Emphasis Areas (EEAs), which areas with significant concentrations of low-income, minority populations or both.



Table 7.2: Goal 2 - Project Sponsor Responses



*Note: the performance analysis has moved to Chapter 8, Planning for Performance*



# Chapter 8: Planning for Performance

- Performance Overview
  - Performance-Based Planning and Programming: **data trends and progress**
  - Congestion Management Process
  - Air Quality Conformity Analysis results
  - GHG and land use measures
  - Systems Performance Analysis of the constrained element of the LRTP
    - **New systems performance measures**

Table 8.5: Regional Transit Asset Management Targets for Revenue Vehicles, 2020 (Source: Transportation Planning Board)

Percentage of Revenue Vehicles that Have Met or Exceeded Useful Life Benchmark	Regional Assets Total	Regional Target
Articulated Bus	91	4.8%
Auto	34	0.0%
Over-the-Road Bus	169	23.4%
Bus	2709	5.0%
Cutaway Bus	84	6.8%
Heavy Rail Passenger Car	1200	0.0%
Light Rail Vehicle	6	0.0%
Commuter Rail Locomotive	20	0.0%
Commuter Rail Passenger Coach	100	0.0%
Van	844	10.6%
<b>Revenue Vehicle Totals</b>	<b>5257</b>	

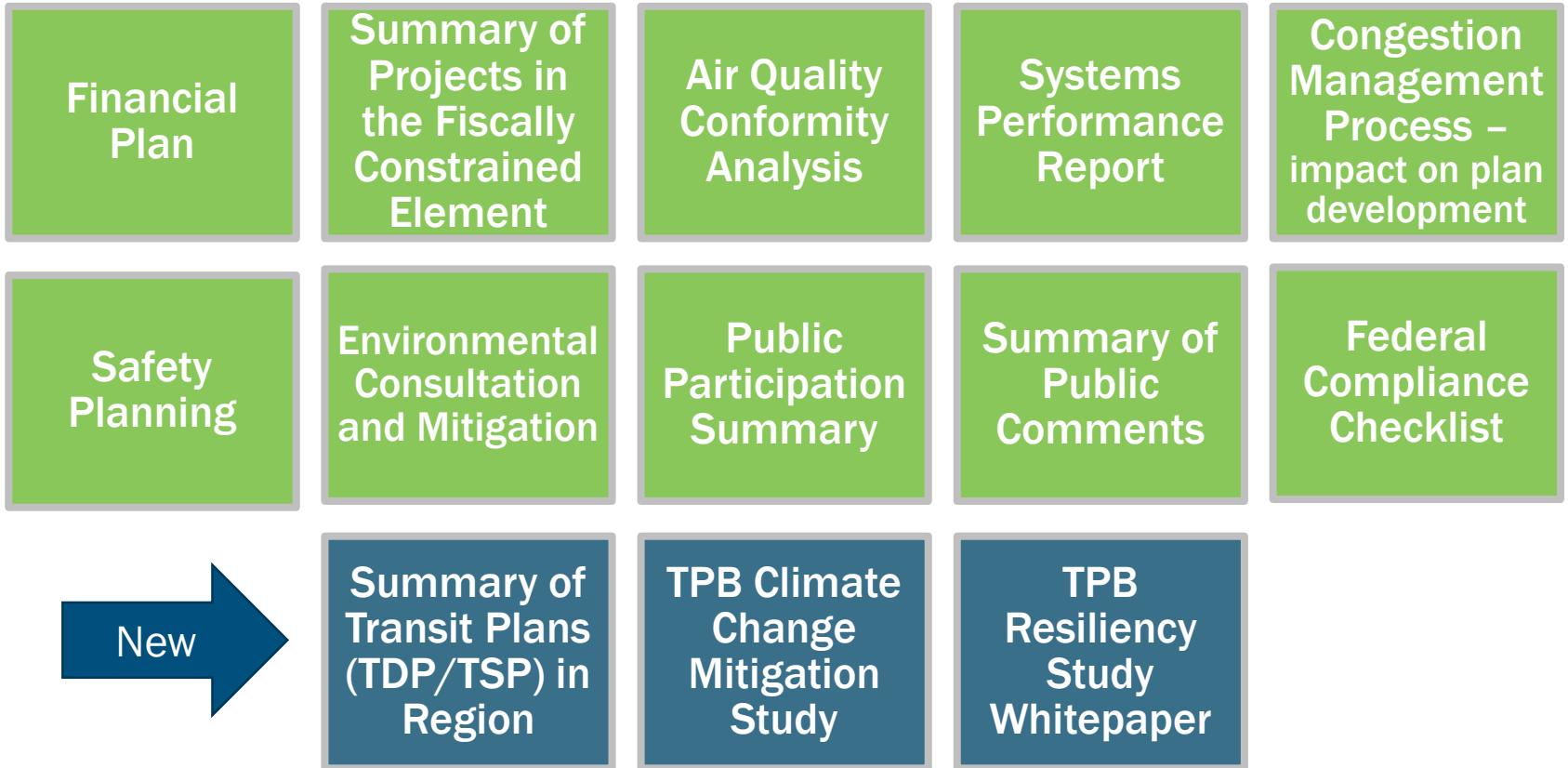
draft

# Chapter 9: Where Do We Go Next?

- This chapter will:
  1. wrap up the plan
  2. discuss findings from the climate change study
  3. discuss findings from the air quality and system performance analyses
  4. discuss planning and strategies towards 2045



# Plan Appendices and Reports



# Next Steps

- January - March 2022:
  - Finalize air quality conformity and system performance analyses – document in chapter 8
- Now - March 2022:
  - Develop Climate Change Section, document any formal response by Board to Climate Change Mitigation Study of 2021 findings
- Now - March 2022:
  - Draft “Where Do We Go Next,” Chapter 9
- April 1, 2022:
  - Begin Public Comment Period on the Air Quality Conformity Analysis and the plan
- May 2022 TPB meeting:
  - Staff present public comment summary
- June 2022 TPB meeting:
  - Staff recommendation for approval of the update to Visualize 2045

## Stacy Cook

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

Metropolitan Washington  
Council of Governments

777 North Capitol Street NE,  
Suite 300

Washington, DC 20002

## **ITEM 11 – Information**

January 19, 2022

### Consideration of Climate Goals for Surface Transportation

**Background:**

The TPB completed the Climate Change Mitigation Study, which examined potential actions TPB member jurisdictions/agencies could take. The TPB has expressed its interest in adopting climate change goals. Chair Sebesky will outline the process for developing a majority consensus on the climate change goals and strategies to inform future updates of the long-range transportation plan.



## MEMORANDUM

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

**FROM:** Ms. Pamela Sebesky, Chair, TPB  
Mr. Reuben Collins, Vice Chair, TPB  
Ms. Christina Henderson, Vice Chair, TPB.

**SUBJECT:** Process to Add Climate Change Mitigation Strategies to the Long-Range Transportation Plan and the Planning Process

**DATE:** January 13, 2022

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This memorandum describes how climate change mitigation activities can be integrated into the TPB's long-range transportation plan (LRTP) and the associated planning process. The TPB has agreed that mitigating and adapting to the impact of climate change should be a regional planning priority along with other regional planning priorities previously adopted and documented in TPB policy documents<sup>1</sup>. The specific climate change elements to be included and the process for doing so proposed in this memo are based on the primary principles and outcomes that the Chair and Vice Chairs of the TPB have identified as key to securing the region's unified commitment to reduce on-road, transportation-sector greenhouse gas (GHG) emissions to help the region attain its multi-sectoral GHG reduction goals<sup>2</sup> for 2030 and 2050.

### PRIMARY TASK

The goal of this task is articulating the TPB's on-road GHG reduction goals and endorsing a set of vehicular GHG reduction strategies. The primary tasks are (1) to identify the potential on-road GHG reduction goals, along with a set of multi-pathway strategies, to reduce vehicular GHG emissions and (2) to secure the consensus of the board for including these in the region's LRTP and planning process.

The purpose of including the on-road GHG reduction goals and a set of multi-pathway strategies in both the LRTP and the planning process is to help guide transportation investment decisions of the TPB member jurisdictions and agencies in the coming years. It is the TPB's expectation that the planning priorities included in the plan document, including climate change along with other priorities such as safety, increasing accessibility, reducing congestion, and increasing the usage of both transit and non-motorized modes are considered by its members' decision making processes to provide a more equitable, affordable, and reliable transportation system.

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<sup>1</sup> Documents describing TPB policy priorities may be found at: <https://visualize2045.org/goals-and-future-factors/>.

<sup>2</sup> The region's multi-sector GHG reduction goals adopted by COG in 2008 and 2020: Reduce GHG emissions – 20% below 2005 levels by 2020, 50% below 2005 levels by 2030 and 80% below 2005 levels by 2050.

## PRINCIPLES TO GOVERN THE CURRENT TASK

The two primary principles to govern the tasks of including on-road GHG reduction goals and a set of strategies to achieve these reductions in the TPB's Plan and its planning process are: **consensus** and **commitment to implement equitably**. The TPB's primary interest in this task is reducing GHG emissions from on-road motor vehicles to contribute this sector's appropriate share toward the region's multi-sector GHG reduction goals. The first part of articulating climate change mitigation as a planning priority is adopting GHG reduction goals for the on-road sector. While the GHG reduction **goals** adopted for inclusion in the LRTP and the planning process could be aspirational, they should also be **based** on the **consensus** of **TPB** members, representing their jurisdictions or agencies. These goals should be consistent with the goals adopted by the region and the goals adopted by many of the TPB member jurisdictions. The second part of articulating climate change mitigation as a planning priority is endorsing a set of multi-modal and multi-pathway **strategies** (projects, programs, or policies) that have the **commitment** of **TPB member jurisdictions and agencies** to implement the applicable on-road GHG emissions-reducing projects, programs, and policies equitably and as expeditiously as possible.

Studies by both the TPB and others have made clear that mitigating and adapting to the adverse impacts of climate change requires a multi-sector and multi-jurisdictional effort that is comprehensive, coordinated, and continuous. For the TPB's commitment and efforts to reduce on-road GHG emissions to be successful and effective in informing transportation planning and programming decisions of its member jurisdictions and agencies, it is critical that the TPB actions be consensus-based and supported by the commitment of its member jurisdictions/agencies to work continually and in a coordinated and comprehensive manner. Unless appropriate and expeditious actions are undertaken by the TPB members, at both local and state levels, the region will struggle to achieve the reductions in on-road GHG emissions that are needed for the region to achieve its GHG reduction goals.

## BACKGROUND

The TPB has long had enhancing and protecting the region's environmental quality as one of its goals for developing the region's long-range transportation plans.<sup>3</sup> Consistent with this goal, the **TPB has previously endorsed** the Metropolitan Washington Council of Governments' **regional multi-sector GHG reduction goals**.<sup>4</sup> Since 2009, the TPB has undertaken several regional studies<sup>5</sup> and analyses to examine the projects, programs, and policies ("strategies") that would reduce GHG emissions within the on-road sector (i.e., automobiles, trucks, and buses). Since 2010, the TPB also has been estimating the potential reduction in on-road GHG emissions from its long-range transportation plans to track progress toward the region's multi-sector GHG reduction goals.

With its October 2020 action endorsing new regional GHG reduction goals for 2030 as the impetus, and recognizing the less-than-optimal progress made to date in reducing on-road GHG emissions, together with the urgent need to take action to address the disruptive impacts of climate change, the **TPB recommitted itself** to redouble efforts **to reduce on-road GHG emissions**. To determine the

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<sup>3</sup> See, for example, The TPB Vision, October 1998, <https://www.mwcog.org/documents/tpbvision/>

<sup>4</sup> [December 2014 TPB endorsement](#) and [October 2020 TPB endorsement](#).

<sup>5</sup> [2010 What Would It Take](#); [2016 Multi Sector Working Group](#); [2017 Long Range Plan Task Force](#); [2021 Climate Change Mitigation Study](#).



specific actions that TPB members could take on this front, the TPB undertook a **Climate Change Mitigation Study (CCMS)**, which was completed in December of 2021.<sup>6</sup> The CCMS built on the findings from the previous TPB studies and other best practices across the country and **examined** ten different scenarios for **reducing on-road GHG emissions** in three specific “**pathways**”: (1) clean fleet – transitioning from fossil fuels to clean fuel such as electric or hydrogen power; (2) reduced vehicular travel – reducing the number of trips or miles travelled; and (3) operational improvements – improving the conditions under which vehicles operate on the roadways. Each scenario entailed a **combination of strategies (projects, programs, and policies)** in one or more of the three pathways that would reduce on-road greenhouse emissions.

## PROPOSAL

Based on its work over the past decade and its current recommitment to the effort, the TPB should:

1. Explicitly adopt GHG reduction goals for the multi-modal on-road transportation sector; goals that are consistent and commensurate with the region’s multi-sector GHG reduction goals<sup>2</sup>.
2. Explicitly endorse a set of multi-pathway strategies that are anticipated to reduce on-road greenhouse gas emissions and commit to work towards implementing these equitably and as expeditiously as possible (keeping in mind that many of the most effective GHG reduction strategies might not traditionally be a part of regional LRTPs).

## PROCESS

Given the dual goals of 1) developing **consensus** on the specific climate change-related elements to include in the TPB’s LRTP and its planning process; and 2) establishing a clear **commitment** of the TPB member jurisdictions/agencies **to work to equitably implement** the strategies over the coming years, we propose that TPB staff develop a questionnaire for TPB member jurisdictions/agencies (completed by TPB members, acting on behalf of their jurisdiction/agency) on the details of the above two elements, for eventual inclusion in the LRTP and planning process.

This survey, similar to what was previously done with the Multisector Working Group in 2016 and 2017, will be an opportunity for each TPB member jurisdiction/agency to indicate their support for TPB adopting GHG emissions reduction goals for on-road transportation sector as well as their endorsement of a set of on-road GHG reduction strategies that they would support and implement. The GHG reductions strategies will be largely drawn from those examined under the ten scenarios in the TPB’s CCMS<sup>6</sup>. The aggregate results of the survey would be reported to the board to inform its final action of adopting on-road GHG reduction goals and endorsing a set of strategies for inclusion in the LRTP document (Visualize 2045) and the TPB’s planning process to inform future updates of the LRTP.

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<sup>6</sup> ICF, Fehr & Peers, and Gallop Corporation, “TPB Climate Change Mitigation Study of 2021: Scenario Analysis Findings,” Final Report (National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, January 7, 2022). <https://www.mwcog.org/tpb-climate-change-mitigation-study-of-2021/>