



## TRANSPORTATION PLANNING BOARD

Wednesday, March 16, 2022  
12:00 - 2:00 P.M.

### IN PERSON/HYBRID FOR MEMBERS

#### AGENDA

- 12:00 P.M.**    **1. PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND PUBLIC COMMENT OPPORTUNITY**  
*Pamela Sebesky, TPB Chair*
- Any member of the public who wishes to address the board on the day of the meeting, may email a short statement, no more than 375 words, with the subject line "Item 1 Virtual Comment Opportunity" to [TPBcomment@mwkog.org](mailto:TPBcomment@mwkog.org). Statements must be received no later than 12:00 P.M. on Tuesday, March 15, 2022, to be relayed to the board at the meeting.
- 12:15 P.M.**    **2. APPROVAL OF THE FEBRUARY 16, 2022 MEETING MINUTES**  
*Pamela Sebesky, TPB Chair*
- 12:20 P.M.**    **3. TECHNICAL COMMITTEE REPORT**  
*Matt Arcieri, 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. AN AMENDMENT TO THE FY 2022 UPWP, FY 2022 CARRYOVER FUNDING TO FY 2023, AND APPROVAL OF THE FY 2023 UNIFIED PLANNING WORK PROGRAM**  
*Lyn Erickson, TPB Plan Development and Coordination Program Director*

The Unified Planning Work Program (UPWP) is an annual work statement that identifies planning priorities and activities to be carried out within a metropolitan planning area. Certain projects and budgets in the current FY 2022 UPWP have been identified to be removed/amended from the FY 2022 UPWP and carried over to FY 2023. The board will be briefed on the enclosed amendment to the FY 2022 UPWP and associated FY 2022 carryover funding to FY 2023 (unchanged from the February briefing). The board will be briefed on the final draft of the FY 2023 UPWP and will be asked to approve it.

**Actions: Adopt Resolution R10-2022 to approve the amendment to the FY 2022 UPWP and the FY 2022 carryover funding to FY 2023. Adopt Resolution R11-2022 to approve the FY 2023 UPWP.**

- 1:00 P.M.**    **8. APPROVAL OF THE FY 2023 COMMUTER CONNECTIONS WORK PROGRAM (CCWP)**  
*Nicholas Ramfos, TPB Transportation Operations Programs Director*

At the February 16 meeting, the board was briefed on the draft FY 2023 CCWP. The CCWP is an annual work statement that identifies alternative commute program projects and services designed to help improve traffic congestion and meet regional air quality goals. The board will be briefed on the final draft of the FY 2023 CCWP and will be asked to approve it.

**Action: Adopt Resolution R12-2022 to approve the FY 2023 CCWP.**

- 1:10 P.M.**    **9. PERFORMANCE-BASED PLANNING AND PROGRAMMING: 2022 TRANSIT ASSET MANAGEMENT TARGETS**  
*Eric Randall, TPB Transportation Engineer*

At the February 16 meeting, the board was briefed on a draft set of 2022 transit asset management targets for the National Capital Region. The board will be asked to approve the final transit asset management targets.

**Action: Adopt Resolution R13-2022 to approve transit asset management targets.**

## **INFORMATION ITEMS**

- 1:20 P.M.**    **10. DRAFT 2022 UPDATE OF THE BICYCLE AND PEDESTRIAN PLAN FOR THE NATIONAL CAPITAL REGION**  
*Andrew Meese, TPB Program Director, Systems Performance Planning*  
*Michael Farrell, TPB Transportation Planner*

The board will be briefed on the draft 2022 Bicycle and Pedestrian Plan for the National Capital Region, which, when finalized, will succeed the existing plan approved by TPB in 2015. This update follows development and TPB approval of the National Capital Trail Network in 2020, as well as recent enhancements to the bicycle and pedestrian projects database supporting the plan. The update also incorporates emerging aspects such as micromobility and evolving pedestrian and bicycle facilities design.

**1:40 P.M. 11. COOPERATIVE FORECASTING STATUS UPDATE**

*Paul DesJardin, COG Director of Community Planning and Services*

COG staff will provide an overview of the draft Round 9.2 Cooperative Forecasts, work activities to be undertaken to prepare the next major update of the Cooperative Forecasts, Round 10, and recent market observations to be considered in the forecasting process.

**2:00 P.M. 12. ADJOURN**

The next meeting is scheduled for April 20, 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 March 2022 TPB Meeting  
**DATE:** March 16, 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 February 2022 TPB meeting and noon on Tuesday, March 15, 2022, the TPB received 3 comments. Two comments were submitted via email and one was submitted via the online form.

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

### **PUBLIC COMMENT**

#### **Stewart Schwartz, Coalition for Smarter Growth – Email – March 15, 2022**

Schwartz sent a letter. The letter says:

First, we honor local elected officials in Ukraine who are courageously putting their lives on the line for their citizens.

Second, we urge you to do what you can do here, now, in this region, to end our oil dependency, and to address climate change in the short time we have left to do so.

#### **Alrene Montemarano – Email – January 28, 2022**

Montemarano sent an article titled “Corporations benefit from transit. So why aren’t they paying for it?”, from In the Public Interest.

#### **Robert Filiplowski – Website – January 28, 2022**

Filiplowski submitted a comment via the online form. The comment listed suggestions for improving the region’s land-use and transportation system.

**Testimony to the Transportation Planning Board (TPB)**

**March 16, 2022**

First, we honor local elected officials in Ukraine who are courageously putting their lives on the line for their citizens.

Second, we urge you to do what you can do here, now, in this region, to end our oil dependency, and to address climate change in the short time we have left to do so

*(TPB staff, since we are not permitted to testify live -- whether in person or via video, please read the above two sentences in their entirety).*

## TPB Comment

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**From:** Arlene <mikarlgm@gmail.com>  
**Sent:** Sunday, March 13, 2022 10:05 AM  
**Subject:** Corporations benefit from public transit. So why aren't they paying for it?  
**Categories:** Orange category

It is all connected: Highways, public transportation, and where housing is in relation to where people work. So, to solve problems with any of these, one must attend also to the other two to make them to all work together. When they do work together, we get the desirable result of efficiency and least cost to budgets and our already battered environment.

So here Jeremy Mohler points to one large flaw in the system as it is now, focusing on Massachusetts, but it applies "across the country". Of course it is stupid-wrong and needs to be fixed. Putting the squeeze on the working poor is unfair and self-defeating. Business needs them. Business should pay.

To make public transportation as enticing as possible to get more people out of their cars, start with fares and go on from there.

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From: Jeremy Mohler, In the Public Interest <[jmohler@inthepublicinterest.org](mailto:jmohler@inthepublicinterest.org)>

**Corporations benefit from public transit. So why aren't they paying for it?**

*Fares for trains, buses, and other public transit are "perhaps the most regressive way to raise public funds."*

Jeremy Mohler | March 11, 2022

At the start of March, Fidelity Investments, one of the world's largest financial firms, began [allowing workers to return](#) to its Boston headquarters. Many of these workers likely came to work on the city's subway, as the South Station stop is just next door.

Despite this, Fidelity—like other Massachusetts corporations—pays relatively little to fund Boston's transit system. In fact, back in the 1990s the firm [successfully lobbied for a tax break](#) called Single Sales Factor (SSF), a move which has cost the state more than [\\$3 billion](#) in the last ten years.

Such corporate tax cuts have left the Massachusetts Bay Transportation Authority (MBTA)—known as "the T"—heavily reliant on fare revenue from riders. During the pandemic, this has meant that low-income people and communities of color are paying a substantial share of this revenue.

That's just one of the takeaways in a [new report](#) from Public Transit Public Good, a Massachusetts coalition of transit riders and workers.

Unlike other large transit systems, including New York, Miami, Los Angeles, and Seattle, the T has no reduced fare program for low-income adult riders. Fares have nearly tripled since 2000, rising faster than inflation.

Rather than reducing fares, Massachusetts's leaders have chosen to continue to cut taxes on corporations and the wealthy. Currently, residents in the top 1 percent income bracket pay only 6.8 percent of their income in taxes, while those in the bottom 20 percent pay 10 percent.

Massachusetts's leaders have even privatized the T's fare collection system, outsourcing it to two private equity-owned, for-profit corporations. This commits hundreds of millions of state dollars to corporate profits, rather than reducing fares for riders.

The report is a wakeup call not only to leaders in Massachusetts but also those around the country. Fares for trains, buses, and other public transit are "[perhaps the most regressive way to raise public funds](#)." They [should be eliminated](#)—or at least reduced for the low-income people who rely on public transit the most.

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Arlene Montemarano, 240-360-8691, Lawndale Drive

Want to know how bad the Draft Environmental Impact Statement for Hogan's retro plan for highway expansion is? This bad: [https://f0d3dd92-98e8-4a26-bc62-0ccf9ff9f227.filesusr.com/ugd/9cb12f\\_a61f99d4b2e14509a71e6fb4de7540be.pdf](https://f0d3dd92-98e8-4a26-bc62-0ccf9ff9f227.filesusr.com/ugd/9cb12f_a61f99d4b2e14509a71e6fb4de7540be.pdf)

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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

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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Tony Hausner  
Founder, Safe Silver Spring  
[safesilverspring.org](http://safesilverspring.org)  
Past Chair,  
AAIL Chapter Leaders Executive Committee  
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To view this discussion on the web visit [https://groups.google.com/d/msgid/stop-beltway-270-expansion-coalition/CADknDECZCG0kb\\_WamaVB7GxqDm0JQ84BbbFtutUyQSTYm%2BfVyg%40mail.gmail.com](https://groups.google.com/d/msgid/stop-beltway-270-expansion-coalition/CADknDECZCG0kb_WamaVB7GxqDm0JQ84BbbFtutUyQSTYm%2BfVyg%40mail.gmail.com).

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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.

**Comment to the Transportation Planning Board**

**Submitted:** February 21, 2022 via [mwcog.org/tpbcomment](http://mwcog.org/tpbcomment)

**From:** Robert Filipowski, Woodbridge, VA

**Subject:** replay "Travel to Work 2022 .org "

Zooming Zoning and one more time zoning.

1. To help people in need you need bulled shopping malls next to poorer people. Some of them can't find work, as a lack of transportation.
2. Need to have suburban housing, as a punishment for the one who can't or refuse adjusting to the community, standards?
3. 10 acres lats are not Environment friendly. Small towns are. Simple mathematic to the concrete and asphalt use.
4. Trolleybus is chipper to use, environmental sound and safe. Electric cars not so much.
5. Electric car can be promoted if its local law will support it.

Parking lot 10KW and 20KW. DC parking are pay any way. Make it then incentivized to become charging station.

10KW power for short 5 hours stop and 20 KW power for all day stop. We need new city cars. limited to max power.

I propose: 230V battery max. 60 KW storage max. 35HP engine max. No speed limit or 65MPH max. Simplified legal requirements.

Good lock.

Robert. F.

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**TRANSPORTATION PLANNING BOARD  
MEETING MINUTES**

February 16, 2022

**VIRTUAL MEETING**

**MEMBERS AND ALTERNATES PRESENT**

Charles Allen, TPB Chair – DC Council  
Ella Hanson – DC Council  
Christina Henderson – DC Council  
Kristin Calkins – DC Office of Planning  
Mark Rawlings – DDOT  
Lezlie Rupert – DDOT  
Reuben Collins – Charles County  
Patrick Wojahn – College Park  
Denise Mitchell – College Park  
Mark Mishler – Frederick County  
Kelly Russell – City of Frederick  
David Edmondson – City of Frederick  
Neil Harris – Gaithersburg  
Dennis Enslinger – Gaithersburg  
Emmett V. Jordan – Greenbelt  
Rodney Roberts – Greenbelt  
Brian Lee – Laurel  
Gary Erenrich – Montgomery County Executive  
Evan Glass – Montgomery County Legislative  
Victor Weissberg – Prince George’s County Executive  
Bridget Donnell Newton – Rockville  
Kacy Kostiuk – Takoma Park  
R. Earl Lewis, Jr. – MDOT  
Canek Aguirre – Alexandria  
Takis Karantonis – Arlington County  
Dan Malouff – Arlington County  
Dan Meyer – City of Fairfax  
Walter Acorn – Fairfax County - Legislative  
James Walkinshaw – Fairfax County Legislative  
David Snyder – Falls Church  
Adam Shellenberger – Fauquier 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  
John Lynch – VDOT  
Allison Davis – WMATA  
Julia Koster, NCPC  
Tammy Stidham, NPS

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**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  
Sergio Ritacco  
Bryan Hayes  
Andrew Austin  
John Swanson  
Dusan Vuksan  
Deborah Etheridge  
Jon Schermann  
Erin Morrow  
Eric Randall  
Jeff King  
Rachel Beyerle

Ashley Hutson - CAC  
Amir Shapir - VDOT  
Kari Snyder - MDOT

Audio and video of the meeting, and materials referenced in the minutes can be found here:  
[mwcog.org/events/2022/2/16/transportation-planning-board/](http://mwcog.org/events/2022/2/16/transportation-planning-board/)

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

Chair Sebesky called the meeting to order and reminded the board that the meeting was being recorded and broadcast. She 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.

Ms. Erickson said that two comments were submitted by email. The first comment from Mr. Schwartz of the Coalition for Smarter Growth was an invitation to an event hosted by the MetroNow Coalition. The second from Ms. Montemarano, linked to a Greater Greater Washington article. The full comments can be found in the memo for this item.

**2. APPROVAL OF THE JANUARY 19, 2022 MEETING MINUTES**

A motion was made, by Mr. Karantonis, to approve the minutes from the January 2022 TPB meeting.

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Mr. Jordan seconded the motion.

The motion was approved.

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

Reporting on behalf of Mr. Arcieri, Ms. Erickson said that the Technical Committee met on February 4. At the meeting the committee was briefed on all of the items on today's TPB agenda. She said the committee was also briefed on draft inputs for the 2023-2026 Transportation Improvement Program and the Bicycle and Pedestrian Plan for the National Capital Region. There was also an update on the TPB Resiliency Study. More detail can be found in the report for this item.

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

Ms. Hutson said that the Community Advisory Committee met on February 10. At the meeting the committee was briefed on the TPB Resiliency Study and the Bicycle and Pedestrian Plan for the National Capital Region. She said the committee also discussed priorities for the year. She said that the CAC expressed a desire to meet with TPB officials from their jurisdictions so they can learn the priorities of their elected officials and share their concerns. More detail can be found in the report for this item.

Chair Sebesky said that she will direct staff to work together to find time to bring CAC and TPB members together.

Mr. Aguirre said that the Access for All Advisory Committee met on February 11. He said the committee was briefed on 21 projects selected for funding under the 2021 Enhanced Mobility Solicitation and the 2022 Update of the Coordinated Human Service Transportation Plan for the National Capital Region. The committee was also briefed on the TPB Climate Mitigation Study and the Bicycle and Pedestrian Plan for the National Capital Region. More detail can be found in the report for this item.

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

Mr. Srikanth said that the Steering Committee met on February 4. At the meeting the committee approved two amendments from Maryland. Details can be found on pages 4 to 21 of the report. He said that page 23 of the report is a letter from COG's executive director to Maryland Delegate Carr regarding establishment of a reciprocity agreement between the District, Maryland and Virginia, for automated traffic enhancement citations. On page 28 there was a memo about the results of the TPB's public outreach campaign, Aspiration to Implementation. Page 53 is a summary of various campaigns launched by Commuter Connections to bring people back to ridesharing and transit. He reminded the board that the deadline for applications for the Transportation and Land-Use Connections program is March 18.

Ms. Kostiuk encouraged TPB staff to think about how they can engage residents of the region younger than 18 during future outreach.

Mr. Srikanth said that staff will look into how to engage younger residents.

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

Chair Sebesky said that the TPB is scheduled to meet in person in March. She said that staff will monitor the situation and if necessary, make the decision about reverting to an online-only meeting. She apologized for adjourning the January meeting after 2:00 p.m. She acknowledged that members have tight schedules. She asked staff to make sure memos include all of the relevant information and encouraged board members to submit questions via the chat function to help the meeting run on time.

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## **ACTION ITEMS**

### **7. APPROVAL OF FY 2023 AND FY 2024 TAP FUNDING FOR PROJECTS IN VIRGINIA**

Mr. Swanson provided some context on the Transportation Alternatives Program (TAP) and how it supports implementation of regional priorities around pedestrian and bicycle access to transit, safety for vulnerable populations, and access to economic opportunities. He said that Virginia selects TAP projects every two years. He said that about \$7 million will be awarded to eight projects in northern Virginia. He acknowledged the role of Commonwealth Transportation Board District Member Mary Hynes. More detail on the projects selected for the FY 2023 and 2024 TAP can be found in the presentation and memo for this item.

Chair Sebesky made a motion to adopt Resolution R9-2022 to approve projects for funding under the Federal Transportation Alternatives Set-Aside Program for FY 2023 and 2024 for Virginia TPB jurisdictions.

Ms. Rishell seconded the motion. She asked if security cameras were located on the trail system, particularly near schools.

Mr. Swanson said he did not know and would get back to her. He also encouraged her to consult with the jurisdiction on more information about specific projects.

Mr. Wojahn said he was glad to see a high-level of engagement from Virginia. He said that last year Maryland did not use all of its allocated funds. He asked if there were lessons learned to increase participation in the future.

Mr. Swanson said that the DOTs do share information and learn from each other. He said that Virginia's application period is extensive. It is also a two-year process which means there is double the money.

Ms. Umstattd said she was glad to see that there are two projects in Loudoun. She said she things they will make a huge difference for residents.

Mr. Srikanth acknowledged Mr. Karantonis's comment from the chat about the additional work that jurisdictions will have with receiving federal funds for local projects. He said that since the TAP program uses federal money, the jurisdictions are then subject to federal compliance, oversight, and review. He said that does add additional administrative responsibilities to the local jurisdiction.

The board voted on the motion. It was approved unanimously.

## **INFORMATION ITEMS**

### **8. BRIEFING ON THE DRAFT FY 2023 UNIFIED PLANNING WORK PROGRAM**

Ms. Erickson briefed the committee on the Draft FY 2023 Unified Planning Work Program (UPWP). She said the UPWP demonstrates how the TPB carries out its MPO activities. She described the funding allocations that make up the \$18.9 million budget. She referenced Tables 1, 2, and 3 from pages 33 to 35 and said that they are the most important pages in the UPWP for the board to become familiar with. She described the ten core activities of the TPB and provided more information on the actual work planned for FY 2023. More information can be found in the Draft FY 2023 UPWP and the presentation for this item.

Ms. Erickson said that in March the board will be asked to take three actions: amend the FY 2022 UPWP, carry over unused funding to the FY 2023 UPWP, and approve the FY 2023 UPWP.

Mr. Roberts asked how rising sea levels will impact the region.

Ms. Erickson said that the document was written to be flexible, so there is room to pivot. She said a whole new section was added to the UPWP covering resiliency.

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Mr. Srikanth said that federal MPO regulations require organizations like the TPB to look at resiliency at the regional level and that the work program does include activities associated with transportation resiliency.

## **9. BRIEFING ON THE DRAFT FY 2023 COMMUTER CONNECTIONS WORK PROGRAM**

Mr. Ramfos briefed the committee on the Draft FY 2023 Commuter Connections Work Program (CCWP). He shared Commuter Connections strategic plan. He shared the benefits of Commuter Connections to jurisdictions, employers, and workers. He shared a map of the program's coverage area and noted it is larger than the TPB's planning area. He described Commuter Connections programs covered by the CCWP and provided more detail on how Commuter Connections plays a role in the regional congestion management and air quality goals. More information can be found in the Draft FY 2023 CCWP and the presentation for this item.

## **10. PERFORMANCE-BASED PLANNING AND PROGRAMMING: DRAFT TRANSIT ASSET MANAGEMENT TARGETS**

Mr. Randall briefed the committee on the 2022 regional targets for transit asset management (TAM). He provided information about the federal requirements for setting TAM targets and reviewed the four TAM performance measures. He shared a summary table for targets established by member agencies and the draft targets for the region. More information can be found in the memo and presentation for this item.

## **11. CLIMATE CHANGE ELEMENTS IN THE LONG-RANGE TRANSPORTATION PLAN – SEEKING MEMBER INPUT ON SPECIFICS**

Mr. Srikanth referenced materials that were shared with the board prior to the meeting. He provided a brief overview of the process for adding climate change elements to Visualize 2045. He said that since 2020 the TPB has been clear that it intends to add climate change considerations into the list of planning priorities for the 2022 update to Visualize 2045. He said that before the plan is adopted in June the board has to identify exactly what it wants to add to the plan document and to make sure that the climate change considerations become part of the TPB's future planning processes. He said that the board reviewed the TPB's Climate Change Mitigation Study. At the January meeting the board was briefed on a memo from the TPB chair and vice-chairs that outlined two proposed climate change elements. The first is a greenhouse reduction goal for the on-road transportation sector. Second, is a set of multimodal, multi-path strategies that when implemented would reduce on-road greenhouse gas emissions. He said that the board wishes to make sure each of the 44 members has time to study the elements and provide input into which should be adopted.

Mr. Srikanth said that a questionnaire will be sent to board members who will have five weeks to review, consult, and provide input. He referenced his memo and said that page 4 lists a schedule. He said pages 6 to 13 display the draft questionnaire. He encouraged the board to provide input on the draft. He said that there are three parts to the questionnaire. Part A is about the TPB adopting greenhouse gas reduction goals for just the on-road transportation sector. Part B is about including goals into local transportation decision-making processes. Part C includes 15 different proposed strategies that were analyzed as part of the TPB Climate Change Mitigation Study. He said that once members submit their input, TPB staff will host a work session before the April TPB meeting to share results.

Mr. Roberts asked when the survey would be sent.

Mr. Srikanth said the plan is to send it by the end of February.

Mr. Lewis said that Maryland has had greenhouse reduction laws in place from 2006. He asked if staff will discuss questionnaire results before the work session.

Mr. Srikanth acknowledged that the board is working with a very tight timeframe. He said that in

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between the time the questionnaires are received and the work session, staff will analyze the results and determine majority feedback. Once the results are analyzed, staff will develop recommendations for the TPB to adopt.

Mr. Srikanth said that Mr. Erenrich submitted a question via chat about estimates of greenhouse gas reductions being available before the TPB's action from only those strategies selected by the board. He responded by saying that there is not enough time to have that data available by the action in May. He said that the new UPWP has money set aside to analyze the reductions from the strategies adopted by the TPB.

Chair Sebesky asked Mr. Srikanth to explain the significance of putting climate change strategies into the long-range plan.

Mr. Srikanth said that the TPB's long range plan has a policy component and includes the board-approved 1998 Vision document and the subsequent 2014 Regional Transportation Priorities Plan and more recently the Aspirational Initiatives. He said that while these documents reference environment sustainability neither of these explicitly state actions for mitigating climate change. He said that putting these strategies into the plan provides more specific information on actions to be taken which can inform local decision-making.

Ms. Rishell asked if the link to the questionnaire would be accompanied by a document that can be shared with governing bodies.

Mr. Srikanth said yes.

## **OTHER ITEMS**

### **12. ADJOURN**

No other business was brought before the board. The meeting adjourned at 2:00 p.m.



## Meeting Highlights TPB Technical Committee – March 4, 2022

The Technical Committee met on Friday, February 4, 2022. Meeting materials can be found here: [mwcog.org/events/2022/3/4/tpb-technical-committee](http://mwcog.org/events/2022/3/4/tpb-technical-committee)

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

### **TPB AGENDA ITEM 7 – BRIEFING ON THE DRAFT FY 2023 UNIFIED PLANNING WORK PROGRAM**

The committee was briefed on the draft FY 2023 Unified Planning Work Program (UPWP) and proposed carry over funding. There were no comments received. Certain projects and budgets in the FY 2022 UPWP have been identified to be removed from the FY 2022 UPWP and carried over into the FY 2023 UPWP, and there were no changes since the February briefing. The committee was briefed on the amendment to the FY 2022 UPWP and associated FY 2022 carryover funding to FY 2023. The board will be asked to approve the amendments and the FY 2023 UPWP at the March meeting.

### **TPB AGENDA ITEM 8 – BRIEFING ON THE DRAFT FY 2023 COMMUTER CONNECTIONS WORK PROGRAM**

The committee was briefed on the draft Commuter Connections Work Program (CCWP) for FY 2023. The CCWP is the annual work statement that identifies alternative commute program projects and services designed to help improve traffic congestion and meet regional air quality goals. The board will be asked to approve the FY2023 CCWP at the March meeting.

### **TPB AGENDA ITEM 9 – PERFORMANCE-BASED PLANNING AND PROGRAMMING –2022 TRANSIT ASSET MANAGEMENT TARGETS**

The committee was briefed on the final draft 2022 transit asset management targets for the National Capital Region. The board was briefed on the draft targets at its February meeting and will be asked to approve the targets at its March meeting.

### **TPB AGENDA ITEM 10 – DRAFT 2022 UPDATE OF THE BICYCLE AND PEDESTRIAN PLAN FOR THE NATIONAL CAPITAL REGION**

The committee was briefed on the draft 2022 Bicycle and Pedestrian Plan for the National Capital Region in February. The board will be briefed on the plan at the March meeting. When finalized, the plan will succeed the plan approved by the TPB in 2015.

### **TPB AGENDA ITEM 11 – COOPERATIVE FORECASTING STATUS UPDATE**

The committee was briefed on the draft Round 9.2 Cooperative Forecasts. The briefing included work activities to be undertaken to prepare for the next major update of the Cooperative Forecasts, Round 10, and recent observations to be considered in the forecasting process.

The following items were presented for information and discussion:

**PERFORMANCE-BASED PLANNING AND PROGRAMMING: UPDATE ON HIGHWAY ASSET AND HIGHWAY SYSTEMS PERFORMANCE MEASURES AND TARGETS**

The committee was briefed on the latest data for the federally required performance measures in the areas of highway assets (pavement and bridge condition) and highway system performance (travel time reliability, CMAQ Program). Later this year, state DOTs and MPOs will be required to set new four-year targets for these performance measures. The committee was also briefed on the schedule for TPB target setting.

**VISUALIZE 2045 – HIGHLIGHTING CONSTRAINED ELEMENT PROJECTS**

The committee was briefed the draft chapters of Visualize 2045. Examples were shared on actual projects in the constrained element that highlight how projects advance TPB planning and policy focus areas.

**CLIMATE CHANGE ELEMENTS IN THE LONG-RANGE TRANSPORTATION PLAN – SEEKING MEMBER INPUT ON SPECIFICS**

The committee discussed logistics of the survey and staff answered questions on filling out the survey. Staff shared any comments and questions received to date.

**OTHER BUSINESS**

- COG hybrid / in-person meeting status report
- Reminder – alternating in-person and virtual TPB meetings
- Regional Roadway Safety Program applications due
- VDOT Statewide Asset and Performance Flier
- Several Federal grant opportunities were announced
- Resiliency Webinars
- DC and Maryland TAP applications due
- Staff update

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## COMMUNITY ADVISORY COMMITTEE MONTHLY REPORT

March 16, 2022

*Ashley Hutson, CAC Chair*

The Community Advisory Committee (CAC) to the TPB met on Thursday, March 10 for an online-only meeting. The committee was briefed on the COG Cooperative Forecast and plans to raise awareness for the completion of Visualize 2045.

Materials for the meeting can be found here:

[mwcog.org/events/2022/3/10/tpb-community-advisory-committee](https://mwcog.org/events/2022/3/10/tpb-community-advisory-committee)

### **COOPERATIVE FORECAST**

Paul DesJardin, COG Director of Community Planning and Services, briefed the committee on the Round 9.2 Cooperative Forecasts for the Washington region. He talked about plans to prepare for the next major update, known as Round 10. He also described how the Cooperative Forecast is used to inform COG and TPB work activities.

The committee engaged with the presentations and asked a series of questions to help them better understand the forecast.

### **VISUALIZE 2045 – PUBLIC COMMENT, VIRTUAL OPEN HOUSES, AND AMBASSADORS**

Bryan Hayes, TPB Transportation Planner, briefed the committee on plans for the upcoming public comment period for Visualize 2045. He also described plans to hold two virtual open houses to raise awareness and educate the public on the completion of Visualize 2045.

Rachel Beyerle, TPB Communications Manager, briefed the committee on the ambassador program for Visualize 2045. Members were encouraged to serve as ambassadors and to help raise awareness about the plan update.

### **CAC DISCUSSION – IN-PERSON MEETINGS AND MEETING WITH THE BOARD OFFICERS**

Bryan Hayes, TPB Transportation Planner, divided the committee into small groups. The committee was asked to answer questions about plans for returning to in-person meetings and to meet with TPB officers.

Following the small group discussions, the committee shared highlights from their discussions with the whole committee.

The committee is excited to start meeting in-person some. There is a feeling that generally online-only meetings are less spontaneous and less energetic. They suggested holding in-person meetings quarterly. This would help strengthen group cohesion while easing the transition to more regular in-person meetings. The committee also expressed some concern about the safety of returning to in-person meetings among some members. They said masks should be optional, but they'd like doors in the room to remain open. They also asked to meet in a larger room to make it easier to remain socially distant.

The committee is excited about the possibility of meeting with the TPB officers and other interested board members. The committee is curious to hear what the officers believe are the most pressing issues for the region. They also wanted to know how elected officials on the board are working to

make sure that Visualize 2045 and other regional planning efforts align with local plans. The committee also wants to know how the different jurisdictions are planning to use new federal infrastructure money. Committee members said it was important for board members to work with TPB staff and committees to raise more awareness about Visualize 2045 in the region.

The committee suggested that staff coordinate with the officers to find a time when they are available and invite the CAC. They said it would be good to make sure there was time for CAC members to meet with elected officials from their state, but that there is also value in meeting as a whole group so that everyone can learn from different perspectives and approaches.

TPB staff plan to schedule this meeting for May or June 2022.

**OTHER BUSINESS**

- Lyn Erickson, TPB Plan Development and Coordination Program Director, briefed the committee on March TPB agenda.
- The committee also acknowledged Robert Jackson’s many years of service on the CAC and to the TPB. Robert and his wife are moving from Virginia to North Carolina.

**ATTENDEES**

<b>Members</b>	
Ashley Hutson	Katherine Kortum
Daniel Papiernik	Lorena Rios
Dr. Kia James Daniels	Michael Artson
Elisa Watson	Nancy Abeles
Eyal Li	Ra Amin
Jeff Jamawat	Robert Jackson
Jeff Parnes	Solomon Haile
<b>Guests</b>	
Matthew Hernandez	Tony Giancola
<b>Staff</b>	
Bryan Hayes	Tim Canan
Lyn Erickson	Paul DesJardin
Rachel Beyerle	



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** March 10, 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:** March 10, 2022

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At its meeting on March 4, the TPB Steering Committee reviewed and approved two resolutions to amend the FY 2021-2024 Transportation Improvement Program (TIP). The first resolution, TPB SR13-2022, was requested by the Maryland Department of Transportation (MDOT), to include TIP Action 21-47, adding approximately \$7.8 million for preliminary engineering and construction of the I-70 South Mountain Welcome Center Truck Parking project. The second resolution, TPB SR14-2022, was requested by the Washington Metropolitan Area Transportation Authority (WMATA) to include TIP Action 21-48, which updated funding in FY 2023 to match WMATA's FY 2023 Capital Budget, adding a net total of about \$85.6 million. Full funding for the MDOT Truck Parking project and all WMATA project groupings was included in the Visualize 2045 financial analysis and all projects and programs are exempt from the air quality conformity requirement.

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

### Attachments

- Approved resolution TPB SR13-2022 to amend the FY 2021-2024 TIP to include TIP Action 21-47, adding the I-70 South Mountain Welcome Center Truck Parking project, as requested by MDOT
- Approved resolution TPB SR14-2022 to amend the FY 2021-2024 TIP to include TIP Action 21-48 to update funding information for FY 2023 to match WMATA’s FY 2023 Capital Budget.

**TPB Steering Committee Attendance – March 4, 2022**  
(only voting members listed)

TPB Chair/ VA rep.:	Pamela Sebesky
DC Rep.:	Christina Henderson
MD rep.:	Reuben Collins
DDOT:	Mark Rawlings
MDOT:	Kari Snyder
VDOT:	Maria Sinner Amir 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 21-47 WHICH ADDS THE  
I-70 SOUTH MOUNTAIN WELCOME CENTER TRUCK PARKING PROJECT,  
AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

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

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

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

**WHEREAS**, MDOT has requested an amendment to the FY 2021-2024 TIP to include TIP Action 21-47 which adds \$7.838 million in National Highway Freight Program (NHFP) and state funds for preliminary engineering and construction of the I-70 South Mountain Welcome Center Truck Parking project (ID T11579) as described in the attached materials; and

**WHEREAS**, the attached materials include: Attachment A) a TIP Project Overview report showing how the project will appear in the TIP after the action is approved and Attachment B) a letter from MDOT dated February 23, 2022 requesting the amendment; and

**WHEREAS**, this projects has been entered in the TPB's Project InfoTrak database application under TIP Action 21-47, creating the 47<sup>th</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 the Welcome Center Truck Parking project is included in the Visualize 2045 financial analysis; and

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

**WHEREAS**, this resolution and amendment to the FY 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 21-47 which adds \$7.3383 million in NHFP and state funds for construction of the I-70 South Mountain Welcome Center Truck Parking project (ID T11579) as described in the attached materials.

**Approved by the TPB Steering Committee at its virtual meeting on March 4, 2022.**

<i>TIP ID</i>	T11579	<i>Lead Agency</i>	Maryland Department of Transportation - State Highway Administration	<i>Project Type</i>	Freight Movement
<i>Project Name</i>	I-70 South Mountain Welcome Center Truck Parking	<i>County</i>	Frederick	<i>Total Cost</i>	\$7,838,000
<i>Project Limits</i>	Point location on I 70	<i>Municipality</i>		<i>Completion Date</i>	2025
		<i>Agency Project ID</i>	DFR6861		

*Description* Adding 25 new truck parking spaces to augment existing 49 truck parking spaces at the eastbound and westbound I-70 South Mountain Welcome Centers.

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	NHFP	-	-	\$400,000	\$200,000	-	-	\$600,000
PE	STATE	-	\$938,000	-	-	-	-	\$938,000
	<i>Total PE</i>	-	\$938,000	\$400,000	\$200,000	-	-	\$1,538,000
CON	NHFP	-	-	-	\$1,500,000	\$4,000,000	\$800,000	\$6,300,000
	<i>Total CON</i>	-	-	-	\$1,500,000	\$4,000,000	\$800,000	\$6,300,000
	<i>Total Programmed</i>	-	\$938,000	\$400,000	\$1,700,000	\$4,000,000	\$800,000	\$7,838,000



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-47 Amendment 2021-2024	3/4/2022	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



Larry Hogan  
Governor

Boyd K. Rutherford  
Lt. Governor

James F. Ports, Jr.  
Secretary

February 23, 2022

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

Dear Chairman Sebesky:

The Maryland Department of Transportation (MDOT) requests the following amendment to the Maryland portion of the National Capital Region Transportation Planning Board's (TPB) Fiscal Year (FY) 2021-2024 Transportation Improvement Program (TIP) for one new State Highway Administration (SHA) project as described below and in the attached memo.

This action reflects MDOT SHA's updated programmed expenditures from FY 2021 to FY 2024, and funding for this new project was previously bundled with other funding for projects included in the FY 2022 MDOT SHA Federal Freight Plan. This project does not add highway capacity and does not affect the Air Quality Conformity Determination for Visualize 2045.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
11579	I-70 South Mountain Welcome Center Truck Parking, Myersville	\$7,838	Add new preliminary engineering and construction funds for this freight project.

MDOT requests that this amendment be approved by the TPB Steering Committee at its next meeting on March 4, 2022.

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

The Honorable Pamela Sebesky  
Page Two

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

Sincerely,

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

Tyson Byrne  
Regional Planning Manager  
Office of Planning and Capital Programming

Attachment

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

**MEMORANDUM**

**TO:** DIRECTOR HEATHER MURPHY  
OFFICE OF PLANNING AND CAPITAL PROGRAMMING  
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

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

**FROM:** CHIEF MATT BAKER *MB*  
REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD)

**SUBJECT:** REQUEST TO AMEND THE FY 2021-2024 NATIONAL CAPITAL REGION  
TRANSPORTATION PLANNING BOARD (TPB) TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP)

**DATE:** FEBRUARY 22, 2022

**RESPONSE**  
**REQUESTED BY:** N/A

**PURPOSE OF MEMORANDUM**

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

**SUMMARY**

The MDOT State Highway Administration (MDOT SHA) hereby requests amendment of the FY 2021-2024 TPB TIP to reflect the following one action.

TIP	PROJECT	PHASE	NEW FUNDING
11579	I-70 South Mountain Welcome Center Truck Parking, Myersville	PE CO	\$1,538,000 \$6,300,000

**ANALYSIS**

*I-70 South Mountain Welcome Center Truck Parking (TPB 11579)* – This requested amendment reflects the addition of a new project to the FY 2021-2024 TIP, TPB 11579, and the addition of \$1,538,000 to FY 2021-2024 TPB TIP design funding and the addition of \$6,300,000 to FY 2021-2024 TPB TIP construction funding for TPB 11579. Until this action, funding for this project was bundled with other funding for projects included in the FY 2022 MDOT SHA Federal Freight Plan as part of FY 2022-2025 Maryland STIP project FP2201. MDOT SHA will process a matching STIP amendment to remove this funding from FP2201. MDOT SHA requests this amendment in order that the FY 2021-2024 TPB TIP reflects MDOT SHA’s updated programmed project expenditures and project schedule in FY 2021-2024.

Ms. Heather Murphy  
Page Two

This project will add 25 new parking spaces to augment the existing 49 truck parking spaces at the east- and westbound I-70 South Mountain Welcome Centers, improving safety for truckers and motorists. This project's total cost is \$7.8 million. Design is ongoing, and MDOT SHA anticipates construction in 2024-2025.

The attached Statewide TIP (STIP) report documents MDOT's requested amendment with respect to funding for the above project. This requested action will not impact scheduling or funding availability for other projects in the current STIP, which remains fiscally constrained. The amended funding does not affect the portion of federal funding programmed for transit or allocations of state aid to local jurisdictions in lieu of federal aid.

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. MDOT published funding details in the FY 2022-2027 Consolidated Transportation Program (<https://mdot.maryland.gov/tso/Pages/Index.aspx?PageId=27>) and FY 2022-2025 Maryland STIP (<https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=117>).

Please amend the FY 2021-2024 TPB TIP and FY 2022-2025 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact Mr. David Schlie, MDOT SHA Regional Planner, at 410-545-5674 or via email at [dschlie@mdot.maryland.gov](mailto:dschlie@mdot.maryland.gov).

### **ATTACHMENTS**

- FY 2021-2024 TPB TIP project 11579 report
- FY 2022-2025 Maryland STIP project TPB 11579 report

cc: Mr. Darren Bean, Assistant Regional Planner, RIPD, MDOT SHA  
Mr. Eric Beckett, Deputy Director, Office of Planning and Preliminary Engineering, MDOT SHA  
Jeff Davis, P.E., Assistant Chief, Highway Design Division (HDD), MDOT SHA  
Ms. Mariefrance Guiteau, Transportation Engineer Manager, (HDD), MDOT SHA  
Ms. Tara Penders, Assistant Chief, RIPD, MDOT SHA  
Mr. Derrick Sexton, Park-and-Ride Program Coordinator, RIPD, MDOT SHA  
Teri Soos, P.E., District Engineer, District 7, MDOT SHA



<i>TIP ID</i>	T11579	<i>Lead Agency</i>	Maryland Department of Transportation - State Highway Administration	<i>Project Type</i>	Freight Movement
<i>Project Name</i>	I-70 South Mountain Welcome Center Truck Parking	<i>County</i>	Frederick	<i>Total Cost</i>	\$7,838,000
<i>Project Limits</i>	Point location on I 70	<i>Municipality</i>		<i>Completion Date</i>	2025
		<i>Agency Project ID</i>	FR6861		

*Description* Adding 25 new truck parking spaces to augment existing 49 truck parking spaces at the eastbound and westbound I-70 South Mountain Welcome Centers.

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total	
PE	NHFP	-	-	\$400,000	\$200,000	-	-	\$600,000	*Map Has Not Been Marked
PE	STATE	-	\$938,000	-	-	-	-	\$938,000	
<i>Total PE</i>		-	\$938,000	\$400,000	\$200,000	-	-	\$1,538,000	
CON	NHFP	-	-	-	\$1,500,000	\$4,000,000	\$800,000	\$6,300,000	
<i>Total CON</i>		-	-	-	\$1,500,000	\$4,000,000	\$800,000	\$6,300,000	
<i>Total Programmed</i>		-	\$938,000	\$400,000	\$1,700,000	\$4,000,000	\$800,000	\$7,838,000	

Version History

Current Change Reason

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-47 Amendment 2021-2024		Pending	Pending	N/A

SCHEDULE / FUNDING / SCOPE - New project

# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 11579

**SUMMARY TABLE**

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
I-70 South Mountain Welcome Centers Truck Parking (FR6861)	A	Nonattainment/TPB 1193	PCE 2021	\$ -	\$ -	\$ -
	Administration			Net Funding Change (000s)		
	MDOT SHA	Area/MPO	CTP Page	Federal	State/Local	Total
				\$ 6,900	\$ -	\$ 6,900
Description	Adding 25 new parking spaces to augment the existing 49 truck parking spaces at the east- and westbound I-70 South Mountain Welcome Centers.					
Justification	This project increases safety for both motorists and truck drivers by providing safe off-road facilities for trucks to park overnight, to help truck drivers adhere to FMCSA rest regulations.					

**INDIVIDUAL REQUEST FORM**

STIP/TIP Amendment Criteria	Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total	
		<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP <input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other	Current (000s)	\$ -	\$ -	\$ -	\$ -
MARYLAND DEPARTMENT OF TRANSPORTATION	Proposed (000s)	Total	\$ 400	\$ 1,700	\$ 4,000	\$ 800	\$ 6,900
		Federal	\$ 400	\$ 1,700	\$ 4,000	\$ 800	\$ 6,900
	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -	
	Change (000s)	Total	\$ 400	\$ 1,700	\$ 4,000	\$ 800	\$ 6,900
		Federal	\$ 400	\$ 1,700	\$ 4,000	\$ 800	\$ 6,900
	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -	

**PHASE DETAIL**

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHFP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHFP	\$ 400	\$ -	\$ 200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600	\$ -	\$ 600
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ 1,500	\$ -	\$ 4,000	\$ -	\$ 800	\$ -	\$ 6,300	\$ -	\$ 6,300
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		<b>\$ 400</b>	<b>\$ -</b>	<b>\$ 1,700</b>	<b>\$ -</b>	<b>\$ 4,000</b>	<b>\$ -</b>	<b>\$ 800</b>	<b>\$ -</b>	<b>\$ 6,900</b>	<b>\$ -</b>	<b>\$ 6,900</b>

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHFP	\$ 400	\$ -	\$ 200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600	\$ -	\$ 600
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ 1,500	\$ -	\$ 4,000	\$ -	\$ 800	\$ -	\$ 6,300	\$ -	\$ 6,300
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		<b>\$ 400</b>	<b>\$ -</b>	<b>\$ 1,700</b>	<b>\$ -</b>	<b>\$ 4,000</b>	<b>\$ -</b>	<b>\$ 800</b>	<b>\$ -</b>	<b>\$ 6,900</b>	<b>\$ -</b>	<b>\$ 6,900</b>

**TOTAL PROJECT COST**

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 6,900	Federal	\$ -	Federal	\$ 6,900
State/Local	\$ 938	State/Local	\$ -	State/Local	\$ -	State/Local	\$ 938
<b>Total</b>	<b>\$ 938</b>	<b>Total</b>	<b>\$ 6,900</b>	<b>Total</b>	<b>\$ -</b>	<b>Total</b>	<b>\$ 12,838</b>



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

**RESOLUTION ON AN AMENDMENT TO THE FY 2021-2024 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY  
CONFORMITY REQUIREMENT TO UPDATE PROJECT AND FUNDING INFORMATION TO  
MATCH THE APPROVED WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
FY 2023 CAPITAL BUDGET**

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

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

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

**WHEREAS**, the Washington Metropolitan Area Transit Authority (WMATA) has requested an amendment to the FY 2021-2024 TIP to update project and funding information for thirteen project groupings to match WMATA's FY 2023 Capital Budget, which is expected to be approved by the WMATA Board at its March 24, 2022 meeting, increasing the FY 2023 and the four-year program total by a net total of \$85.6 million from \$7.39 billion to \$7.46 billion, as described in the attached materials; and

**WHEREAS**, the attached materials include: Attachment A) a Project Overview report showing how the project groupings will appear in the TIP after the action is approved; Attachment B) an Amendment Summary report showing the project grouping costs, reason(s) for the amendment, and a Change Summary detailing changes to every programmed amount by fund source, fiscal year, and project phase; Attachment C) a Fund Change Detail report details the amount of change by each source; and Attachment D) a letter from WMATA dated February 25, 2022 requesting the amendment; and

**WHEREAS**, these projects have been entered in the TPB's Project InfoTrak database application under TIP Action 21-48, creating the 48<sup>th</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 and programs were included in the Visualize 2045 financial analysis; and

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

**WHEREAS**, this resolution and amendments 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 update project and funding information for thirteen project groupings to match WMATA's FY 2023 Capital Budget, increasing the FY 2023 and the four-year program totals by a net total of \$85.6 million from \$7.39 billion to \$7.46 billion, as described in the attached materials.

**Approved by the TPB Steering Committee at its virtual meeting on March 4, 2022.**



<b>TIP ID</b>	T5853	<b>Lead Agency</b>	Washington Metropolitan Area Transit Authority	<b>Project Type</b>	Transit - Metrorail/Heavy Rail
<b>Project Name</b>	Rail Cars - Replacement, Rehabilitation, Expansion, & Enhancements	<b>County</b>		<b>Total Cost</b>	\$911,468,326
<b>Project Limits</b>	Not Location Specific	<b>Municipality</b>	Region-wide	<b>Completion Date</b>	
		<b>Agency Project ID</b>			

**Description** Provides funds for: a. Replacement of Rail Cars: replacement of the rail fleet cars. b. Rehabilitation of Rail Cars: mid-life rehabilitation of rail fleet. c. Rail Fleet Expansion: expansion of the rail fleet to meet ridership growth. d. Rail Enhancements: enhancements to the rail fleet that improve safety, reliability, and passenger comfort. e. Preventative Maintenance for railcars

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total	
OTHER	LOCAL	-	\$157,245,000	\$173,042,636	\$68,569,231	\$162,366,000	-	\$561,222,867	*Not Location Specific
OTHER	WIP	-	\$10,667,000	\$12,951,000	-	-	-	\$23,618,000	
OTHER	PRIIA	-	\$39,413,000	\$20,900,000	-	\$41,790,000	-	\$102,103,000	
OTHER	SECT. 5337-SGR	-	\$47,200,000	\$47,200,000	\$82,324,459	\$47,200,000	-	\$223,924,459	
OTHER	TID	-	\$600,000	-	-	-	-	\$600,000	
	<i>Total Other</i>	-	\$255,125,000	\$254,093,636	\$150,893,690	\$251,356,000	-	\$911,468,326	
	<i>Total Programmed</i>	-	\$255,125,000	\$254,093,636	\$150,893,690	\$251,356,000	-	\$911,468,326	

Version History

<u>TIP Document</u>	<u>MPO Approval</u>	<u>FHWA Approval</u>	<u>FTA Approval</u>
21-00 Adoption 2021-2024	03/20/2020	05/27/2020	05/27/2020
21-18 Amendment 2021-2024	04/21/2021	N/A	N/A
21-29 Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48 Amendment 2021-2024	03/04/2022	Pending	Pending
23-00 Adoption 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$1,020,829,636 to \$911,468,326



<b>TIP ID</b>	T5854	<b>Lead Agency</b>	Washington Metropolitan Area Transit Authority	<b>Project Type</b>	Transit - Maintenance
<b>Project Name</b>	Buses - Replacement, Rehabilitation, Expansion, & Enhancements	<b>County</b>		<b>Total Cost</b>	\$705,246,114
<b>Project Limits</b>	Not Location Specific	<b>Municipality</b>	Region-wide	<b>Completion Date</b>	
		<b>Agency Project ID</b>			
<b>Description</b>	Provides funds for Replacement of the bus fleet; Routine Bus Rehabilitation and Life Cycle Overhaul of the bus fleet; Bus enhancements or upgrade or replacement/repair of equipment (security, fare boxes, bike racks, ADA, etc.)				

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total	
OTHER	CMAQ	-	\$4,324,914	\$4,067,558	-	\$2,960,000	-	\$11,352,472	*Not Location Specific
OTHER	LOCAL	-	\$49,703,547	\$65,693,695	\$116,540,000	\$50,411,000	-	\$282,348,242	
OTHER	SECT. 5307	-	\$101,728,037	\$76,055,763	\$88,880,000	\$108,768,872	-	\$375,432,672	
OTHER	SECT. 5339 (C)	-	\$4,162,472	-	-	-	-	\$4,162,472	
OTHER	SECT. 5339	-	\$10,223,128	-	\$11,504,000	\$10,223,128	-	\$31,950,256	
	<i>Total Other</i>	-	\$170,142,098	\$145,817,016	\$216,924,000	\$172,363,000	-	\$705,246,114	
	<i>Total Programmed</i>	-	\$170,142,098	\$145,817,016	\$216,924,000	\$172,363,000	-	\$705,246,114	

Version History

<u>TIP Document</u>	<u>MPO Approval</u>	<u>FHWA Approval</u>	<u>FTA Approval</u>
21-00 Adoption 2021-2024	03/20/2020	05/27/2020	05/27/2020
21-14 Amendment 2021-2024	01/06/2021	N/A	N/A
21-29 Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48 Amendment 2021-2024	03/04/2022	Pending	Pending
23-00 Adoption 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

**Funding Change(s):**  
 Total project cost increased from \$676,386,114 to \$705,246,114



<i>TIP ID</i>	T5855	<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<i>Project Type</i>	Transit - Maintenance
<i>Project Name</i>	MetroAccess and Service Vehicles	<i>County</i>		<i>Total Cost</i>	\$29,000,000
<i>Project Limits</i>	Not Location Specific	<i>Municipality</i>	Region-wide	<i>Completion Date</i>	
		<i>Agency Project ID</i>			
<i>Description</i>	Provides funds for a. MetroAccess Vehicles: purchase/ replacement of Metro Access vehicles. b. Replacement of Service Vehicles: purchase/ replacement of vehicles that will be used Authority-wide for service activities.				

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$6,500,000	\$12,400,000	\$720,000	\$6,500,000	-	\$26,120,000
OTHER	SECT. 5307	-	-	-	\$2,880,000	-	-	\$2,880,000
	<i>Total Other</i>	-	\$6,500,000	\$12,400,000	\$3,600,000	\$6,500,000	-	\$29,000,000
	<i>Total Programmed</i>	-	\$6,500,000	\$12,400,000	\$3,600,000	\$6,500,000	-	\$29,000,000

\*Not Location Specific

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
21-29	Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48	Amendment 2021-2024	03/04/2022	Pending	Pending
23-00	Adoption 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$31,900,000 to \$29,000,000



<b>TIP ID</b>	T5856	<b>Lead Agency</b>	Washington Metropolitan Area Transit Authority	<b>Project Type</b>	Transit - Maintenance
<b>Project Name</b>	Rail Line Segment Rehabilitation	<b>County</b>		<b>Total Cost</b>	\$1,599,007,851
<b>Project Limits</b>	Not Location Specific	<b>Municipality</b>	Region-wide	<b>Completion Date</b>	
		<b>Agency Project ID</b>			

**Description** Funding supports: Rehabilitation and safety of Metrorail system including Platform Rehabilitation; Station Modernization; Replace/Rehab critical structures; Replace/Rehab rail systems; and Preventive Maintenance/Rehabilitation of rail system infrastructure.

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total	
OTHER	LOCAL	-	\$348,622,630	\$524,986,944	\$252,192,750	\$110,675,078	-	\$1,236,477,402	*Not Location Specific
OTHER	WIP	-	\$1,829,000	\$4,068,000	\$40,185,000	-	-	\$46,082,000	
OTHER	PRIIA	-	\$86,412,000	\$97,270,000	\$102,400,000	\$5,601,500	-	\$291,683,500	
OTHER	SECT. 5307	-	\$3,874,517	-	-	-	-	\$3,874,517	
OTHER	SECT. 5337-SGR	-	-	-	-	\$20,890,432	-	\$20,890,432	
	<i>Total Other</i>	-	\$440,738,147	\$626,324,944	\$394,777,750	\$137,167,010	-	\$1,599,007,851	
	<i>Total Programmed</i>	-	\$440,738,147	\$626,324,944	\$394,777,750	\$137,167,010	-	\$1,599,007,851	

**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
21-14	Amendment 2021-2024	01/06/2021	N/A	N/A
21-29	Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48	Amendment 2021-2024	03/04/2022	Pending	Pending
23-00	Adoption 2023-2026	Pending	Pending	Pending

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Programming Update  
  
*Funding Change(s):*  
 Total project cost increased from \$1,441,591,101 to \$1,599,007,851



<b>TIP ID</b>	T5857	<b>Lead Agency</b>	Washington Metropolitan Area Transit Authority	<b>Project Type</b>	Transit - Maintenance
<b>Project Name</b>	Bus Garages - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement	<b>County</b>		<b>Total Cost</b>	\$351,708,355
<b>Project Limits</b>	Not Location Specific	<b>Municipality</b>	Region-wide	<b>Completion Date</b>	
		<b>Agency Project ID</b>			

**Description** Provides funds for: Rehabilitation or replacement, expansion or redesign of bus garages and maintenance facilities to meet storage, maintenance needs, and diversification of fleet. Facility Modernization to update equipment, address safety and adapt to alternative bus fleet types (e.g. CNG, Zero emission/Electric Bus, etc.) (Bladensburg; Northern Bus Garage, Southern Avenue, 4 Mile Run, Royal Street (Cinder Bed Road), Shepard Parkway, etc).

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total	
OTHER	LOCAL	-	\$4,354,000	\$41,380,001	\$53,864,071	\$132,770,000	-	\$232,368,072	*Not Location Specific
OTHER	SECT. 5307	-	\$17,416,000	\$24,816,025	\$63,576,283	\$2,600,000	-	\$108,408,308	
OTHER	SECT. 5339	-	-	\$10,931,975	-	-	-	\$10,931,975	
	<i>Total Other</i>	-	\$21,770,000	\$77,128,001	\$117,440,354	\$135,370,000	-	\$351,708,355	
	<i>Total Programmed</i>	-	\$21,770,000	\$77,128,001	\$117,440,354	\$135,370,000	-	\$351,708,355	

**Version History**

TIP Document	MPO Approval	FHWA Approval	FTA Approval
21-00 Adoption 2021-2024	03/20/2020	05/27/2020	05/27/2020
21-29 Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48 Amendment 2021-2024	03/04/2022	Pending	Pending
23-00 Adoption 2023-2026	Pending	Pending	Pending

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Programming Update

**Funding Change(s):**

Total project cost increased from \$321,268,001 to \$351,708,355



<i>TIP ID</i>	T5858	<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<i>Project Type</i>	Transit - Maintenance
<i>Project Name</i>	Systems and Technology	<i>County</i>		<i>Total Cost</i>	\$757,078,973
<i>Project Limits</i>	Not Location Specific	<i>Municipality</i>	Region-wide	<i>Completion Date</i>	
		<i>Agency Project ID</i>			

*Description* Provides funds for a. Rail Power Systems: upgrade of rail system's power supply. b. Operations Support Software: purchase and/or replacement of software that supports the transit system. c. Business Support Software & Equipment: purchase and/or replacement of software and equipment that supports the agency's mission. d. Rail Fare Equipment: purchase and/or replacement of fare equipment for the transit system.

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total	
OTHER	LOCAL	-	\$174,733,101	\$220,534,968	\$121,643,000	\$148,920,216	-	\$665,831,285	*Not Location Specific
OTHER	SECT. 5307	-	-	\$45,576,000	-	-	-	\$45,576,000	
OTHER	SECT. 5312	-	\$176,000	-	-	-	-	\$176,000	
OTHER	SECT. 5339	-	\$2,180,000	-	-	-	-	\$2,180,000	
OTHER	SECT. 5307/5340	-	\$17,383,904	-	-	\$25,931,784	-	\$43,315,688	
	<i>Total Other</i>	-	\$194,473,005	\$266,110,968	\$121,643,000	\$174,852,000	-	\$757,078,973	
	<i>Total Programmed</i>	-	\$194,473,005	\$266,110,968	\$121,643,000	\$174,852,000	-	\$757,078,973	

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
21-14 Amendment 2021-2024	01/06/2021	N/A	N/A
21-29 Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48 Amendment 2021-2024	03/04/2022	Pending	Pending
23-00 Adoption 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update  
  
*Funding Change(s):*  
 Total project cost decreased from \$848,965,973 to \$757,078,973





<i>TIP ID</i>	T5859	<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<i>Project Type</i>	Transit - Maintenance
<i>Project Name</i>	Track and Structures	<i>County</i>		<i>Total Cost</i>	\$961,241,137
<i>Project Limits</i>	Not Location Specific	<i>Municipality</i>	Region-wide	<i>Completion Date</i>	
		<i>Agency Project ID</i>			

*Description* Provides funds for: a. Track Rehabilitation: maintain and rehabilitate track and track infrastructure including aerial structures. b. Station/Tunnel Rehabilitation: repair of water leaks in stations, vent shafts, air ducts, tunnels, tunnel liners, and other areas in the system. c. Preventative Maintenance for track and structures

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total	
OTHER	LOCAL	-	\$89,659,000	\$293,854,237	\$209,096,900	\$130,859,000	-	\$723,469,137	*Not Location Specific
OTHER	PRIIA	-	-	-	\$13,600,000	-	-	\$13,600,000	
OTHER	SECT. 5337-SGR	-	\$75,600,000	\$50,760,000	\$27,840,000	\$69,972,000	-	\$224,172,000	
	<i>Total Other</i>	-	\$165,259,000	\$344,614,237	\$250,536,900	\$200,831,000	-	\$961,241,137	
	<i>Total Programmed</i>	-	\$165,259,000	\$344,614,237	\$250,536,900	\$200,831,000	-	\$961,241,137	

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
21-29	Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48	Amendment 2021-2024	03/04/2022	Pending	Pending
23-00	Adoption 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$885,011,237 to \$961,241,137



<b>TIP ID</b>	T5860	<b>Lead Agency</b>	Washington Metropolitan Area Transit Authority	<b>Project Type</b>	Transit - Maintenance
<b>Project Name</b>	Passenger Facilities	<b>County</b>		<b>Total Cost</b>	\$845,890,675
<b>Project Limits</b>	Not Location Specific	<b>Municipality</b>	Region-wide	<b>Completion Date</b>	
		<b>Agency Project ID</b>			

**Description** Provides funds for a. Elevator/ Escalator Facilities: rehabilitation of elevator and escalators and expansion of elevator capacity. b. Maintenance of Rail Station Facilities: upgrade, rehabilitation, and/or replacement of station area components. c. Bicycle/ Pedestrian Facilities: rehabilitation, replacement and expansion of bicycle and pedestrian facilities. d. Rail Station Capacity/ Enhancements: expand the capacity of rail stations, improve passenger access, and protect exposed assets. e. Bus Priority Corridor Improvements: bus stops, runningway enhancements, street operations management and safety strategies to produce more reliable bus. f. Rail Station Equipment: purchase of equipment to be used in rail stations, including police emergency management equipment and other related. g. Preventative Maintenance for passenger facilities

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total	*Not Location Specific
OTHER	LOCAL	-	\$62,844,752	\$82,647,493	\$93,339,948	\$67,754,300	-	\$306,586,493	
OTHER	WIP	-	\$77,939,000	\$152,500,000	\$3,109,000	\$41,580,000	-	\$275,128,000	
OTHER	PRIIA	-	\$22,675,000	\$30,330,000	\$24,300,000	\$26,858,500	-	\$104,163,500	
OTHER	SECT. 5307	-	\$20,269,405	\$18,387,424	\$12,939,053	\$21,147,200	-	\$72,743,082	
OTHER	SECT. 5337-SGR	-	\$25,797,600	\$28,652,000	\$14,256,000	\$18,564,000	-	\$87,269,600	
	<i>Total Other</i>	-	\$209,525,757	\$312,516,917	\$147,944,001	\$175,904,000	-	\$845,890,675	
	<i>Total Programmed</i>	-	\$209,525,757	\$312,516,917	\$147,944,001	\$175,904,000	-	\$845,890,675	

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
21-00 Adoption 2021-2024	03/20/2020	05/27/2020	05/27/2020
21-14 Amendment 2021-2024	01/06/2021	N/A	N/A
21-29 Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48 Amendment 2021-2024	03/04/2022	Pending	Pending
23-00 Adoption 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$899,163,674 to \$845,890,675



<i>TIP ID</i>	T5861	<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<i>Project Type</i>	Transit - Maintenance
<i>Project Name</i>	Maintenance Equipment	<i>County</i>		<i>Total Cost</i>	\$500,000
<i>Project Limits</i>	Not Location Specific	<i>Municipality</i>	Region-wide	<i>Completion Date</i>	
		<i>Agency Project ID</i>			
<i>Description</i>	Provides funds for a. Rail Maintenance Equipment: purchase and/or replacement of equipment to maintain the rail system. b. Bus Repair Equipment: purchase and/or replacement of repair equipment. c. Business Facilities Equipment: purchase and/or replacement of equipment that supports the business process of the agency.				

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total	
OTHER	LOCAL	-	-	\$500,000	-	-	-	\$500,000	*Not Location Specific
	<i>Total Other</i>	-	-	\$500,000	-	-	-	\$500,000	
	<i>Total Programmed</i>	-	-	\$500,000	-	-	-	\$500,000	

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
21-29	Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48	Amendment 2021-2024	03/04/2022	<i>Pending</i>	<i>Pending</i>
23-00	Adoption 2023-2026	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>

*Current Change Reason*

SCHEDULE / FUNDING / SCOPE - Programming Update

*Funding Change(s):*

Total project cost stays the same \$500,000



<b>TIP ID</b>	T5862	<b>Lead Agency</b>	Washington Metropolitan Area Transit Authority	<b>Project Type</b>	Transit - Maintenance
<b>Project Name</b>	Other Support Facilities	<b>County</b>		<b>Total Cost</b>	\$606,790,490
<b>Project Limits</b>	Not Location Specific	<b>Municipality</b>	Region-wide	<b>Completion Date</b>	
<b>Description</b>	Provides funds for: a. Business Support Facilities: facilities that support business operations functions. b. Metro Transit Police Department (MTPD) Support Facilities Rehabilitation: upgrade and rehabilitation of MTPD facilities. c. MTPD Support Facilities Expansion: expansion of MTPD to meet new ridership and facility demands, to include the new District 2, police training facility, and special operations division facility.				

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$263,716,000	\$307,406,000	\$27,394,490	\$8,274,000	-	\$606,790,490
	<i>Total Other</i>	-	\$263,716,000	\$307,406,000	\$27,394,490	\$8,274,000	-	\$606,790,490
	<i>Total Programmed</i>	-	\$263,716,000	\$307,406,000	\$27,394,490	\$8,274,000	-	\$606,790,490



\*Not Location Specific

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
21-00 Adoption 2021-2024	03/20/2020	05/27/2020	05/27/2020
21-29 Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48 Amendment 2021-2024	03/04/2022	Pending	Pending
23-00 Adoption 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$592,458,000 to \$606,790,490



**TIP ID** T5863  
**Project Name** Project Management and Support  
**Project Limits** Not Location Specific  
**Lead Agency** Washington Metropolitan Area Transit Authority  
**County**  
**Municipality** Region-wide  
**Agency Project ID**

**Project Type** Transit - Maintenance  
**Total Cost** \$98,329,300  
**Completion Date**

**Description** Provides funds for Project Planning, Management and Support

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$7,500,000	\$7,102,300	\$77,627,000	\$6,100,000	-	\$98,329,300
	<i>Total Other</i>	-	\$7,500,000	\$7,102,300	\$77,627,000	\$6,100,000	-	\$98,329,300
	<i>Total Programmed</i>	-	\$7,500,000	\$7,102,300	\$77,627,000	\$6,100,000	-	\$98,329,300



\*Not Location Specific

Version History

<u>TIP Document</u>		<u>MPO Approval</u>	<u>FHWA Approval</u>	<u>FTA Approval</u>
21-00	Adoption 2021-2024	03/20/2020	05/27/2020	05/27/2020
21-29	Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48	Amendment 2021-2024	03/04/2022	Pending	Pending
23-00	Adoption 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$26,802,300 to \$98,329,300



<i>TIP ID</i>	T5866	<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<i>Project Type</i>	Transit - Maintenance
<i>Project Name</i>	Rail Yards - Systemwide Maintenance, Expansion, Rehabilitation and Replacement	<i>County</i>		<i>Total Cost</i>	\$105,079,000
<i>Project Limits</i>	Not Location Specific	<i>Municipality</i>	Region-wide	<i>Completion Date</i>	
		<i>Agency Project ID</i>			

*Description* Provides funds for a. Maintenance of Rail Yards: maintenance and/or rehabilitation of rail maintenance yards. b. Rail Maintenance Facilities: construction and/or replacement of rail maintenance facilities.

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$2,700,000	\$2,140,000	\$45,939,000	\$28,500,000	-	\$79,279,000
OTHER	SECT. 5337-SGR	-	-	-	\$25,800,000	-	-	\$25,800,000
	<i>Total Other</i>	-	\$2,700,000	\$2,140,000	\$71,739,000	\$28,500,000	-	\$105,079,000
	<i>Total Programmed</i>	-	\$2,700,000	\$2,140,000	\$71,739,000	\$28,500,000	-	\$105,079,000



\*Not Location Specific

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
21-29	Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48	Amendment 2021-2024	03/04/2022	<i>Pending</i>	<i>Pending</i>
23-00	Adoption 2023-2026	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>

*Current Change Reason*

SCHEDULE / FUNDING / SCOPE - Programming Update

*Funding Change(s):*

Total project cost increased from \$60,340,000 to \$105,079,000




**TIP ID** T5867  
**Project Name** Facilities Maintenance Support Systemwide Support Equipment, Environmental Compl Projects and Adm Support  
**Project Limits** Not Location Specific

<b>Lead Agency</b>	Washington Metropolitan Area Transit Authority	<b>Project Type</b>	Transit - Maintenance
<b>County</b>		<b>Total Cost</b>	\$504,936,641
<b>Municipality</b>	Region-wide	<b>Completion Date</b>	
<b>Agency Project ID</b>			

**Description** Provides funds for: a. Environmental Compliance Projects: facility or equipment upgrades and/or replacements required to comply with environmental regulatory requirements or directives. b. Maintenance Bus & Rail Facilities: upgrades, rehabilitation, and/or replacements of systemwide support equipment, financial planning and project administration, to include a new test track, railcar commissioning facility and New Carrollton Yard capacity improvements.

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$64,973,172	\$144,547,468	\$65,080,640	\$193,438,000	-	\$468,039,280
OTHER	PRIIA	-	-	-	\$3,200,000	-	-	\$3,200,000
OTHER	SECT. 5307	-	\$560,000	-	-	-	-	\$560,000
OTHER	SECT. 5337-SGR	-	\$8,028,828	\$22,324,533	-	-	-	\$30,353,361
OTHER	SECT. 5307/5340	-	-	-	-	\$2,784,000	-	\$2,784,000
	<i>Total Other</i>	-	\$73,562,000	\$166,872,001	\$68,280,640	\$196,222,000	-	\$504,936,641
	<i>Total Programmed</i>	-	\$73,562,000	\$166,872,001	\$68,280,640	\$196,222,000	-	\$504,936,641

 \*Not Location Specific

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
21-00 Adoption 2021-2024	03/20/2020	05/27/2020	05/27/2020
21-29 Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48 Amendment 2021-2024	03/04/2022	Pending	Pending
23-00 Adoption 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

**Funding Change(s):**  
 Total project cost decreased from \$585,413,001 to \$504,936,641

**Attachment B: Summary Report for  
TIP Action 21-48: Formal Amendment to the  
FY (2021-2024) Transportation Improvement Program  
Requested by Washington Metropolitan Area Transit Authority**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T5854	Buses - Replacement, Rehabilitation, Expansion, & Enhancements	\$676,386,114	\$705,246,114	\$28,860,000		4	Programming Update PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL + Increase funds in FFY 23 in OTHER from \$62,912,000 to \$116,540,000 SECT. 5307 - Decrease funds in FFY 23 in OTHER from \$112,128,872 to \$88,880,000 SECT. 5339 + Increase funds in FFY 23 in OTHER from \$10,223,128 to \$11,504,000 CMAQ * Delete funds in FFY 23 in <i>Total project cost increased from \$676,386,114 to \$705,246,114</i>
T5855	MetroAccess and Service Vehicles	\$31,900,000	\$29,000,000	(\$2,900,000)		-9	Programming Update PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL - Decrease funds in FFY 23 in OTHER from \$6,500,000 to \$720,000 SECT. 5307 * Add funds in FFY 23 in OTHER for \$2,880,000 <i>Total project cost decreased from \$31,900,000 to \$29,000,000</i>
T5861	Maintenance Equipment	\$500,000	\$500,000	\$0		0	Programming Update PROJECT CHANGES (FROM PREVIOUS VERSION): <i>Total project cost stays the same \$500,000</i>
T5860	Passenger Facilities	\$899,163,674	\$845,890,675	(\$53,272,999)		-6	Programming Update PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL + Increase funds in FFY 23 in OTHER from \$83,105,080 to \$93,339,948 WIP - Decrease funds in FFY 23 in OTHER from \$36,870,000 to \$3,109,000 SECT. 5337-SGR - Decrease funds in FFY 23 in OTHER from \$31,294,432 to \$14,256,000 SECT. 5307 - Decrease funds in FFY 23 in OTHER from \$24,117,488 to \$12,939,053 PRIIA - Decrease funds in FFY 23 in OTHER from \$25,830,000 to \$24,300,000 <i>Total project cost decreased from \$899,163,674 to \$845,890,675</i>
T5862	Other Support Facilities	\$592,458,000	\$606,790,490	\$14,332,490		2	Programming Update PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL + Increase funds in FFY 23 in OTHER from \$13,062,000 to \$27,394,490 <i>Total project cost increased from \$592,458,000 to \$606,790,490</i>
T5859	Track and Structures	\$885,011,237	\$961,241,137	\$76,229,900		9	Programming Update PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL + Increase funds in FFY 23 in OTHER from \$96,175,000 to \$209,096,900 SECT. 5337-SGR - Decrease funds in FFY 23 in OTHER from \$78,132,000 to \$27,840,000 PRIIA * Add funds in FFY 23 in OTHER for \$13,600,000 <i>Total project cost increased from \$885,011,237 to \$961,241,137</i>
T5866	Rail Yards - Systemwide Maintenance, Expansion, Rehabilitation and Replacement	\$60,340,000	\$105,079,000	\$44,739,000		74	Programming Update PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL + Increase funds in FFY 23 in OTHER from \$27,000,000 to \$45,939,000 SECT. 5337-SGR * Add funds in FFY 23 in OTHER for \$25,800,000 <i>Total project cost increased from \$60,340,000 to \$105,079,000</i>
T5857	Bus Garages - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement	\$321,268,001	\$351,708,355	\$30,440,354		9	Programming Update PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL - Decrease funds in FFY 23 in OTHER from \$81,000,000 to \$53,864,071 SECT. 5307 + Increase funds in FFY 23 in OTHER from \$6,000,000 to \$63,576,283 <i>Total project cost increased from \$321,268,001 to \$351,708,355</i>
T5856	Rail Line Segment Rehabilitation	\$1,441,591,101	\$1,599,007,851	\$157,416,750		11	Programming Update PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL + Increase funds in FFY 23 in OTHER from \$231,263,000 to \$252,192,750 WIP + Increase funds in FFY 23 in OTHER from \$3,000,000 to \$40,185,000 PRIIA + Increase funds in FFY 23 in OTHER from \$3,098,000 to \$102,400,000 <i>Total project cost increased from \$1,441,591,101 to \$1,599,007,851</i>
T5858	Systems and Technology	\$848,965,973	\$757,078,973	(\$91,887,000)		-11	Programming Update PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL - Decrease funds in FFY 23 in OTHER from \$203,728,504 to \$121,643,000 SECT. 5307/5340 * Delete funds in FFY 23 in <i>Total project cost decreased from \$848,965,973 to \$757,078,973</i>
T5867	Facilities Maintenance Support Systemwide Support Equipment, Environmental Compl Projects and Adm Support	\$585,413,001	\$504,936,641	(\$80,476,360)		-14	Programming Update PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL - Decrease funds in FFY 23 in OTHER from \$139,573,000 to \$65,080,640 SECT. 5307 * Delete funds in FFY 23 in PRIIA * Add funds in FFY 23 in OTHER for \$3,200,000 <i>Total project cost decreased from \$585,413,001 to \$504,936,641</i>
T5863	Project Management and Support	\$26,802,300	\$98,329,300	\$71,527,000		267	Programming Update PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL + Increase funds in FFY 23 in OTHER from \$6,100,000 to \$77,627,000 <i>Total project cost increased from \$26,802,300 to \$98,329,300</i>
T5853	Rail Cars - Replacement, Rehabilitation, Expansion, & Enhancements	\$1,020,829,636	\$911,468,326	(\$109,361,310)		-11	Programming Update PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL - Decrease funds in FFY 23 in OTHER from \$167,733,000 to \$68,569,231 SECT. 5337-SGR + Increase funds in FFY 23 in OTHER from \$47,200,000 to \$82,324,459 PRIIA * Delete funds in FFY 23 in <i>Total project cost decreased from \$1,020,829,636 to \$911,468,326</i>
<b>GRAND TOTALS:</b>		<b>\$7,390,629,037</b>	<b>\$7,476,276,862</b>	<b>\$85,647,825</b>		<b>1%</b>	



**Attachment C: Fund Type Change Report**  
**TIP Action 21-48: Formal Amendment to the**  
**FY 2021-2026 Transportation Improvement Program**  
**Requested by Washington Metropolitan Area Transit Authority**

<b>FUNDING SOURCE</b>	<b>PRIOR</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>4-YEAR TOTAL</b>
CMAQ	21-29	\$4,324,914	\$4,067,558	\$2,800,000	\$2,960,000	\$14,152,472
	21-48	\$4,324,914	\$4,067,558	\$0	\$2,960,000	\$11,352,472
	DELTA			(\$2,800,000)		(\$2,800,000)
PRIIA	21-29	\$148,500,000	\$148,500,000	\$74,250,000	\$74,250,000	\$445,500,000
	21-48	\$148,500,000	\$148,500,000	\$143,500,000	\$74,250,000	\$514,750,000
	DELTA			\$69,250,000		\$69,250,000
SECT. 5307	21-29	\$143,847,959	\$164,835,212	\$151,430,360	\$132,516,072	\$592,629,603
	21-48	\$143,847,959	\$164,835,212	\$168,275,336	\$132,516,072	\$609,474,579
	DELTA			\$16,844,976		\$16,844,976
SECT. 5312	21-29	\$176,000	\$0	\$0	\$0	\$176,000
	21-48	\$176,000	\$0	\$0	\$0	\$176,000
	DELTA			\$0		\$0
SECT. 5337	21-29	\$156,626,428	\$148,936,533	\$156,626,432	\$156,626,432	\$618,815,825
	21-48	\$156,626,428	\$148,936,533	\$150,220,459	\$156,626,432	\$612,409,852
	DELTA			(\$6,405,973)		(\$6,405,973)
SECT. 5339 (C)	21-29	\$4,162,472	\$0	\$0	\$0	\$4,162,472
	21-48	\$4,162,472	\$0	\$0	\$0	\$4,162,472
	DELTA			\$0		\$0
SECT. 5339	21-29	\$12,403,128	\$10,931,975	\$10,223,128	\$10,223,128	\$43,781,359
	21-48	\$12,403,128	\$10,931,975	\$11,504,000	\$10,223,128	\$45,062,231
	DELTA			\$1,280,872		\$1,280,872
SECT. 5307/5340	21-29	\$17,383,904	\$0	\$9,801,496	\$28,715,784	\$55,901,184
	21-48	\$17,383,904	\$0	\$0	\$28,715,784	\$46,099,688
	DELTA			(\$9,801,496)		(\$9,801,496)
TID	21-29	\$600,000	\$0	\$0	\$0	\$600,000
	21-48	\$600,000	\$0	\$0	\$0	\$600,000
	DELTA			\$0		\$0
<b>FEDERAL SUBTOTAL</b>	<b>21-29</b>	<b>\$488,024,805</b>	<b>\$477,271,278</b>	<b>\$405,131,416</b>	<b>\$405,291,416</b>	<b>\$1,775,718,915</b>
	<b>21-48</b>	<b>\$488,024,805</b>	<b>\$477,271,278</b>	<b>\$473,499,795</b>	<b>\$405,291,416</b>	<b>\$1,844,087,294</b>
	<b>DELTA</b>			<b>\$68,368,379</b>		<b>\$68,368,379</b>
LOCAL	21-29	\$1,232,551,202	\$1,876,235,742	\$1,118,151,584	\$1,046,567,594	\$5,273,506,122
	21-48	\$1,232,551,202	\$1,876,235,742	\$1,132,007,030	\$1,046,567,594	\$5,287,361,568
	DELTA			\$13,855,446		\$13,855,446
LOCAL (non-matching)	21-29	\$90,435,000	\$169,519,000	\$39,870,000	\$41,580,000	\$341,404,000
	21-48	\$90,435,000	\$169,519,000	\$43,294,000	\$41,580,000	\$344,828,000
	DELTA			\$3,424,000		\$3,424,000
<b>LOCAL SUBTOTAL</b>	<b>21-29</b>	<b>\$1,322,986,202</b>	<b>\$2,045,754,742</b>	<b>\$1,158,021,584</b>	<b>\$1,088,147,594</b>	<b>\$5,614,910,122</b>
	<b>21-48</b>	<b>\$1,322,986,202</b>	<b>\$2,045,754,742</b>	<b>\$1,175,301,030</b>	<b>\$1,088,147,594</b>	<b>\$5,632,189,568</b>
	<b>DELTA</b>			<b>\$17,279,446</b>	<b>\$0</b>	<b>\$17,279,446</b>
<b>GRAND TOTAL</b>	<b>21-29</b>	<b>\$1,811,011,007</b>	<b>\$2,523,026,020</b>	<b>\$1,563,153,000</b>	<b>\$1,493,439,010</b>	<b>\$7,390,629,037</b>
	<b>21-48</b>	<b>\$1,811,011,007</b>	<b>\$2,523,026,020</b>	<b>\$1,648,800,825</b>	<b>\$1,493,439,010</b>	<b>\$7,476,276,862</b>
	<b>DELTA</b>			<b>\$85,647,825</b>	<b>\$0</b>	<b>\$85,647,825</b>



February 25, 2022

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

RE: Amendment Request to the FY2021-2024 TIP for the Washington Metropolitan Area Transit Authority (WMATA) FY2023 Capital Budget

Dear Chairman Sebesky:

The Washington Metropolitan Area Transit Authority (WMATA) requests the FY 2021-2024 Transportation Improvement Program (TIP) be amended in support of WMATA's Proposed FY2023 Capital Budget. The WMATA Board, at its December 9th, 2021 meeting, authorized public hearings and publication of WMATA's program of projects and Proposed Budget for public comment. The WMATA Board is expected to adopt the FY2023 budget at its March 24, 2022 meeting.

This revised TIP amendment submission reflects WMATA's proposed FY2023 budget of \$2.3 billion. Specifically, this resubmission, per discussions with TPB staff, reflects only the anticipated Federal obligations and local match for FY2023. This revised amendment still reflects significant advancement of critical safety improvements and ongoing state of good repair projects.

WMATA's program within the TIP is structured into nine major categories and thirteen separate capital programs (13 individual TIP IDs). Attachment A for this amendment, and the represented amounts include the required local match for Federal funds. The WMATA's FY2023 Proposed Budget and capital investments can be found at [WMATA's website](#). The below summarizes the anticipated Federally capital investments by TIP ID:

**TIP 5853 - Railcars Replacement and Rehabilitations and Enhancements** is a Federal funded program supports Railcar Rehabilitation to include 7000-Series Railcars. The program now includes the 2000 and 3000-Series railcars which were returned back into service as a result of the ongoing investigation of the 7000-Series safety investigation. It also funds rehabilitation and scheduled maintenance.

**Washington  
Metropolitan Area  
Transit Authority**

600 Fifth Street, NW  
Washington, D.C. 20001  
202/962-1234

*By Metrorail:  
Judiciary Square-Red Line  
Gallery Place-Chinatown  
Red, Green and  
Yellow Lines*

*A District of Columbia  
Maryland and Virginia  
Transit Partnership*

**TIP5854 – Bus Replacement, Rehabilitation, Expansion, & Enhancements** is a Federal funded program that continues the ongoing vehicle replacement, preventive maintenance, systemwide bus farebox replacement, and Federal and non-federal funding to support WMATA’s transition to a zero emission bus fleet with a pilot test project at the Shepherds Parkway Garage.

**TIP 5856 - Rail System Infrastructure Rehabilitation** is a Federal funded program that continues the upgrade of the ATC and traction power projects, and adds Phase 4 of WMATA’s Platform Rehabilitation Program, as well as includes funding for leak mitigation, drainage and resiliency improvements, and standpipe replacement programs to address critical replacement and rehabilitation needs for system state of good repair.

**TIP 5857 - Bus Garages - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement** is a Federal funded program and will continue to support work at Bladensburg, Shepherds Parkway, and Northern Bus Garages for the construction phase in FY2023.

**TIP 5859 – Track and Structures** is a Federal funded program that continues to support the ongoing management of WMATA track rehabilitation and will advance safety critical repairs to aerial structures and rehabilitation of other structural infrastructure (phase 2 of the track and pedestrian bridges projects).

**TIP5860 – Passenger Facilities** is a Federal funded program that continues the ongoing rehabilitation and replacement of vertical transportation throughout the system, to include station entrance canopies and will support a consistent systemwide approach to the modernization and revitalization of stations with improvements to include CCTV, lighting, fire systems, shelters, platform tile replacement, ADA compliant systems, wayfinding, etc.

**TIP 5866 - Rail Yards** is a Federal funded program that supports the ongoing construction of the Heavy Rail Overhaul (HRO) facility.

The requested amendment reflects WMATA’s FY2023 Proposed Budget and its allocations to capital investments and anticipated Federal funds for FY2023, including Passenger Rail Investment and Improvement Act (PRIIA) funds reauthorized under the Bipartisan Infrastructure Law (BIL). WMATA is cognizant that additional Federal funds available for obligation are dictated by the continuing resolution, and WMATA may require further TIP modifications once full funding is available from FTA for the Infrastructure Investment and Jobs Act. To that end, please ensure that all TIP materials refer to WMATA’s budget as proposed and is simultaneously under public review and is subject to change based on the final board adopted budget and/or final allocation of Federal funds

available to WMATA.

The proposed amendment does not add additional capacity for motorized vehicles and does not require air quality conformity analysis. The FY2023 Proposed Budget presents an opportunity for WMATA to advance capital investments and represents our commitment to improve safety and reliability of the public transit system for the Nation's Capital.

WMATA hereby requests the Transportation Planning Board Steering Committee consider this amendment for approval at its March 4<sup>th</sup>, 2022 meeting. Upon final approval of the amendment, WMATA will submit its request for inclusion in the District of Columbia's STIP. Thank you for your continued support of WMATA.

Sincerely,

Patrick Bailey  
Director, Funds and Grants Management  
Office of Capital and Financial Management  
Department of Strategy, Planning and Program Management  
Washington Metropolitan Area Transit Authority

#### Attachments

- 1) Attachment A – Revised WMATA TIP Amendment Request

**FY23 CIP PROJECT SOURCES OF FUNDS**

**Attachment A-1  
(In Millions)**

TIP ID	Category	TIP Sub-Category	Federal 5307 Grants	Federal 5337 Grants	Federal 5339 Grants	Federal PRIIA Grants	Federal 5339b Grants	VA CMAQ
<b>5853</b>	A. Vehicles / Vehicle Parts	Rail Cars - Replacement, Rehabilitation & Enhancements	-	102.91	-	-	-	-
<b>5854</b>		Buses - Replacement, Rehabilitation & Enhancements	111.10	-	14.38	-	10.25	3.23
<b>5855</b>		Access & Service Vehicles	3.60	-	-	-	-	-
<b>5856</b>	B. Rail System Infrastructure Rehabilitation	Rail System Infrastructure Rehabilitation	-	-	-	204.80	-	-
<b>5857</b>	C. Maintenance Facilities	Bus Garages - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement	79.47	-	-	-	-	-
<b>5866</b>		Rail Yards - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement	-	32.25	-	-	-	-
<b>5867</b>		Facilities Maintenance Support - Systemwide Support Equipment, Environmental Compliance Projects, and Administrative Support	-	-	-	6.40	-	-
<b>5858</b>	D. Systems and Technology	Systems and Technology	-	-	-	-	-	-
<b>5859</b>	E. Track and Structures	Track and Structures	-	34.80	-	27.20	-	-
<b>5860</b>	F. Passenger Facilities	Passenger Facilities	16.17	17.82	-	48.60	-	-
<b>5861</b>	G. Maintenance Equipment	Maintenance Equipment	-	-	-	-	-	-
<b>5862</b>	H. Other Facilities	Other Facilities	-	-	-	-	-	-
<b>5863</b>	I. Project Management and Support	Project Management and Support	-	-	-	-	-	-
	<b>Total Capital Improvement Plan</b>		<b>210.34</b>	<b>187.78</b>	<b>14.38</b>	<b>287.00</b>	<b>10.25</b>	<b>3.23</b>



**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Letters Sent/Received  
**DATE:** March 10, 2022

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



National Capital Region  
**Transportation Planning Board**

February 18, 2022

The Honorable Peter Buttigieg  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590-0001

Re: RAISE Program Grant Application by Loudoun County, Virginia for the Washington and Old Dominion (W&OD) Trail Overpass Project

Dear Secretary Buttigieg:

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 Loudoun County, Virginia for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant to construct an overpass for bicyclist and pedestrians on the W&OD Trail.

The W&OD Trail is a 45-mile-long regional trail in Northern Virginia that starts in Arlington County and ends in the Town of Purcellville, Loudoun County used daily by thousands of people for walking, running, cycling, roller skating, horseback riding, commuting, and recreational purposes. In response to safety concerns, the W&OD crossing at Sterling Boulevard was identified through a prioritization process as the number one priority for trail safety in the County with 222 potential conflicts. Daily volumes on the trail are about 820 on weekdays and over 2,000 users on weekends, with vehicular traffic of about 27,000 vehicles a day. The requested RAISE grant funding will be used to build a grade-separated pedestrian and cyclist overpass above Sterling Boulevard.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The W&OD Trail is part of the TPB's adopted National Capital Trail Network, completion of which is one of the seven Aspirational Initiatives of Visualize 2045. The TPB has long supported investment in pedestrian and bicycling infrastructure and active transportation options to provide a broad range of transportation choices for our region. This grant would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

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

Sincerely,

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

Cc: Mr. Joe Kroboth, Director, Loudoun County Department of Transportation and Capital Infrastructure



National Capital Region  
**Transportation Planning Board**

March 7, 2022

The Honorable Peter Buttigieg  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590-0001

Re: RAISE Program Grant Application for Prince William Parkway/Minnieville Road Intersection Improvements by Prince William County, Virginia

Dear Secretary Buttigieg:

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 William County for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant to improve the intersection of Prince William Parkway/Minnieville Road.

The Prince William Parkway (State Route 294) and Minnieville Road Intersection Project will construct a grade separated interchange to relieve congestion, improve safety and enhance connectivity and access to the regional network. This intersection serves key OmniRide bus transit routes and the project area is the focus of an active feasibility study for a dedicated bus/HOV lane to improve travel times between underutilized commuter lots in the project area and I-95 to increase transit and carpooling as commuter modes. The project includes pedestrian and bicycle facilities. The RAISE grant will provide funding for construction and to implement the recommended improvements of the feasibility study for this significant intersection. The project also serves an identified Equity Emphasis Area and will help improve mobility and accessibility to traditionally underserved populations.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported safety, transit accessibility, and targeted congestion spot improvements that provide a broad range of public and private transportation choices for our region while maximizing safety and improving accessibility and affordability for everyone.

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

Sincerely,

A handwritten signature in black ink that reads "Pamela Sebesky".

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

Cc: Mr. Paolo Belita, Prince William County Department of Transportation





National Capital Region  
**Transportation Planning Board**

March 7, 2022

The Honorable Peter Buttigieg  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590-0001

Re: RAISE Program Grant Application for Route 123 Corridor Improvements by Prince William County, Virginia

Dear Secretary Buttigieg:

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 William County for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant to improve an adjoining set of three intersections along the Route 123 corridor.

This project will improve Route 123's intersections with Interstate 95, U.S. Route 1, and Old Bridge Road. The three intersections are the focus of a Virginia DOT Strategically Targeted Affordable Roadway Solutions (STARS) study to develop an innovative, cost effective design solution that will work holistically with the Route 123 intersections at I-95 and Route 1 to improve operations along the corridor. Improvements to these intersections will eliminate dangerous weaving movements and would reduce congestion on Route 123 and at I-95 Exit 160: consistently ranked one of the top bottlenecks in the region. The project includes pedestrian and bicycle facilities on Route 123 and Old Bridge Road and would reconfigure the Old Bridge Commuter Lot to enhance access between the Commuter Lot and the I-95 Express Lanes for transit vehicles. The RAISE grant will provide funding to improve the intersections and to implement the recommended accessibility improvements of the solutions study.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported safety, transit accessibility, and targeted congestion spot improvements that provide a broad range of public and private transportation choices for our region while maximizing safety and improving accessibility and affordability for everyone.

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

Sincerely,

A handwritten signature in black ink that reads "Pamela Sebesky".

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

Cc: Mr. Paolo Belita, Prince William County Department of Transportation



National Capital Region  
**Transportation Planning Board**

March 7, 2022

The Honorable Peter Buttigieg  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590-0001

Re: RAISE Program Grant Application by Montgomery County, Maryland for the Capital Crescent Trail Tunnel Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Montgomery County, Maryland for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant for the Capital Crescent Trail Tunnel Project.

Montgomery County proposes to construct the tunnel as a key link in the Capital Crescent Trail pedestrian and bicycle path as well as a critical transit station access path. The Tunnel will provide a grade separated crossing of Wisconsin Avenue and provide access to the Metrorail Red Line station and Purple Line light rail station (now under construction). The tunnel will improve access to transit and improve safety for pedestrians, bicyclists, and other non-motorized travelers.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The Capital Crescent Trail is part of the TPB's adopted National Capital Trail Network, completion of which is one of the seven Aspirational Initiatives of Visualize 2045. The TPB has long supported investment in pedestrian and bicycling infrastructure and active transportation options to provide a broad range of transportation choices for our region. The provision of access to the two rail transit stations would also support another Aspirational Initiative: improve walk and bike access to transit. This grant would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

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

Sincerely,

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

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



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** March 10, 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: Kanti Srikanth, TPB Staff Director  
SUBJECT: TPB Climate Change Mitigation Survey – Update  
DATE: March 10, 2022

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This memo summarizes the questions and comments staff received from members of the Board and the Technical Committee since February 28, 2022, when the survey questionnaire was emailed to the members of the Board.

**1. Will people assisting the TPB member and who received a digital or hard copy of the survey questionnaire be able to access the survey online and inadvertently complete and submit the survey?**

No. A password is required for members to access and complete the survey online. Only selected members of the Board (the primary members of the TPB, or the alternate in cases where the position of the primary member is vacant) received the password for the online survey. Staff apologizes for the oversight of including the online address for the survey in the digital copy of the questionnaire.

**2. Please clarify how the questionnaire will be distributed and what responses are expected. In the instance where a jurisdiction has two TPB representatives, should only one questionnaire be returned or both questionnaires separately?**

Each TPB member (even the non-voting or ex-officio members) received a survey, and each is asked to complete the survey (TPB has 44 members, 39 of whom are voting members). This means jurisdictions with two members will receive two online surveys, which each member should complete separately. Responses should reflect the general view of the governing entity the member represents.

**3. Should each question be answered independently or in combination with other questions? For instance, questions 8 and 14 to reduce transit travel time go together with traffic engineering operations to implement queue jumps, signal prioritization and bus lanes.**

Each question should be answered independently because each question refers to a specific strategy and the questionnaire seeks input on implementing the specific strategy. Each strategy is expected to have an independent utility/benefit and some strategies may also help advance other strategies.

**4. Do we know the contribution of just the projects in the TPB’s long-range transportation plan (LRTP) on-road greenhouse gas (GHG) emissions?**

No, not from any such direct analysis at this time. The TPB’s long-range transportation plan performance analysis calculates total, on-road GHG emissions due to all transportation projects in the plan, together with the forecasts of population, households, and jobs resulting from the planned land use in member jurisdictions’ adopted comprehensive plans. This is sometimes referred to as a “build” scenario, since it assumes that all transportation projects in the plan will be built. Estimating GHG emissions from just the projects in the plan would require conducting a scenario analysis of both the “build” and “no build” conditions. A “no build” scenario would be one where none of the transportation projects in the plan are built, but all the forecast growth in population, households, and jobs households would be realized. Such a “no build” analysis has not been completed recently.

That said, in 2017, the TPB’s Long-Range Plan Task Force (LRP-TF) work did include a Build and No Build analysis, using the 2015 LRTP.<sup>1</sup> While this analysis did not estimate GHG emissions, it did estimate the total vehicle miles travelled (VMT) for the Build and No Build scenarios. The analysis indicated that between 2015 and 2040, the region’s VMT would increase by 22 percent (p. 22). The forecast growth in jobs, households, and population, which constitutes the assumed changes in the land use, accounted for 19 percent of this increase, and all the projects in the CLRP accounted for the balance of 3 percent. Since GHG in the on-road sector is roughly proportional to the VMT, from this analysis, one can conclude that the projects in the 2015 CLRP would have accounted for about a 3 percent increase in GHGs.

**5. What are the estimated levels of GHGs during 2005 and 2020, and how much GHG reductions would be needed to attain the proposed GHG reduction goals of 50 percent and 80 percent below 2005 levels amount to?**

The estimated levels of GHG in 2005 and 2018, for all sectors and for just the on-road transportation sector, are listed in Table 1. Please note that GHG emissions estimates for 2020 are not available currently. Also listed are the estimated levels of GHGs in 2030 and 2050 relative to 2005 levels at the reduction levels proposed for TPB’s consideration. The TPB’s Climate Change Mitigation Study examined GHG reduction for the on-road transportation sector from ten scenarios. The estimated reductions ranged between 16 and 38 percent reduction by 2030 (increasing to 17 to 43 percent if the entire electric grid was clean energy); and between 16 and 82 percent reduction by 2050 (increasing to 18 to 95 percent if the entire electric grid was clean energy).

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<sup>1</sup> John Swanson and Lori Zeller, “From No-Build to All-Build: Analyzing a Continuum of Transportation Scenarios for the National Capital Region: Report on Phase I of the Long-Range Plan Task Force,” Draft (Washington, D.C.: National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, December 2016), <https://www.mwcog.org/file.aspx?&A=v2Bezixu0jyKvJOokeZf1YP%2b6NAaQRPEd5PmF80pVo%3d>.

Table 1 Estimated GHG emissions for 2005 and 2018

GHG Emissions	All Sectors - CO <sub>2</sub> e (Million Metric Tons)	On-Road Sector - CO <sub>2</sub> e (Million Metric Tons)
Year 2005	71.781	20.753
Year 2018	62.642	21.117
<b>GHG Levels relative to 2005</b>		
In 2030 - @ 50% below	35.890	10.376
In 2050 - @ 80% below	14.356	4.150
<b>GHG Reductions needed</b>		
By 2030	35.890	10.376
By 2050	57.424	16.603

Source: COG's Department of Environmental Programs (DEP).

**6. How will TPB be able to decide on GHG goals for on-road sector if estimates of GHG reductions from the strategies they choose to adopt are not yet estimated?**

Climate Change goals, in general, have been informed by the end result that scientists believe needs to be achieved by certain time period, rather than what strategies the society may be willing to implement at a given time. The region's GHG reduction goal is in keeping with this approach and globally accepted studies such as those by the Intergovernmental Panel on Climate Change. There have been studies by COG and the TPB examining various GHG reduction strategies in all sectors – including transportation.<sup>2</sup> Such studies serve to inform the level of effort needed to achieve the larger goals. The TPB's 2010 What Would It Take study examined what actions would be necessary to reduce the on-road sector's GHG emission by the same levels (80 percent by 2050) as the region's multi-sector GHG reduction goals. More recently, the analysis conducted for the COG 2030 Climate Energy Action Plan indicated that the on-road strategies examined could provide about one third of the GHG reductions to attain the 2030 goal. The TPB survey proposes, as one option, GHG reduction goals for the on-road sector at the same levels as the region's multi-sector GHG reduction goals, while not precluding other levels.

**7. When would the TPB be able to determine a range of GHG reductions that can be achieved with the strategies its members and agencies are able to commit to?**

Staff anticipates the TPB to adopt a specific set of on-road GHG reducing strategies as planning priorities sometime this year (perhaps as early as May of this year). If the set of strategies adopted does not match one of the ten scenarios already analyzed in the Climate Change

<sup>2</sup> See, for example, Climate Change Steering Committee for the Metropolitan Washington Council of Governments Board of Directors, "National Capital Region Climate Change Report," Final Report (Washington, D.C.: Metropolitan Washington Council of Governments, November 12, 2008), <https://www.mwcog.org/file.aspx?A=R8%2F07kehmpgZBhW7Z%2F6R7fLiQ4aIY28XTL33ZwEgoJo%3D>; or the "Metropolitan Washington 2030 Climate and Energy Action Plan" (Washington, D.C.: Metropolitan Washington Council of Governments, November 18, 2020), <https://www.mwcog.org/documents/2020/11/18/metropolitan-washington-2030-climate-and-energy-action-plan/>.

Mitigation Study, staff plans to undertake the analysis of the strategies at specific levels of outcomes and estimate the anticipated reductions in GHG emissions, by the end of the upcoming fiscal year.

**8. If we have 100 percent EVs, then why would we charge EVs to park or pay a VMT tax or a cordon fee? Shouldn't these fees be applicable to internal combustion engine vehicles only?**

While a parking fee, VMT fee, or a cordon fee could be applied just to fossil fueled vehicles, the TPB's Climate Change Mitigation Study applied it to all vehicles for a few reasons. First, there are GHG emissions associated with EVs, albeit not at the tailpipe or from the engine. Second, these fees do help move trips to transit and reduce traffic congestion (even with 100 percent EVs, the roads could still be clogged). Third, many studies have shown that transportation, especially automobile travel, is underpriced,<sup>3</sup> and this causes the overuse of automobile transportation and also results in insufficient funding to pay for maintaining and upgrading the transportation network.<sup>4</sup> Increasing the cost to drive, whether through parking fees, VMT taxes, or other means, will help address these twin problems.

**9. How will TPB be able to provide guidance on GHG reductions while soliciting projects for the 2024 LRTP?**

Staff hopes to be able to include the climate change elements the TPB adopts later this year (anticipated to be on-road GHG reduction goals and a set of on-road GHG reducing strategies) as part of the solicitation of projects for the planned update of Visualize 2045. These strategies will be in addition to other strategies, such as the roadway safety strategies the TPB adopted in July 2020, and other planning priorities as outlined in the TPB's Vision document and the Regional Transportation Priorities Plan. The inclusion of the goals and strategies is hoped to inform the project prioritization and investment decisions being made locally and at regional and state levels. It must be noted that for projects, programs, and policies to be included in the official long-range transportation plan, agencies will have to meet the federal requirement of reasonably available funding and having the enabling actions already in place.

**10. How would member jurisdictions show that projects proposed to be included in the LRTP meet the TPB's "planning priorities," including any climate change related priorities the board may adopt?**

The TPB has a process to receive project submissions. The project description form identifies a series of topic areas the proposed project would support, which reflect various goals and planning priorities derived from the TPB's Vision document, the Regional Transportation Priorities Plan, Aspirational Initiatives, and federal planning factors. Any climate change related strategies adopted by the TPB would be added to these, along with the roadway safety strategies the TPB has already adopted.

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<sup>3</sup> See, for example, "Transportation Cost and Benefit Analysis," Guidebook (Victoria, British Columbia, Canada: Victoria Transport Institute, October 2016), chap. 9, <https://www.vtpi.org/tca/>.

<sup>4</sup> See, for example, Ian Duncan and Tony Romm, "Infrastructure Programs on Hold until Congress Passes Budget to Fund Them," *The Washington Post*, January 29, 2022, sec. Transportation, <https://www.washingtonpost.com/transportation/2022/01/29/infrastructure-climate-goals-delay/>.

**11. What process will be used by the TPB to adopt, should it choose to, any climate change mitigation elements for inclusion in Visualize 2045 and the TPB's planning process?**

All TPB actions that are based on a vote of the board are governed by the TPB Bylaws and are based on a majority vote. Any action by the TPB related to climate change mitigation will also be based on a vote by the board following the usual TPB voting process and will be based on majority vote.

**12. Will projects, programs or policies proposed for inclusion the TPB's long-range transportation plan not be accepted if they do not advance climate change mitigation?**

The TPB has adopted a variety of goals and planning priorities over the years. These are reflected in the TPB's policy documents, including The Vision, the Regional Transportation Priorities Plan, Aspirational Initiatives, the federal planning factors, roadway safety strategies, and various performance-based planning targets. The TPB has not rank ordered these goals or priorities and follows federal regulations and guidance on developing its long-range transportation plan. Although any given transportation project, program or policy may advance one or more TPB goals, it is understood that few, if any will advance all the goals and priorities that the TPB has adopted.

**13. What is the level at which GHG emissions analysis would be made by the TPB?**

Estimates of GHG emissions, and changes over time, will continue to be undertaken at the regional level. The TPB's modeling methods and staff resources are not designed for producing individual, project-level estimates of GHG emissions.





## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Nicholas Ramfos, Director, Transportation Operations Programs  
**SUBJECT:** Commuter Connections Regional TDM Recovery Marketing Campaign Commute With Confidence Live Discussions  
**DATE:** March 10, 2022

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A regional Commuter Connections TDM Recovery Marketing campaign launched in late December 2021 and was developed in conjunction with the state funding agencies and regional Commuter Connections stakeholders.

The purpose of the campaign is to assist commuters with making commuting choices as they return to the office post-pandemic and to help them sign up to Commuter Connections' free program services. This will help with lowering what commuters pay in daily commuting costs and help the region manage congestion levels and help improve air quality.

One of the campaign's outreach focus has been to implement a "Commute with Confidence" Live Discussion information video series which has featured guests such as TPB's Chair Pamela Sebesky. The goal of the short video chats is to discuss the various commuting options and benefits that Commuter Connections offers and to offer personal commuting experiences to the commuting public. The discussion with Chair Sebesky and myself was filmed live on February 23 on Facebook Live and can be accessed on the Commuter Connections YouTube Channel at the following link: [https://youtu.be/aKZ\\_AhBQhJs](https://youtu.be/aKZ_AhBQhJs),

The overall marketing campaign will be running through the end of the fiscal year.



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** John Swanson, Transportation Planner  
**SUBJECT:** Upcoming Solicitations for Applications for the Transportation Alternatives Set-Aside Program  
**DATE:** March 10, 2022

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The next application period in Maryland for the Transportation Alternatives Set-Aside (TA Set-Aside) Program will be April 15 - May 16, 2022.

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

Under federal law, a portion of the program's funds are suballocated to the TPB, which is responsible for selecting additional projects for our region's portions of DC, Maryland, and Virginia. The TPB is currently expected to approve funding on July 20, 2022 for TA Set-Aside projects in Maryland.

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

The District of Columbia will conduct its solicitation for TA Set-Aside in the fall of 2022. Virginia, which conducts its solicitation every two years, will open its application period in the spring of 2023.

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

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

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

## **ITEM 7 – Action**

March 16, 2022

### An Amendment to the FY 2022 UPWP, FY 2022 Carryover Funding to FY 2023, and Approval of the FY 2023 Unified Planning Work Program

**Action:** Adopt Resolution R10-2022 to approve the amendment to the FY 2022 UPWP and the FY 2022 carryover funding to FY 2023. Adopt Resolution R11-2022 to approve the FY 2023 UPWP.

**Background:** The Unified Planning Work Program (UPWP) is an annual work statement that identifies planning priorities and activities to be carried out within a metropolitan planning area. Certain projects and budgets in the current FY 2022 UPWP have been identified to be removed/amended from the FY 2022 UPWP and carried over to FY 2023. The board will be briefed on the enclosed amendment to the FY 2022 UPWP and associated FY 2022 carryover funding to FY 2023 (unchanged from the February briefing). The board will be briefed on the final draft of the FY 2023 UPWP and will be asked to approve it.

TPB R10-2022  
March 16, 2022

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

**RESOLUTION TO AMEND THE FY 2022 UNIFIED PLANNING WORK PROGRAM (UPWP)  
TO REVISE THE BUDGET AND WORK ACTIVITIES**

**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) require a Unified Planning Work Program (UPWP) for Transportation Planning; and

**WHEREAS**, the UPWP is required as a basis and condition for all funding assistance for transportation planning to state, local, and regional agencies by the FHWA and FTA; and

**WHEREAS**, the FY 2022 UPWP for the Washington Metropolitan Area was approved by the TPB on March 17, 2021; and

**WHEREAS**, revised work activities and budgets for projects in the FY 2022 UPWP have been developed by staff, the District Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) to modify projects and identify funding which will be carried over into FY 2023, as described in the attached materials; and

**WHEREAS**, at its February 4 and March 4, 2022 meetings, the TPB Technical Committee was briefed on the proposed revised work activities and budgets for projects in the FY 2022 UPWP, and recommended approval of these revisions by the TPB.

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board amends the FY 2022 UPWP to include revised work activities and budgets and approves the work activities and budgets for carryover funding from FY 2022 to FY 2023, as described in the attached Memorandum of March 10, 2022 entitled: "FY 2022 Unified Planning Work Program (UPWP) Amendments to Budgets and Work Activities."



## **MEMORANDUM**

**TO:** National Capital Region Transportation Planning Board  
**FROM:** Lyn Erickson, TPB Plan Development and Coordination Program Director  
**SUBJECT:** FY 2022 Unified Planning Work Program (UPWP) Amendments to Budgets and Work Activities, Including “Carryover” Amounts  
**DATE:** March 10, 2022

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The Board will be asked to amend the FY 2022 Unified Planning Work Program (UPWP) at its March 16, 2022, meeting, to remove certain work activities and associated funding amounts and to approve “carrying over” this funding into the draft FY 2023 UPWP.

The amendment to remove work activities and funding reflects staff’s determination that the work activities will not be completed in the remaining months of FY 2022 (between now and June 30, 2022). Two independent actions will occur: 1) the FY 2022 UPWP will be amended to remove funding, and 2) this funding will be “carried over” into the FY 2023 UPWP. The two actions are contingent upon each other, so they either both occur or neither occurs.

This memorandum identifies the revisions to the specific work activities and changes to the budget amounts in the FY 2022 UPWP that are to be “carried over” into the new FY 2023 UPWP. The projects and funding are already included in the Draft FY 2023 UPWP that is out for review. The proposed amendment and “carry over” funding and activities were reviewed by the state funding and oversight agencies: the District Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT), and the Virginia Department of Rail and Public Transportation (DRPT).

### **SUMMARY OF BUDGET REVISIONS**

Staff recommends that the current FY 2022 UPWP be amended to reduce the total budget for the basic UPWP by \$1,423,500 (\$1,133,500 Core UPWP, \$290,000 Technical Assistance) to reflect work activities that are not anticipated to be completed during the remaining part of fiscal year ending June 30, 2022, OR work activities being deferred. Staff recommends this amount and work activities be “carried over” to the FY 2023 UPWP to support continued work on these activities and other activities planned for FY 2023. The proposed FY 2022 UPWP amended budget amounts and distribution are listed in Tables 2, 3, and 4 which are attached to this memo.

### **CHANGES TO FY 2022 UPWP ACTIVITIES AND BUDGETS**

The \$1,423,500 recommended reduction in budget would be in the core program’s work activity budget and the combined Technical Assistance program budget. These amounts will be carried over to the FY 2023 UPWP core program and Technical Assistance.

The breakdown of the funds within the core program recommended to be carried over is as follows:

1. Task 1 – Long-Range Transportation Plan: Carry over \$50,000 from long-range transportation planning activities to support reporting data from the Visualize 2045 update and to conduct additional analysis to support long-range planning for planning areas such as, but not limited to, tackling the climate crisis and transition to a clean energy-based, resilient future, considering equity and Justice40 in regional transportation planning and supporting the Planning and Environmental Linkages approach. Planning activities will also enhance coordination with the Department of Defense (DOD) related to the Strategic Highway Network (STRAHNET), and with the Federal Land Management Agency (FLMA)
2. Task 3 – Planning Elements: Carry over \$50,000 from Freight Planning activities, to continue and augment the update of the Regional Freight Plan begun in FY 2022, to be completed in FY 2023.
3. Task 4 – Public Participation: Carry over \$65,000. Due to COVID, a variety of activities could not be conducted in FY 2022, including workshops, trainings, printings, and mailings. Carryover funding will be used in FY 2023 for a variety of purposes, including peer exchanges related to implementation activities for Visualize 2045, website improvements, a new session of the Community Leadership Institute, and an evaluation of public participation activities.
4. Task 5 – Travel Forecasting: Carry over \$531,000, broken down as follows: In the area of “Hardware, Software, and Data,” carry over \$200,000, which was not used in FY 2022 for the purchase of data that would have been used for model development. It is hoped that these funds will be used for a data purchase in FY 2023. In the area of “Studies/Programs,” carry over \$331,000, which is planned carryover regarding consultant costs for developing the Gen3 Travel Model, which is a multi-year project.
5. Task 7 – Travel Monitoring and Data Programs: Carry over \$325,000 in funding budgeted for consultant services and data purchases in order to support data acquisition and consultant services for conducting focused travel surveys and transportation research activities during FY 2023.
6. Task 9 – Mobility Enhancement Programs: Carry over \$112,500 in funding under the Regional Roadway Safety Program, to enable completion of projects selected in the FY 2022-funded round of program grants. Work on these projects began in FY 2022 and will be completed in FY 2023. Additional funds supporting shares of the costs of these projects will also be carried over under Task 11, Technical Assistance.
7. Task 11 – Technical Assistance: The Technical Assistance program provides funding to the three state Departments of Transportation (DOT) and the region’s public transportation agencies to assist in planning studies and travel monitoring activities that support regional planning. Staff and the DOTs have identified a total amount of \$290,000 to be carried over. This carry over is largely due to budget underruns and insufficient time during the remaining fiscal year to initiate and complete any new activity. The breakdown of the funds within the Technical Assistance program recommended to be carried over is as follows:

- The District of Columbia's budget will carry over \$22,500 earmarked for the Regional Roadway Safety Program (RRSP) into the FY 2023 core program to support the RRSP.
- The Maryland Technical Assistance budget will carry over \$26,250 earmarked for the RRSP into the FY 2023 core program to support the RRSP.
- The Virginia Technical Assistance budget will carry over \$26,250 earmarked for the RRSP into the FY 2023 core program to support the RRSP.
- The Regional Public Transportation Technical Assistance budget will carry over \$215,000 into the FY 2023 Regional Public Transportation Technical Assistance Program, with \$125,000 earmarked for the Transit Within Reach technical assistance grant program and \$90,000 to develop a regional High-Capacity Transit station map graphic.

**Table 2: Revenue - FY 2022 TPB Proposed Funding by Federal, State, and Local Sources** 2/4/2022

Amended as proposed				DRAFT
	FTA SECT 5303	FHWA PL FUNDS	OTHER CASP & SPR	
	FED/STA/LOC 80%/10%/10%	FED/STA/LOC 80%/10%/10%	CASP-FAA/LOC: 90%/10% SPR-FHWA/LOC: 80% / 20%	GRAND TOTALS
<b>DDOT ALLOCATIONS</b>				
NEW FY 2022	\$615,909	\$2,378,018		\$2,993,927
- Amended	\$574,226	\$2,087,771		\$2,661,996
PRIOR UNEXPENDED	\$181,878	\$334,459		\$516,337
CARRYOVER FY 2021	\$113,353	\$486,107		\$599,460
<b>SUBTOTAL - DC</b>	\$911,139	\$3,198,584		\$599,460
	\$869,457	\$2,908,337		\$3,777,793
<b>MDOT ALLOCATIONS</b>				
NEW FY 2022	\$1,400,744	\$3,992,606		\$5,393,350
- Amended	\$1,305,944	\$3,505,289		\$4,811,234
PRIOR UNEXPENDED	\$158,217	\$470,898		\$629,115
CARRYOVER FY 2021	\$321,218	\$860,863		\$1,182,081
<b>SUBTOTAL - MD</b>	\$1,880,178	\$5,324,367		\$7,204,545
	\$1,785,379	\$4,837,050		\$6,622,430
<b>VDRPT &amp; VDOT ALLOCATIONS</b>				
NEW FY 2022	\$1,160,155	\$3,530,706		\$4,690,861
- Amended	\$1,081,638	\$3,099,768		\$4,181,406
PRIOR UNEXPENDED	\$122,734	\$389,394		\$512,128
CARRYOVER FY 2021	\$267,578	\$738,258		\$1,005,836
<b>SUBTOTAL - VA</b>	\$1,550,467	\$4,658,358		\$6,208,826
	\$1,471,950	\$4,227,420		\$5,699,370
<b>TOTAL FHWA/FTA FUNDING ALLOCATIONS</b>				
NEW FY 2022	\$3,176,808	\$9,901,330		\$13,078,138
- Amended	\$2,961,808	\$8,692,828		\$11,654,636
PRIOR UNEXPENDED	\$462,829	\$1,194,751		\$1,657,580
CARRYOVER FY 2021	\$702,149	\$2,085,228		\$2,787,377
<b>SUB-TOTAL - FHWA-FTA</b>	\$4,341,785	\$13,181,309		\$17,523,094
	\$4,126,786	\$11,972,807		\$16,099,593
<b>TOTAL BASIC UPWP</b>	\$4,341,785	\$13,181,309		\$17,523,094
- Amended	\$4,126,786	\$11,972,807		\$16,099,593
<b>FAA - CASP PROGRAM</b>			\$252,700	\$252,700
<b>State Planning &amp; Research (SPR)</b>			\$260,000	\$260,000
<b>GRAND TOTAL UPWP - Amended</b>	\$4,126,786	\$11,972,807	\$512,700	\$16,612,293
Jurisdictional breakdown of Carryover Funds:				
	FTA	FHWA		TOTAL
District of Columbia	\$41,683	\$290,247		\$331,931
Maryland	\$94,800	\$487,315		\$582,114
Virginia	\$78,517	\$430,938		\$509,455
<b>GRAND TOTAL</b>	\$215,000	\$1,208,500		\$1,423,500

- "New FY2022" funding amounts from DDOT and VDOT are at FY 2021 levels and will be updated.
- "Prior Unexpended" funding amounts are yet to be confirmed by funding agencies and may change.
- "Carryover FY2021 funds" are funds budgeted for Core and Technical Assistance work program activities in FY 2021 UPWP, that are not anticipated to be spent in FY 2021. As such these funds will be carried over from FY 2021 to be used to perform Core program and Tech. Assistance activities in FY 2022.



<b>Table 3: FY 2022 UPWP Expenditures</b>			2/4/2022
<b>Amended as proposed</b>			<b>DRAFT</b>
<b>WORK ACTIVITY</b>	<b>FY 2022 TOTAL BUDGETED<sup>1</sup></b>	<b>ESTIMATED CARRYOVER</b>	<b>FY 2022 TOTAL AMENDED</b>
<b>CORE PROGRAMS</b>			
1. Long-Range Transportation Planning	\$1,095,434	\$50,000	\$1,045,434
2. Transportation Improvement Program	\$466,962		\$466,962
3. Planning Elements	\$2,768,270	\$50,000	\$2,718,270
4. Public Participation	\$994,711	\$65,000	\$929,711
5. Travel Forecasting	\$3,298,336	\$531,000	\$2,767,336
6. Mobile Emissions Planning	\$2,039,172		\$2,039,172
7. Travel Monitoring and Data Programs	\$2,141,001	\$325,000	\$1,816,001
8. Regional Land Use and Transportation Planning Coordination	\$1,190,179		\$1,190,179
9. Mobility and Enhancement Programs	\$988,671	\$112,500	\$876,171
10. TPB Management and Support	\$963,379		\$963,379
<b>Sub-total: Core Program</b>	<b>\$15,946,115</b>	<b>\$1,133,500</b>	<b>\$14,812,615</b>
<b>11. TECHNICAL ASSISTANCE</b>			
A. District of Columbia	\$274,756	\$22,500	\$252,256
B. Maryland	\$483,305	\$26,250	\$457,055
C. Virginia <sup>2</sup>	\$436,679	\$26,250	\$410,429
D. Public Transportation <sup>3</sup>	\$382,238	\$215,000	\$167,238
<b>Sub-total: Technical Assistance Program</b>	<b>\$1,576,978</b>	<b>\$290,000</b>	<b>\$1,286,978</b>
<b>Total - Basic UPWP:</b>	<b>\$17,523,093</b>	<b>\$1,423,500</b>	<b>\$16,099,593</b>
<b>AIR SYSTEMS AND PLANNING RESEARCH</b>			
1. Continuous Airport System Planning (CASP) <sup>4</sup>	\$252,700		\$252,700
2. State Planning & Research (SPR) <sup>5</sup>	\$260,000		\$260,000
<b>Sub-total: CASP and SPR</b>	<b>\$512,700</b>		<b>\$512,700</b>
<b>GRAND TOTAL UPWP -</b>	<b>\$18,035,793</b>	<b>\$0</b>	<b>\$16,612,293</b>
<p>1. As approved by the TPB at its March 17, 2021 meeting.</p> <p>2. Includes \$14,000 in carry over funding from FY 2021 for projects obligated in FY 2021 and being executed in FY 2022</p> <p>3. Includes \$191,630 in carry over funding from FY 2021 for projects obligated in FY 2021 and being executed in FY 2022</p> <p>4. CASP work activities are based on anticipated FAA grants to conduct airport ground access planning as part of CASP program.</p> <p>5. SPR program activities are funded through a separate grant from the District of Columbia's DOT to assist in DDOT's HPMS program.</p>			

**TABLE 4 TPB FY 2022 UPWP BUDGET BY WORK PROGRAM ACTIVITY AND EXPENDITURE CATEGORY - FINAL DRAFT**

2/4/2022

Amended as proposed

DRAFT

UPWP - Work Activity	COG Labor Cost		Total	COG Labor Fringe Cost	Supplemental Labor		Total Labor & Fringe Cost	Total Indirect Cost	Direct Costs (Implementation)			Total Prgrm. Implmntn. Direct Cost	Grand Total Cost
	DTP Staff	Other Staff	COG Staff		Interns	Temps			Softwre, Data, PC	Studies Programs	Other Costs		
<b>CORE PROGRAMS</b>													
1. Long-Range Transportation Planning	\$444,009	\$0	\$444,009	\$108,338	\$0	\$0	\$552,347	\$331,187	\$5,000	\$200,000	\$6,900	\$161,900	\$1,045,434
2. Transportation Improvement Program	\$133,656	\$0	\$133,656	\$32,612	\$0	\$0	\$166,268	\$99,694	\$200,000	\$0	\$1,000	\$201,000	\$466,962
3. Planning Elements	\$976,851	\$32,957	\$1,009,808	\$246,393	\$0	\$0	\$1,256,202	\$753,218	\$12,500	\$590,000	\$156,350	\$708,850	\$2,718,270
4. Public Participation	\$436,057	\$0	\$436,057	\$106,398	\$0	\$0	\$542,455	\$325,256	\$2,000	\$25,000	\$100,000	\$62,000	\$929,711
5. Travel Forecasting	\$1,056,977	\$0	\$1,056,977	\$257,902	\$0	\$0	\$1,314,879	\$788,402	\$421,000	\$703,056	\$71,000	\$664,056	\$2,767,337
6. Mobile Emissions Planning	\$820,122	\$94,080	\$914,202	\$223,065	\$0	\$0	\$1,137,267	\$681,905	\$41,000	\$110,000	\$69,000	\$220,000	\$2,039,172
7. Travel Monitoring And Data Programs	\$745,263	\$0	\$745,263	\$181,844	\$0	\$0	\$927,107	\$555,894	\$125,000	\$275,000	\$258,000	\$333,000	\$1,816,001
8. Planning Scenarios And Socio Economic Forecasting	\$226,808	\$250,441	\$477,249	\$116,449	\$0	\$0	\$593,698	\$355,981	\$75,000	\$110,000	\$55,500	\$240,500	\$1,190,179
9. Mobility Enhancement Programs	\$117,995	\$45,918	\$163,913	\$39,995	\$0	\$0	\$203,908	\$122,263	\$1,000	\$660,000	\$1,500	\$550,000	\$876,171
10. TPB Support and Management	\$312,315	\$0	\$312,315	\$76,205	\$0	\$0	\$388,520	\$232,957	\$1,500	\$124,101	\$216,300	\$341,901	\$963,377
<b>UPWP Core Program Total</b>	<b>\$5,270,053</b>	<b>\$423,396</b>	<b>\$5,693,448</b>	<b>\$1,389,201</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,082,650</b>	<b>\$4,246,757</b>	<b>\$559,000</b>	<b>\$2,053,657</b>	<b>\$870,550</b>	<b>\$3,483,207</b>	<b>\$14,812,613</b>
<b>TECHNICAL ASSISTANCE PROGRAM</b>													
A. District of Columbia	\$5,867	\$0	\$5,867	\$1,431	\$0	\$0	\$7,298	\$4,376	\$0	\$30,000	\$233,082	\$240,582	\$252,256
B. Maryland	\$5,867	\$0	\$5,867	\$1,431	\$0	\$0	\$7,298	\$4,376	\$0	\$195,000	\$276,631	\$445,381	\$457,055
C. Virginia	\$5,867	\$0	\$5,867	\$1,431	\$0	\$0	\$7,298	\$4,376	\$0	\$304,000	\$121,006	\$398,756	\$410,430
D. Public Transportation	\$5,867	\$0	\$5,867	\$1,431	\$0	\$0	\$7,298	\$4,376	\$0	\$326,000	\$44,565	\$155,565	\$167,238
<b>Technical Assistance Program Total</b>	<b>\$23,466</b>	<b>\$0</b>	<b>\$23,466</b>	<b>\$5,726</b>	<b>\$0</b>	<b>\$0</b>	<b>\$29,192</b>	<b>\$17,503</b>	<b>\$0</b>	<b>\$565,000</b>	<b>\$675,285</b>	<b>\$1,240,285</b>	<b>\$1,286,980</b>
<b>Total Basic Program</b>	<b>\$5,293,519</b>	<b>\$423,396</b>	<b>\$5,716,914</b>	<b>\$1,394,927</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,111,841</b>	<b>\$4,264,260</b>	<b>\$559,000</b>	<b>\$2,618,657</b>	<b>\$1,545,835</b>	<b>\$4,723,492</b>	<b>\$16,099,593</b>
<b>OTHER PROGRAMS</b>													
Continuous Air Systems Planning	\$124,099	\$0	\$124,099	\$30,280	\$0	\$0	\$154,380	\$92,566	\$0	\$0	\$5,754	\$5,754	\$252,700
State Planning & Research Program (DC)	\$76,513	\$0	\$76,513	\$18,669	\$0	\$0	\$95,182	\$57,071	\$0	\$107,746	\$0	\$107,746	\$260,000
<b>GRAND TOTAL</b>	<b>\$5,494,131</b>	<b>\$423,396</b>	<b>\$5,917,527</b>	<b>\$1,443,877</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,361,403</b>	<b>\$4,413,898</b>	<b>\$559,000</b>	<b>\$2,726,403</b>	<b>\$1,551,589</b>	<b>\$4,836,992</b>	<b>\$16,612,293</b>

TPB R11-2022  
March 16, 2022

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

**RESOLUTION TO APPROVE**  
**THE FY 2023 UNIFIED PLANNING WORK PROGRAM (UPWP)**

**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) require a Unified Planning Work Program (UPWP) for Transportation Planning; and

**WHEREAS**, the Unified Planning Work Program is required as a basis and condition for all funding assistance for transportation planning to state, local and regional agencies by the FTA and FHWA; and

**WHEREAS**, the FY 2022 Unified Planning Work Program for Transportation Planning for the Washington Metropolitan Region was approved by the Transportation Planning Board (TPB) on March 17, 2021; and

**WHEREAS**, on February 10, 2022, the TPB released the draft FY 2023 UPWP for comment; and

**WHEREAS**, the TPB had the opportunity to review the outline and budget on January 19, 2022 and the draft document on February 16, 2022; and

**WHEREAS**, the TPB Technical Committee reviewed the outline and budget on January 7, 2022 and the draft document on February 4, 2022, and recommended approval by the TPB of the final draft FY 2023 UPWP at its meeting on March 4, 2022; and

**WHEREAS**, on March 16, 2022, the TPB adopted resolution R10-2022 which identifies certain work activities and budgets for carryover funding from FY 2022 to FY 2023, and these work activities and budgets are incorporated into the final version of the FY 2023 UPWP.

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board approves the FY 2023 Unified Planning Work Program for Transportation Planning for the Metropolitan Washington Region.

# UNIFIED PLANNING WORK PROGRAM

FY 2023

Unified Planning Work Program (UPWP) for Transportation Planning for the Washington Metropolitan Region for FY 2023

**DRAFT - March 2022**



National Capital Region  
**Transportation Planning Board**

## **UNIFIED PLANNING WORK PROGRAM (UPWP): FY 2023**

*The preparation of this program document was financially aided through grants from the District Department of Transportation, Maryland Department of Transportation, Virginia Department of Transportation, and the U.S. Department of Transportation.*

### **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, 23 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).

### **ACCOMMODATIONS POLICY**

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### **TITLE VI NONDISCRIMINATION POLICY**

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# I. INTRODUCTION

## Purpose

The National Capital Region Transportation Planning Board (TPB) is responsible for the federally required metropolitan transportation planning process, serves as a forum for regional coordination, and provides technical resources for decision-making. This work program presents the work activities that support the TPB's responsibilities.

The FY 2023 Unified Planning Work Program (UPWP) for Transportation Planning for the Washington Metropolitan Region incorporates, in one document, all federally assisted state, regional, and local transportation planning activities proposed to be undertaken in the region from July 1, 2022 through June 30, 2023. The UPWP provides a mechanism to coordinate transportation planning activities conducted by the TPB. It is required as a basis and condition for all federal funding assistance for transportation planning by the joint planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The Metropolitan Washington Council of Governments (COG) serves as the administrative agent for the TPB. The TPB is staffed by COG's Department of Transportation Planning. COG provides the administrative functions necessary to meet federal fiduciary and other regulatory requirements to receive FHWA and FTA funds.

This work program describes all transportation planning activities utilizing federal funding, including FHWA metropolitan planning funds (PL Funds) and FTA Section 5303 metropolitan planning funds. The Federal Aviation Administration (FAA) Continuous Airport System Planning (CASP) program is a separate grant and is included for informational purposes as the TPB is responsible for implementing the grant. The UPWP identifies state and local matching dollars for these federal planning programs, as well as other closely related planning projects utilizing state and local funds.

## Planning Requirements

The planning activities outlined in this work program respond to a variety of regulatory requirements. On May 27, 2016, the FHWA and FTA jointly published a final rule on **Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning**. The planning rule updates federal surface transportation regulations with changes adopted in the Moving Ahead for Progress in the 21st Century Act (MAP-21), the Fixing America's Surface Transportation (FAST) Act, and the Bipartisan Infrastructure Law (BIL)/Infrastructure Investment and Jobs Act (IIJA) passed in November 2021.

MAP-21 introduced and the FAST Act continues implementing 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." In addition, MAP-21, the FAST Act and the IIJA included modest modifications to the planning process, policy board composition, participants in the process, and contents of the metropolitan long-range transportation plan. This work program complies with the requirements regarding metropolitan planning.



On March 18, 2020, the TPB approved the 2020 Amendment Visualize 2045, the long-range transportation plan for the National Capital Region, and the FY 2021-2024 Transportation Improvement Program (TIP). On May 27, 2020, FHWA and FTA found that Visualize 2045 and the FY 2021-2024 TIP conform to the region's State Implementation Plans.

On March 18, 2020, the TPB, the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) self-certified that the metropolitan transportation planning process being conducted by the TPB is addressing the major issues in the metropolitan planning area and is being carried out in accordance with all applicable federal metropolitan planning requirements as described under 23 CFR 450.336. The Self-Certification Statement is signed by the three state DOTs and the TPB.

In June 2019, FHWA and FTA jointly certified that the TPB's planning process complies with metropolitan planning regulations and issued a certification report. On April 10-11, 2019, FHWA and FTA conducted a certification review of the metropolitan planning process in the Washington, DC-VA-MD Transportation Management Area (TMA) which is the responsibility of the TPB and the Fredericksburg Area Metropolitan Planning Organization (FAMPO). Improvement and enhancements identified in the report will continue to be integrated into the TPB's ongoing planning process. The next certification review will be conducted in calendar year 2023.

The TPB will continue its rich tradition of coordinating with neighboring MPOs and with those MPOs with which it shares DOTs. The TPB will not only continue to coordinate but will look to enhance all its coordination opportunities. TPB is involved in the statewide MPO planning efforts in both Maryland and Virginia. The TPB participates in the Maryland MPO Roundtable meetings, which occur 4 times a year. The TPB is an active participant and a voting member of the Virginia Association of Metropolitan Planning Organizations (VAMPO). A TPB staff member served as the VAMPO Vice Chair in FY 2021.

## THE CLEAN AIR ACT

The Clean Air Act Amendments (CAAA) of 1990 require that the transportation actions and projects in long-range transportation plan (LRTP) and Transportation Improvement Program (TIP) support the attainment of federal health standards for ozone (smog), carbon monoxide (CO), and particulate matter (PM-10).<sup>1</sup> The LRTP and TIP must meet specific requirements as specified by the Environmental Protection Agency (EPA) regulations first issued on November 24, 1993, and amended several times, most recently in April 2012,<sup>2</sup> regarding criteria and procedures for determining air quality conformity of transportation plans, programs, and projects funded or approved by FHWA and FTA. These conformity requirements are also addressed in this document.

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<sup>1</sup> Office of Air and Radiation (OAR) of the U.S. Environmental Protection Agency (EPA), "1990 Clean Air Act Amendment Summary: Title I," Clean Air Act Overview, August 31, 2015, <https://www.epa.gov/clean-air-act-overview/1990-clean-air-act-amendment-summary-title-i>.

<sup>2</sup> "Transportation Conformity Regulations as of April 2012" (U.S. Environmental Protection Agency, April 2012), [https://www.fhwa.dot.gov/environment/air\\_quality/conformity/laws\\_and\\_regs/rule.cfm](https://www.fhwa.dot.gov/environment/air_quality/conformity/laws_and_regs/rule.cfm).

## TITLE VI AND ENVIRONMENTAL JUSTICE: ENSURING NON-DISCRIMINATION

It has been the long-standing policy of both COG and TPB to actively ensure nondiscrimination under Title VI of the Civil Rights Act of 1964. Title VI states that “no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.” Executive Order 12898, issued February 11, 1994, requires that the TPB identify and address, as appropriate, disproportionately high or adverse effects of its programs, policies, and activities on minority populations and low-income populations. While COG, as the TPB’s administrative agent, has the primary responsibility for meeting Title VI requirements, ensuring non-discrimination is an underlying tenet that permeates this work program. The TPB has a two-pronged approach to ensuring nondiscrimination: 1) analysis of the long-range transportation plan for disproportionately high and adverse impacts, and 2) engaging traditionally transportation-disadvantaged populations in the planning process. The specific tasks related to Title VI analysis is under Activity 1: Long-Range Transportation Planning. Engaging transportation disadvantaged-populations, primarily through the Access for All Advisory Committee, is found in Activity 4: Public Participation. COG’s Title VI Plan and Title VI Program (including the Language Assistance Plan), the Title VI notice to the public, and complaint procedures can be found at <https://www.mwcog.org/documents/titlevi/>.

After USDOT review on June 24, 2021, COG’s Title VI program meets the necessary requirements. The next triennial Title VI program update is due to FTA on June 1, 2024. On September 9, 2021, DDOT issued a determination that the COG Title VI Program satisfies DDOT’s Title VI program requirements. VDOT also conducted a Title VI review in 2021.

## Federal Requirements for Performance-Based Planning and Programming

MAP-21 and the FAST Act call for metropolitan planning organizations, public transportation providers and states **to establish and use a performance-based approach to transportation decision making**. USDOT has established performance measures related to seven goal areas for the federal-aid highway system. The goal areas include safety, infrastructure, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. Additional goal areas for public transportation address transit safety and transit asset management.

FHWA and FTA have completed the issuance of final rulemakings for the performance measures, with deadlines set for target setting and periodic updates. TPB has been and will continue to work with the states and public transportation providers to collect data, make forecasts for performance, and update performance targets in support of those measures; and the TPB subsequently has up to 180 days to update performance targets as required, coordinated with those of the states and public transportation providers. The metropolitan transportation plan and the Transportation Improvement Program (TIP) are required to include a description of the performance measures and targets used in assessing the performance of the transportation system. The metropolitan transportation plan is required to include a system performance report evaluating the condition and performance of the transportation system with respect to the established targets. The TIP is also required to include a description of the anticipated effect of the TIP toward achieving the performance targets set in the plan. The approved plan and TIP are compliant with these requirements.

## Regional Planning Goals

In 1998, the TPB adopted the TPB Vision, which outlines a set of policy goals that have since served to guide the TPB's planning work program:

- The Washington metropolitan region's transportation system will provide reasonable access at reasonable cost to everyone in the region.
- The Washington metropolitan region will develop, implement, and maintain an interconnected transportation system that enhances quality of life and promotes a strong and growing economy throughout the entire region, including a healthy regional core and dynamic regional activity centers with a mix of jobs, housing, services, and recreation in a walkable environment.
- The Washington metropolitan region's transportation system will give priority to management, performance, maintenance, and safety of all modes and facilities.
- The Washington metropolitan region will use the best available technology to maximize system effectiveness.
- The Washington metropolitan region will plan and develop a transportation system that enhances and protects the region's natural environmental quality, cultural and historic resources, and communities.
- The Washington metropolitan region will achieve better inter-jurisdictional coordination of transportation and land use planning.
- The Washington metropolitan region will achieve enhanced funding mechanisms for regional and local transportation system priorities that cannot be implemented with current and forecasted federal, state, and local funding.
- The Washington metropolitan region will support options for international and inter-regional travel and commerce.

These goals are broad in scope, and together with the strategies and objectives that are also outlined in the TPB Vision, provide a framework for setting out core principles for regional transportation planning. TPB Vision's policy goals encompass the ten planning factors required under the planning process of MAP-21 and are considered when developing the metropolitan transportation plan. Each planning factor is included in one or more of the TPB Vision goals, objectives, and strategies, except for security, which is implicitly addressed in the TPB Vision.

On January 15, 2014, after a three-year process, the TPB approved the Regional Transportation Priorities Plan (RTPP) for the National Capital Region. The Priorities Plan developed a comprehensive set of regional transportation goals and challenges, and then identified three regional priorities that local, state, and regional agencies should consider when developing projects for inclusion in the LRTP. The Priorities Plan will influence future policy actions, funding strategies, and potential projects considered for incorporation into Visualize 2045.

In 2017, the TPB established the Long-Range Plan Task Force, who engaged in a sketch planning effort to identify initiatives that could help the region achieve these goals. At that time, TPB Members had decided that the previous long-range plan did not show satisfactory performance compared to

current conditions, nor did it bring us close enough to reach these regional planning goals. In December 2017 and January 2018, the TPB endorsed seven aspirational initiatives recommended by the Long-Range Plan Task Force which have potential to significantly improve the performance of the region's transportation system compared to current plans and programs. These seven aspirational initiatives are included in Visualize 2045, calling upon member jurisdictions and agencies to plan for and implement these initiatives that will help bring the region closer to reaching its goals.

As approved in Resolution R1-2021, 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:

*The TPB and its staff commit that our work together will be anti-racist and will advance equity including every debate we have, and every decision we make as the region's MPO; and the TPB affirms that equity, as a foundational principle, will be woven throughout TPB's analyses, operations, procurement, programs, and priorities to ensure a more prosperous, accessible, livable, sustainable, and equitable future for all residents; and we recognize past actions that have been exclusionary or had disparate negative impacts on people of color and marginalized communities, including institutionalized policies and practices that continue to have inequitable impacts today, and we commit to act to correct such inequities in all our programs and policies.*

## Responsibilities for Transportation Planning

The National Capital Region Transportation Planning Board (TPB) is the official metropolitan planning organization (MPO) for the National Capital Region and is responsible for conducting a continuing, cooperative, comprehensive (3-C) metropolitan transportation planning process. The TPB was designated as the region's MPO by the governors of Maryland and Virginia and the mayor of the District of Columbia.

The TPB is composed of representatives from the 24 cities and counties, including the District of Columbia, that are members of the Metropolitan Washington Council of Governments (COG), the three state-level transportation agencies,<sup>3</sup> the Washington Metropolitan Area Transit Authority (WMATA), the Metropolitan Washington Airports Authority (MWAA), four federal agencies, the General Assemblies of Maryland and Virginia, and private transportation service providers. When matters of importance are before the TPB, a special voting procedure may be invoked that weights the votes of local jurisdiction members according to population.

The TPB also serves as the transportation policy committee of COG. This relationship serves to ensure that transportation planning is integrated with comprehensive metropolitan planning and development and is responsive to the needs of the local governments in the area. Figure 1 lists the jurisdictions and organizations represented on the TPB and its technical committees and subcommittees. Figure 2 shows the geographic location of each of the local member jurisdictions and urbanized areas (UZA).

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<sup>3</sup> The District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT).

Policy coordination of regional highway, transit, bicycle, pedestrian, and intermodal planning is the responsibility of the TPB. This coordinated planning is supported by the three state departments of transportation (DOTs), FTA, FHWA, and the member governments of COG. The TPB coordinates, reviews, and approves work programs for all proposed federally assisted technical studies as part of the UPWP. The relationship among land use, environmental, and transportation planning for the area is established through the continuing, coordinated land-use, environmental, and transportation planning work programs of COG and TPB. Policy coordination of land use and transportation planning is the responsibility of COG, which formed the Region Forward Coalition in 2010 to foster collaboration in these areas, and the Transportation Planning Board. COG's regional land use cooperative forecasts are consistent with the adopted metropolitan transportation plan.

The chairman of the TPB and the state transportation directors are members of the Metropolitan Washington Air Quality Committee (MWAQC), which was formed under the authority of the governors of Maryland and Virginia and the mayor of the District of Columbia to recommend the region's air quality plans. These recommendations are forwarded to the governors and mayor for inclusion in the air quality State Implementation Plans (SIPs) they submit to EPA.

In metropolitan Washington, the roles and responsibilities involving the TPB, the three state DOTs, the local government transportation agencies, WMATA, and the local government public transportation operators for cooperatively carrying out regional transportation planning and programming have been established over several years. As required under planning regulations, the TPB, the state DOTs, and the public transportation operators have documented their transportation planning roles and responsibilities in an agreement that was executed by all parties in April 2018. To meet Performance-Based Planning and Programming provisions, the TPB and individual stakeholders have documented their roles and responsibilities in Letters of Agreement (LOAs) that respond to each required performance area: Highway Safety, Highway and Bridge Condition, and System Performance (Congestion, Freight, and CMAQ). The responsibilities for the primary planning and programming activities are indicated in Figure 3.

With regards to coordination with other MPOs near the TPB's planning area, there are two agreements in place that lay out responsibilities for planning, programming, and the air quality conformity analysis. Both agreements can be found in the Appendices. In Virginia, the TPB has an agreement with the Fredericksburg Area MPO (FAMPO) from 2004 in which FAMPO assumes responsibility for meeting the transportation management area (TMA) planning and programming requirements within the Washington, DC-VA-MD Urbanized Area portion of Stafford County and producing the required planning documents for the TPB's current planning cycle. This agreement was reviewed in 2012 by both FAMPO and TPB staff, and it was mutually agreed that no changes were necessary. On May 21, 2021 this agreement was updated and approved to reaffirm and validate the mutually agreed upon roles of each MPO and in consideration of the passage of multi-year federal surface transportation legislation to ensure that ongoing roles and responsibilities are consistent with regional, State and Federal expectations. In Maryland, the TPB formalized an agreement between the TPB, the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO), and Calvert County, Maryland, regarding the conformity analysis of transportation plans, programs, and projects in Calvert County. Calvert County is in the Washington, DC-MD-VA 8-Hour Ozone Nonattainment area and is also a member of the new Southern Maryland MPO. The agreement between the three parties was signed in January 2016.

A list of transportation planning studies to be conducted within the National Capital Region can be found in Figure 4.

**Figure 1: Jurisdictions and Organizations Represented on the TPB and its Technical Committees and Subcommittees**

**VIRGINIA**

Arlington County	City of Manassas Park
Fairfax County	Northern Virginia Transportation Authority
Loudoun County	Northern Virginia Regional Commission
Fauquier County	Northern Virginia Transportation Commission
Prince William County	Virginia Department of Transportation
City of Alexandria	Virginia Department of Rail and Public Transportation
City of Fairfax	Virginia Department of Aviation
City of Falls Church	Virginia General Assembly
City of Manassas	Potomac and Rappahannock Transportation Commission

**MARYLAND**

Frederick County	City of Greenbelt
Montgomery County	City of Laurel
Prince George's County	City of Rockville
City of Bowie	City of Takoma Park
City of College Park	Maryland-National Capital Park and Planning Commission
City of Frederick	Maryland Department of Transportation
City of Gaithersburg	Maryland General Assembly

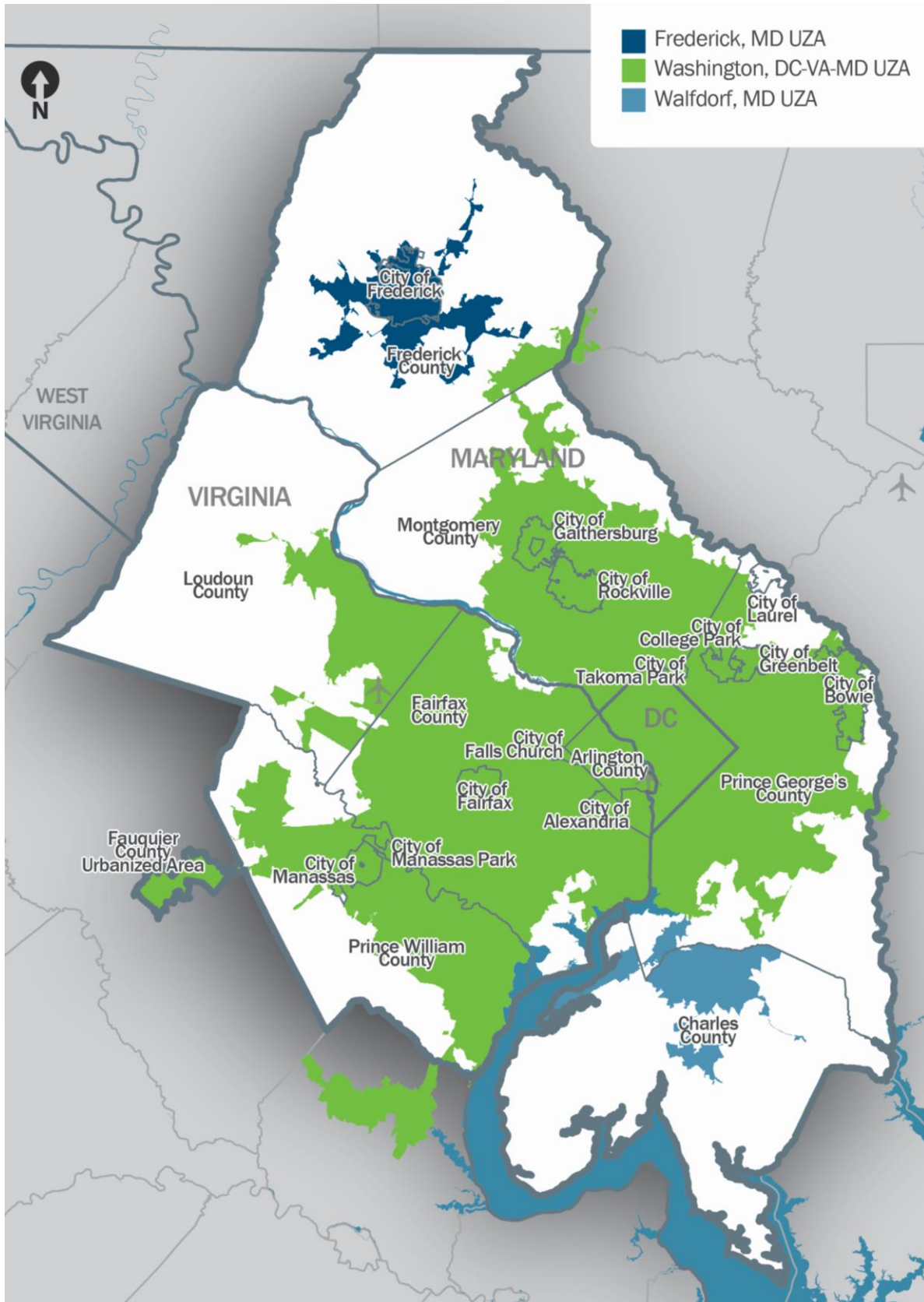
**DISTRICT OF COLUMBIA**

District of Columbia Council  
District of Columbia Department of Transportation  
District of Columbia Office of Planning

**REGIONAL, FEDERAL, AND PRIVATE SECTOR**

Washington Metropolitan Area Transit Authority  
Private Transportation Service Providers  
Metropolitan Washington Airports Authority  
Federal Highway Administration  
Federal Transit Administration  
National Capital Planning Commission  
National Park Service

**Figure 2: Membership of the National Capital Region Transportation Planning Board**



**Figure 3: Transportation Planning and Programming Responsibilities**

<b>RESPONSIBILITY</b>	<b>AGENCIES</b>
<b>UPWP Development</b>	TPB, DOTs, WMATA, Local Governments
<b>Planning Certification</b>	TPB, DOTs
<b>Performance-Based Planning</b>	TPB, DOTs, WMATA, Public Transportation Providers
<b>Visualize 2045 Development</b>	
Air Quality Conformity	TPB, FAMPO
Congestion Management Process	TPB, DOTs, Local Governments, FAMPO
Environmental Consultation	TPB, DOTs, Local Governments
Financial Element	TPB, DOTs, WMATA, Local Governments
Freight Element	TPB, DOTs, Local Governments
Participation Plan	TPB
Performance Based Planning and Programming	TPB, DOTs, WMATA, Public Transportation Providers
Plan Inputs/Update	DOTs, WMATA, Local Governments, NVTA, PRTC, FAMPO
Project Selection	TPB, DOTs, WMATA, Local Governments
Safety Element	TPB, DOTs, Local Governments
Transportation/Land-Use Planning	TPB, MDPC, Local Governments
<b>TIP Development</b>	
TIP Inputs	DOTs, WMATA, Local Governments, NVTA, PRTC
Air Quality Conformity	TPB, FAMPO
Financial Plan	TPB, DOTs, WMATA, Local Governments, NVTA, PRTC
Human Service Transportation Coordination Planning	TPB, WMATA, Human Service Agencies
Private Enterprise Participation	TPB, WMATA, Local Governments, NVTC, PRTC
Project Selection	TPB, DOTs, WMATA
Projects Federal Funding	TPB, DOTs, WMATA
Public Involvement Plan	TPB
<b>State Implementation Plan</b>	MWAQC, TPB, DOTs
Motor Vehicle Emissions Budget	WMATA, State Air Quality Agencies
<b>Climate Change Mitigation</b>	TPB, DOTs, WMATA, Local Governments
CO2 Mobile Emissions Reduction	
<b>Corridor Studies</b>	DOTs, WMATA, TPB
<b>Travel Demand Forecasting</b>	TPB
<b>Travel Monitoring</b>	TPB, DOTs, WMATA, Local Governments



**Figure 4: Transportation Planning Studies within the National Capital Region, 2023**

<b>STUDY</b>	<b>PRIMARY AGENCIES</b>	<b>SCHEDULE</b>	<b>PRODUCTS</b>
<b>REGIONAL</b>			
Station Access Studies (multiple stations)	WMATA	Ongoing	Plans
Station Capacity Studies	WMATA	Ongoing	Plans
Project Development Program Feasibility Studies	WMATA	Ongoing	Plans/Design
Annual Bus Line Study	WMATA	Ongoing	Study
Bus Service Evaluation Studies	WMATA	Ongoing	Studies
Shepherd Parkway Study	WMATA	2022-2023	Study
Purple Line/Bus Connections	WMATA	2022	Study
Bus ROW Safety and Design Plan	WMATA	2023-2026	Study/Plan
Bus Station Operations Safety Plans	WMATA	Ongoing	Plan
Bus Network Redesign	WMATA	2023-2025	Plan
New Bus Operating Division Feasibility Study – Silver Spring	WMATA	2023-2024	Study
On-Demand Transit Study	WMATA	2023	Study
Bus Loop and Facility Analysis	WMATA	2023-2024	Study
Sustainable Mobility Index	WMATA	2023-2024	Tool
SmarTOD update	WMATA	2023	Model/Data tool
Five-Year Station Investment Plan	WMATA	2023-2024	Plan
Station Mode-of-Access Targets	WMATA	2022-2023	Plan
TOD Strategic Plans	WMATA	2023-2025	Plan
Bus-Oriented Development Study	WMATA	2023-2024	Study

**Figure 4: Transportation Planning Studies within the National Capital Region, 2023**

<b>STUDY</b>	<b>PRIMARY AGENCIES</b>	<b>SCHEDULE</b>	<b>PRODUCTS</b>
Customer Segmentation Analysis	WMATA	2022	Study
Wayfinding and Customer Experience Design Guidelines	WMATA	2022-2023	Plan
Resilience Implementation Strategy	WMATA	2023-2025	Plan
Electric Bus Alternatives Pilot	WMATA	2023-2024	Pilot
<b>MARYLAND</b>			
MD 3 Widening/Upgrade Study (US 50 to MD 32)	MDOT SHA	On-hold	DEIS
MD 5 Transportation Study (I-95/I-495 to US 301)	MDOT SHA	On-hold	DEIS
MD 185 Needs Analysis (Chevy Chase Circle to MD 193)	MDOT SHA	2022	Plan/Report
MD 187 Needs Analysis (McKinley Street to Tilden Lane/Nicholson Lane)	MDOT SHA	2022	Plan/Report
MD 28/MD 198 Corridor Study (MD 97 to I-95)	MDOT SHA	2021	Plan/Report
US 15/US 40 Frederick Freeway Study	MDOT SHA	2022	CE
US 301 South Corridor Transportation Study (I-595/US 50 to Potomac River)	MDOT SHA, Charles County	On-hold	TBD
US 301 Waldorf Study (TB to South of Waldorf)	MDOT/SHA, Charles County	On-hold	TBD
TOD Planning for the Purple Line Project	UMD/MDOT MTA	2022	TBD
<b>DISTRICT OF COLUMBIA</b>			
East End Bike Lane Study	DDOT	2022	Design

**Figure 4: Transportation Planning Studies within the National Capital Region, 2023**

<b>STUDY</b>	<b>PRIMARY AGENCIES</b>	<b>SCHEDULE</b>	<b>PRODUCTS</b>
New York Avenue Streetscape and Trail	DDOT	2022	Study/Design
K Street Transitway	DDOT	2022	Design
DC Circulator Electrification Plan	DDOT	2022	Plan
DC Circulator South Capitol Street Facility Improvement	DDOT	2022	Design
DC Circulator Transit Development Plan 2020 Update	DDOT	2022	Plan
DC Circulator Claybrick Road Facility	DDOT	2022	Environmental /Design
MLK at Good Hope Road Safety and Connectivity Study	DDOT	2022	Concept Development/Plan
Alabama Avenue	DDOT	2022	Design
Tenleytown Multimodal	DDOT	2022	Concept Development
Van Ness Commercial	DDOT	2022	Study/Design
<b>VIRGINIA</b>			
I-495 NEXT Express Lanes Extension to GWMP in vicinity of the American Legion Bridge	VDOT	Ongoing	NEPA Study/EA/FON SI
Arlington Master Transportation Plan Bike Element Update	Arlington County		Plan
Rosslyn Street Network Study	Arlington County		Study
Courthouse Square Shared Streets Study	Arlington County		Study
Wilson Blvd. Road Diet Follow-up Study	Arlington County	On hold	Study
Public Open Spaces Master Plan	Arlington County		Plan

**Figure 4: Transportation Planning Studies within the National Capital Region, 2023**

<b>STUDY</b>	<b>PRIMARY AGENCIES</b>	<b>SCHEDULE</b>	<b>PRODUCTS</b>
Arlington General Land Use Plan Amendment Study	Arlington County		Study
Four Mile Run Valley Area Study	Arlington County		Study
Lee Highway Corridor Study	Arlington County		Study
I-495/American Legion Bride Transit/TDM Study	DRPT	2020	Study
Springfield to Quantico Enhanced Public Transportation Feasibility Study	DRPT	2021	Study
I-495 Southside Capital Beltway Transit/TDM Study	DRPT	2022	Study
STARS Route 123/I-95 Safety and Operational Study	VDOT	2022	Report
STARS Route 123/Old Bridge Road Safety and Operational Study	VDOT	2022	Report
STARS Route 123/U.S. 1 Safety and Operational Study	VDOT	2022	Report
STARS Route 234 from Battleview Pkwy to Godwin Road Safety and Operational Study	VDOT	2022	Report
STARS Route 236 from I-495 to I-395 Safety and Operational Study	VDOT	2022	Report
STARS Route 50 from Route 28 to Stringfellow Road Safety and Operational Study (Phase 2 – Chantilly)	VDOT	2022	Report
STARS Route 7 from Plaza Street to Fort Evans Road Operational Study	VDOT	2022	Report

Dale Blvd/Minnieville Road Intersection Improvements Study	VDOT	2022	Report
Project Pipeline Study – Route 236 from Prosperity Avenue to Wakefield Chapel Road	VDOT	2022	Report
Project Pipeline Study – Route 7 from Route 123 to I-495	VDOT	2022	Report
Project Pipeline Study – US 29 from US 15 to Linton Hall Road	VDOT	2022	Report
Project Pipeline Study – Prince William Parkway from Smoketown Road to Crossing Place	VDOT	2022	Report
Project Pipeline Study – Route 7 from Route 9 to Dulles Greenway	VDOT	2022	Report

## FY 2022 Accomplishments

In FY 2022, the TPB completed the following activities:

1. *FY 2022 UPWP: TPB approval March 17, 2021; USDOT approval May 13, 2021*
2. *Conducted major activities to develop the update to Visualize 2045 throughout the fiscal year*
3. *Finalized inputs to the Visualize 2045 Constrained Element, Air Quality Conformity analysis, and TIP, with board approval (July 2021)*
4. *Conducted technical analysis to support Air Quality Conformity determination and to produce the performance analysis for the Visualize 2045 plan update (throughout the FY, more detail below)*
5. *Produced performance measures for inclusion in plan (Dec 2021- March 2022)*
6. *Finalized Voices of the Region public outreach event, 'Aspiration to Implementation', published summary reports for this event and for the Voices of the Region Focus Groups, drafted Story Map to share results of all outreach. Incorporated findings in update to Visualize 2045*
7. *Draft majority of plan content and work with consultant team to graphically design plan*
8. *Drafted plan appendices*
9. *Maintained and updated Visualize2045.org website*
10. *Coordinated with the TPB, TPB Technical Committee and numerous TPB and COG subcommittees, as well as other stakeholders, on plan development and outreach*
11. *Updated data for infographics and animated videos*
12. *Incorporated technical members responses to regional and federal policy questions into the plan document.*
13. *Updated the Visualize 2045 Environmental Consultation and Mitigation map with new data*
14. *Integrated equity considerations for regional transportation planning into the content of plan*
15. *Published TPB Resiliency Study and Inventory of TPB member resiliency planning activities*
16. *Publish draft Air Quality Conformity Determination, plan and TIP documents, conduct 30-day comment period on draft documents and summarize comments for TPB (Spring 2022), move plan toward June 2022 approval.*
  
17. *State of Public Transportation Report*
18. *Regional Bicycle and Pedestrian Plan update*
19. *Performance Based Planning and Programming*
  - a. *Highway Safety Targets set December 2020/January 2022*
  - b. *Transit Safety Targets set November 2021*
20. *In Depth Analysis of Topics Requested from the Regional Travel Survey, periodic presentations throughout FY 2022*
21. *Travel Monitoring Snapshot monthly report, ongoing throughout FY 2022*
22. *Interactive web mapping tool of high-capacity transit and Equity Emphasis Areas in the region, October 2021 with ongoing enhancements.*
23. *Travel Trends Dashboard, ongoing development throughout FY 2022*
24. *Regional Ground Access Forecasts, December 2021*
25. *COVID-19 regional transportation impacts analysis, ongoing throughout FY 2022*
26. *Workplan for Round 10 Cooperative Forecasts, December 2021*
27. *Census 2020 report, October 2021*

- 28. Multifamily housing Report, December 2021
- 29. Travel Model Employment Adjustment Factors, June 2022
- 30. Regional Connected/Autonomous Vehicles Principles, adopted January 2022
- 31. 2022 Update of the Regional Bicycle and Pedestrian Plan, approved Spring 2022
- 32. Network development
  - a. Developed travel demand forecasting model inputs (transportation networks, land use and other input files) for the following:
    - i. Air quality conformity analysis of the 2022 update of the LRTP and TIP: Years 2021, 2023, 2025, 2030, 2040, and 2045.
    - ii. Air quality State Implementation Plans (SIP) for 2015 Ozone NAAQS: Years 2017 and 2020.
    - iii. Gen3 Travel Model: Years 2018 and 2045.
  - b. Yin, Jim. "Recent Bugfixes and Enhancements to COGTools." Memorandum, December 15, 2021.
- 33. Model development
  - a. Continued support of COG's two production-use regional travel demand forecasting models (Gen2/Ver. 2.3.78 and Gen2/Ver. 2.4), including
    - i. Seifu, Meseret, and Sanghyeon Ko. "Year-2018 Validation of TPB Version 2.4 Travel Model." Memorandum, August 17, 2021.
    - ii. Xie, Feng. "Select-Link Analysis for TPB's Version 2.4 Travel Demand Model." Memorandum, December 7, 2021.
    - iii. Ko, Sanghyeon, and Feng Xie. "Analysis of Fare-Free Scenarios for the Metropolitan Washington Region." Memorandum, January 18, 2022.
  - b. Continued three-year consultant assistance project to develop the TPB's next-generation travel demand model, an activity-based model (ABM), known as the Gen3 Travel Model. The Gen3, Phase 1 (prototype) Model was delivered to COG staff by the consultant in Jan. 2022, for a year of testing. The Gen3, Phase 2 (production-use) Model is due to COG staff in spring/summer 2023. Staff continued to manage consultant (RSG) developing the Gen3 Model. Staff reviewed and provided feedback on consultant deliverables. Below are some documents:
    - i. RSG. MWCOCG Population Synthesizer. Final Report. Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board, August 4, 2021.
    - ii. Ngo, Ray. "Reweighting of the Merged 2017/2018 Regional Travel Survey and 2018/2019 Maryland Travel Survey Using PopulationSim." Memorandum, August 17, 2021.
    - iii. RSG. Gen3 Data Development. Washington, D.C.: Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board, December 29, 2021.
    - iv. RSG. Tour Mode and Destination Choice Model Estimation. Washington, D.C.: Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board, January 19, 2022.
- 34. Mobile emissions planning activities
  - a. An Air Quality Conformity (AQC) analysis of the LRTP and TIP is conducted at least every four years when there is a quadrennial update of the LRTP. In FY 2022, staff conducted the 2022 update of Visualize 2045. Staff also analyzed motor vehicle registration data, also known as vehicle identification number (VIN) data, which was used as part of the input data for the mobile emissions modeling done using the

- EPA's MOVES model. Travel model runs and mobile emission model runs were conducted for 2021, 2023, 2025, 2030, 2040, and 2045.
- b. *TPB Climate Change Mitigation Study of 2021 (CCMS). This study spanned two fiscal years (FY 21 and FY 22). Major FY 22 deliverables:*
    - i. *ICF. TPB Climate Change Mitigation Study of 2021: A Review of Climate Action Plans and Literature on Transportation Greenhouse Gas Emissions Reduction Strategies and Their Effectiveness. National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, July 8, 2021.*
    - ii. *ICF. TPB Climate Change Mitigation Study of 2021: Task 4 Technical Memo: Scenarios and Associated Greenhouse Gas Reduction Actions. National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, August 25, 2021.*
    - iii. *ICF. TPB Climate Change Mitigation Study of 2021: Task 5 Technical Documentation: Selection of Modeling Tools and Analysis Approach. National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, November 5, 2021.*
    - iv. *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.*
    - v. *TPB Climate Change Mitigation Study of 2021: Technical Appendix. National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, January 7, 2022.*
  - c. *Developed Ozone On-Road Mobile Emissions Inventories. Prepared for the 2015 Ozone National Ambient Air Quality Standards (NAAQS) 2017 Base Year for the Washington, DC-MD-VA Non-Attainment Area.*
  - d. *Greenhouse Gas Emissions Inventories for the 2020 GHG Inventory (forthcoming, June 2022).*
  - e. *Estimated the emissions savings from Car Free Day 2021.*
  - f. *Developed joint letters:*
    - i. *MWAQC, CEEPC, and TPB. Letter to EPA. "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." September 22, 2021.*
    - ii. *MWAQC, CEEPC, and TPB. Letter to NHTSA. "Support for the Proposed Corporate Average Fuel Economy Standards for Model Years 2024-2026 Passenger Cars and Light Trucks; Docket ID No. NHTSA-2021-0053." October 18, 2021*
  - g. *Kept abreast of developments of the Transportation and Climate Initiative (TCI) of the Northeast and Mid-Atlantic States.*
35. *Technical assistance to state DOTs and regional transit agencies as part of the UPWP Technical Assistance program.*



## FY 2023 Regional Planning Priorities

In December 2021, USDOT issued planning emphasis areas for MPOs to consider in Unified Planning Work Programs. The eight areas are: 1) Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future; 2) Equity and Justice40 in Transportation Planning; 3) Complete Streets; 4) Public Involvement; 5) Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination; 6) Federal Land Management Agency (FLMA) Coordination; 7) Planning and Environment Linkages (PEL); and 8) Data in Transportation Planning. This section provides a summary of how the work activities in this UPWP address these USDOT priority areas. In addition, Figure 5 on page 26 provides a crosswalk of how UPWP activities and deliverables support the TPB's policy priorities

### TACKLING THE CLIMATE CRISIS – TRANSITION TO A CLEAN ENERGY, RESILIENT FUTURE

In 2010, the TPB joined MWCOC's action to set greenhouse gas (GHG) reduction targets to mitigate the impact of climate change. Over the last decade the TPB completed three studies to evaluate strategies to address these targets, including the What Would It Take? analysis,<sup>4</sup> the Multisector Working Group study,<sup>5</sup> and the TPB Climate Change Mitigation Study (CCMS) of 2021.<sup>6</sup> These three studies identified various types of projects, programs, and policies that have the greatest potential to reduce GHG emissions from the on-road, transportation sector. In October 2020, the TPB endorsed new, interim, non-sector specific GHG reduction goals and new climate resiliency goals. These include a 2030 interim, regional, non-sector specific GHG reduction goal of 50% below 2005 levels by 2030; the region's climate resilience goals of becoming a Climate Ready Region and making significant progress to be a Climate Resilient Region by 2030; and the need to incorporate equity principles and expand education on climate change into CEEPC, COG and TPB members' actions to reach the climate mitigation and resiliency goals. This will require many changes, such as an increase in the share of the vehicle fleet that is zero emissions and a decrease in per-capita vehicle miles traveled (VMT) to effect an associated decrease in on-road vehicle emissions in Visualize 2045. In November 2021, the TPB published results of its TPB Resiliency Study, including a white paper on regional transportation planning for resiliency and an inventory of current TPB member resiliency planning activities. The TPB will use this information as it implements future planning activities for transportation resiliency. A new Task 3.10, Resiliency Planning, has been added to the UPWP, to focus and augment the TPB's climate and natural hazards resiliency planning activities. Also, on the topic of climate change planning, following up on the TPB Climate Change Mitigation

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<sup>4</sup> Monica Bansal and Erin Morrow, "What Would It Take? Transportation and Climate Change in the National Capital Region," Final Report (Washington, D.C.: National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, May 18, 2010), <http://www.mwcog.org/uploads/pub-documents/qF5eXVw20110617114503.pdf>.

<sup>5</sup> ICF International, "Multi-Sector Approach to Reducing Greenhouse Gas Emissions in the Metropolitan Washington Region," Final Technical Report (Metropolitan Washington Council of Governments, January 31, 2016), <https://www.mwcog.org/file.aspx?D=Uj%2f0vKporwCjlofmfR2gk7ay5EmB0b9a4Uhr7cKKQig%3d&A=ITSIgZNd01uWwMHJVzfvU1WlPhZ9lDhMGqWIEQsf9CM%3d>.

<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/>.

Study, the TPB now intends to move forward with implementation plans for attaining the region's 2030 GHG reduction goals.

## EQUITY AND JUSTICE<sup>40</sup> IN TRANSPORTATION PLANNING

TPB Resolution R1-2021 established equity as a fundamental value and integral part of all transportation planning board's work activities. The TPB and its staff resolved to commit that our work together will be anti-racist and will advance equity including every debate we have, and every decision we make as the region's MPO; and the TPB affirms that equity, as a foundational principle, will be woven throughout TPB's analyses, operations, procurement, programs, and priorities to ensure a more prosperous, accessible, livable, sustainable, and equitable future for all residents; and we recognize past actions that have been exclusionary or had disparate negative impacts on people of color and marginalized communities, including institutionalized policies and practices that continue to have inequitable impacts today, and we commit to act to correct such inequities in all our programs and policies.

*Examples of TPB's activities to improve equity related to transportation in the TPB region include:*

- TPB staff have participated in equity discussions and training.
- Asking questions in surveys that inform regional planning on issues of equity
- Developing performance measures and other analysis that inform planning for a more equitable region
- Incorporating equity considerations into TPB studies on climate mitigation and resilience, transit, and safety
- The TPB's Bicycle and Pedestrian plan identifies improvements and policies to encourage more walking and biking.
- The Access for All Advisory Committee provides input to the TPB on projects, programs, and services that are important to low-income individuals, minority communities, and persons with disabilities. The TPB has identified connectivity gaps in accessing essential services for older adults, people with disabilities, and those with low incomes in its Coordinated Human Service Transportation Plan, adopted by the TPB in December 2018. These unmet transportation needs are used to develop priorities for FTA's Enhanced Mobility of Seniors and Individuals with Disabilities grant program. COG serves as the designated recipient for this program in the Washington DC-VA-MD Urbanized Area and the TPB solicits and selects the projects, which provide key access to essential services such as health care, education, employment, and recreation
- For the update to Visualize 2045, the TPB's long-range transportation plan:
  - TPB staff are incorporating equity considerations throughout the plan, including amplifying equity discussions and perspectives throughout the chapters of Visualize 2045 as well as the voice of under-represented/historically disadvantaged groups in the Voices of the Region public outreach
  - TPB staff conducted focus groups to discuss equity issues in transportation.

- In FY 2016, an expanded analysis of the long-range transportation plan identified potentially vulnerable populations. Areas containing such populations are called Equity Emphasis Areas. Like 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) using 2020 census data in 2022, when all new census data required for the analysis is available, prior to conducting the EJ analysis for the updated plan.
- Information was provided regarding as to 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. Funding totals for this subset of plan projects will be documented in the plan.

## **COMPLETE STREETS AND SAFETY**

TPB Resolution R3-2021, adopted in July of 2020, reaffirmed and codified the board’s resolve to dramatically reduce the number of people killed and injured on the Region’s roadways. Based on the findings of a regional roadway safety study commissioned by the TPB in 2019, the resolution urges TPB member jurisdictions and agencies to reaffirm road user safety as a top priority and to prioritize the implementation of projects, programs, and policies to reduce the number of fatal and serious injury crashes on the Region’s roadways. The resolution also established and funded an ongoing Regional Safety Program at a level of \$250,000 per fiscal year to provide short-term consultant services to member jurisdictions or agencies to assist with planning or preliminary engineering projects that address roadway safety issues; this program will enter its third year in FY 2023.

## **PUBLIC INVOLVEMENT**

Task 4 “Public Participation” includes all public involvement activities: outreach activities to low-income, older adults, minorities, and persons with disabilities; and communication activities to support of the development of the long-range transportation plan, TIP, and all other TPB activities. Virtual Public Involvement (VPI) tools have played an integral role in how the TPB has been conducting public involvement over the past few years, and the TPB will continue to use them wherever possible.

Most recently updated in October of 2020, the TPB’s Participation Plan states the board’s commitment to transparent communications and engagement with the public and with relevant agencies to support the regional transportation planning process. This includes communications and engagement to inform developing the Long-Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP).

The plan articulates the TPB’s policy for public participation. It describes how members of the public can get involved and demonstrates how staff will work to meet and exceed federal requirements. Most importantly, this plan guides TPB staff interactions with the public so their public-facing work can: 1) reach as many people as inclusively as possible, and 2) collect meaningful input and build support to inform TPB plans and programs, and aid in decision making. The Participation Plan is required under federal laws and regulations pertaining to metropolitan planning. The plan builds on previous efforts designed to encourage participation in the TPB process and provide reasonable

opportunities for residents and other interested agencies to be involved in the metropolitan transportation planning process.

As articulated in the Participation Plan, the TPB conducts an array of public engagement work. Some activities, such as the meetings of the Community Advisory Committee and Access for All Advisory Committee, occur on a recurring basis and are designed to provide regular and consistent feedback to the regional planning process. Other activities are intended to get input on specific, important TPB plans and actions. In 2020 and 2021, public engagement was particularly focused on the update of the region's long-range plan Visualize 2045. These activities included a representative public opinion survey, a series of focus groups, and the solicitation of public comment on TPB priorities through QR code signs and posters. All the activities reflected the TPB's prioritization of equity, by asking about the concerns of underserved communities and seeking to incorporate their voices and opinions into the TPB's planning products.

## **STRATEGIC HIGHWAY NETWORK (STRAHNET)/U.S. DEPARTMENT OF DEFENSE (DOD) COORDINATION**

The region's Interstate highways and several key connecting links comprise the Strategic Highway Network in the TPB planning area, roadways that have long been of critical focus in the metropolitan transportation plan. TPB will continue and strengthen our attention to the operations and reliability of these key roadways, in coordination with federal partners.

## **FEDERAL LAND MANAGEMENT AGENCY (FLMA) COORDINATION**

Upon approval, the Eastern Federal Lands Highway Division (EFLHD) of the U.S. Federal Highway Administration transmits its four-year TIP to be included in the TPB's TIP. The lists of projects in the District of Columbia, suburban Maryland, and Northern Virginia are placed in the respective parts of Appendix A of the TIP along with the programming tables of the DOTs and other implementing agencies in those three jurisdictions. It is by this inclusion, that EFLHD's projects are included in the appropriate STIP which is submitted for federal approval.

TPB staff also participate in the DC Programming Decisions Committee (PDC) to score and rank applications for the DC Federal Lands Access Program (FLAP).

## **PLANNING AND ENVIRONMENT LINKAGES (PEL)**

The TPB's environmental consultation and mitigation activities provide resources and opportunities for environmental and historic agencies at the state and local levels to engage in the regional long-range transportation planning process.

Through TPB and COG committees and the public participation process, the TPB conducts a consultation effort during the development of the transportation plan that engages, as appropriate, state and local agencies responsible for land-use management, natural resources, environmental protections, conservation, and historic preservation. The consultation process includes a comparison of the transportation plans with state conservation plans or maps and inventories of natural or historic resources.

The TPB also must include a discussion of possible mitigation activities that may have the greatest potential to restore and maintain environmental functions, (see Appendix G of Visualize 2045). The areas where mitigation efforts can be focused include neighborhoods and communities, cultural resources; wetlands and water resources; forested and other natural areas; endangered and threatened species; and air quality. State and local transportation agencies examine, document and implement any needed environmental mitigation actions at the individual project level.

A new interactive map provides a regional-level resource to inform the relationship between the transportation and environmental concerns. As of February 2022, this map is being revised to reflect the Visualize 2045 update. It will be available online at: <https://visualize2045.org/future-factor/climate-resiliency-and-environmental-health/>.

The map allows the public and decision makers to view the natural resource data layers along with the transportation projects expected to be built by 2045 from the financially constrained element of this plan. By defining and inventorying environmental resources and data, the interactive map can be used to inform state and local agencies and the public about the relationship between the projects in the constrained element and environmental concerns at the regional scale.

## **DATA IN TRANSPORTATION PLANNING**

Data management activities are carried out under Task 7.2 (Data Management and Visualizations). This activity entails developing and supporting transportation data management procedures and systems and publishing findings from research through digital reporting and data visualization products. This includes hosting and managing data collected and compiled under this task as well as across numerous programs. It also entails developing visualizations of these data, such as dashboards and interactive maps, as part of research and analysis activities. TPB completed an evaluation of Big Data and its potential to support planning and analysis across multiple programs. As an outcome of this study, TPB intends to acquire Big Data products as an ongoing investment in emerging and important Big Data sources that have great potential to support cross-program regional transportation planning, understanding, and decision-making. The Data Management and Visualization task also supports the continued development and maintenance of the Regional Transportation Clearinghouse (RTDC), which serves as a one-stop portal for staff and regional partners to access important regional datasets. Over the years, staff has collected transportation data from various sources, primarily member jurisdictions, state agencies, and transit authorities. The data have been organized and presented in the RTDC in an open format to improve access and data sharing between TPB members and other users in the region. Examples of data include traffic counts, transit, land use forecasts, bicycle and pedestrian, demographic and socioeconomic, bridge, pavement, and related system performance data, aviation, and roads, highways, and networks.

## **PERFORMANCE-BASED PLANNING AND PROGRAMMING**

An overview of performance-based planning and programming was provided earlier in this Introduction. Performance-based planning and programming is an articulated priority of the TPB as demonstrated in Activity 3: Performance-Based Planning and Programming in this UPWP. Ongoing processes have been established to address performance measures and targets in coordination with the three state DOTs, WMATA, and the local government public transportation operators in accordance with the federal planning regulations and performance management requirements for MPOs.

As included in the Metropolitan Planning Agreement (3C Agreement) approved by the Transportation Planning Board on April 18, 2018, in accordance with the latest federal metropolitan planning requirements as adopted in the FAST Act, the TPB's TIP includes a description of how the investments in the TIP make progress toward achievement of the targets in the Plan.

The TIP includes funding under the Highway Safety Improvement Program for priority HSIP projects as programmed by the three states. Examples of HSIP programmed projects include impact attenuators, guardrails, upgrading traffic signal devices, work zone safety reviews, and improved signs and markings. The three states have processes for inclusion of safety-related projects as identified in their Strategic Highway Safety Plans and other state plans and documents. Safety improvements are also included within projects funded with non-HSIP funds and through other state and federal sources, such as the Transportation Alternatives Program Block Grants, including Safe Routes to School grants, and CMAQ and maintenance projects, all of which will provide benefits that contribute to improved safety performance. Thus, the funding and the program of projects in the TIP will enable the TPB to achieve the region's safety performance targets.

The TIP includes funding from multiple FTA sources for projects that support Transit Asset Management. Examples of these projects include rural and urban capital assistance programs; rolling stock acquisition, maintenance, and overhauls; bus fleet rehabilitation and replacement; track and rail yard maintenance and improvements; and maintenance of passenger facilities. Each of the three states and WMATA have adopted Transit Asset management plans which are included in their respective STIPs. Transit Asset Management category projects are also supported by non-FTA sources such as state and local funding, WMATA Insurance Proceeds, and flexible CMAQ and STP funding. The funding and the program of projects in the TIP will enable the TPB to achieve the region's transit asset management performance targets.

## **REGIONAL POLICY FRAMEWORK AND PRIORITIES**

The TPB's LRTP seeks to respond to both federal requirements and its own adopted set of policy goals and priorities. To a large extent, federal and regional goals intersect. The TPB has worked continually to develop and adopt a set of consensus-based policy goals and priorities to inform local decision making on the types of projects, programs and policies it seeks for its LRTP and TIP. The Vision, adopted in 1998, is the overarching policy document that describes regional goals and objectives as well as strategies to achieve them. This vision informed the 2014 Regional Transportation Priorities Plan. The vision and goals focus on multimodal transportation solutions that give people greater choice in finding the travel mode that works best for them. It emphasizes the important role of land-use, especially strengthening the region's Activity Centers by providing high quality connections between centers and improving non-auto travel options within them. System maintenance is also paramount, recognizing that our existing roadways and transit systems must be in a state of good repair to be safe, efficient, and reliable.

In 2020, the TPB approved three resolutions renewing commitments to safety, equity, and climate change. The TPB's equity resolution affirms equity as a foundational principle that will be woven throughout TPB's analyses, operations, procurement, programs, and priorities. The safety resolution established that safety for all modes of transportation is a regional priority which will be monitored and analyzed through performance-based planning and programming with an emphasis on aspirational safety goals associated with Vision Zero and Towards Zero Deaths.

The TPB endorsed the region's new GHG reduction goals and new climate resiliency goals. These include a regional greenhouse gas emissions reduction goal of 50 percent below 2005 levels by 2030 and becoming a Climate Ready Region - making significant progress by 2030. The goals identified the need to incorporate equity principles and expand education on climate change into the TPB members' actions to reach the climate mitigation and resiliency goals.

## **PROMOTE VISUALIZE 2045 ASPIRATIONAL INITIATIVES**

In December 2017 and January 2018, the TPB endorsed seven Aspirational Initiatives recommended by the Long-Range Plan Task Force with the potential to significantly improve the performance of the region's transportation system. These seven Aspirational Initiatives are included in Visualize 2045 (2018) as the aspirational element, calling upon member jurisdictions and agencies to plan for and implement these initiatives that will help bring the region closer to reaching its goals. To support implementation of these initiatives, TPB staff have met with TPB member jurisdictions and transit agencies to discuss the projects, programs, and policies that the members are advancing that align with the Aspirational Initiatives, and how TPB can support its members in doing so. TPB staff also worked on follow-up to TPB Resolution R10-2019 which directed staff to conduct activities related to the implementation of three of the Aspirational Initiatives:

- Improve walk and bike access to transit – Staff developed and refined a network analysis to identify walksheds around high-capacity transit stations. Staff have shared with various committees the online 'walksheds analysis' tool that can be used by anyone in the region. Staff is conducting outreach to technical staff at the local jurisdictions.
- Complete the National Capital Regional Trail Network – Staff implemented a work program for expanding the regional trail network to cover the entire TPB region, as a network.
- Provide more telecommuting and other options for commuting – Commuter Connections Program launched the IncenTrip app on August 28, 2020. Staff also conducted other TDM related activities.

COG staff (who are not explicitly TPB staff) worked on activities to address another of the seven initiatives— "Bring jobs and housing closer together." The Housing Initiative has been underway to identify how to work together as a region to build 100,000 more housing units over the next decade in the region's Activity Centers. Resolution R10-2019 also encouraged regional coordination activities, led by TPB partners, to promote implementation of the initiatives "Expand bus rapid transit (BRT) regionwide," and "Expand the express highway network." COG staff made recommendations to the COG board regarding three regional housing targets. In September, the COG Board voted unanimously to endorse the three housing targets.

Supporting the Initiative, Bring Jobs and Housing Closer Together, the COG issued a Certified Resolution R46-2021 - endorsing high-capacity transit station areas (HCTs) as a key planning concept and tool. The TPB endorsed these concepts also, supporting the COG resolution with TPB Resolution R4-2022.

The Visualize 2045 Voices of the Region survey, focus groups and, Aspiration to Implementation event each in some way provided data, insights, and information to promote or support planning for the concepts behind the Aspirational Initiatives. For example, the survey asked questions about public opinion regarding transportation enhancements such as use of dedicated lanes for bus rapid transit. The Aspirations to Implementation event was designed to help the TPB better understand and communicate about how the concepts behind the endorsed initiatives impact the lives of people living in the region.

## REGIONAL COORDINATION BEYOND TRADITIONAL BOUNDARIES

As a multi-state MPO, the TPB fully embraces the need for regional cooperation and coordination across state and agency boundaries. Each work activity in this UPWP reflects regional coordination between jurisdictions and agencies in Virginia, Maryland, and the District of Columbia, notably in developing performance measures and targets, the unfunded regional priority projects, MATOC, congestion management, safety, public transportation, and freight. The TPB coordinates with MPOs near its planning area, such as FAMPO, the Calvert-St. Mary's Metropolitan Planning Organization (C SMMPO), and the Baltimore Regional Transportation Board (BRTB). With regards to air quality conformity analysis, transportation projects and land use forecasts from these other MPOs are reflected in the technical analysis. Formal agreements on the coordination and consultation processes for transportation planning exist with FAMPO and C SMMPO, as described above under "Responsibilities for Transportation Planning."

The TPB is involved in the statewide MPO planning efforts in both Maryland and Virginia. The TPB participates in the Maryland MPO Roundtable meetings, which occur 4 times a year. The Commonwealth of Virginia General Assembly established the Virginia Association of Metropolitan Planning Organizations (VAMPO) effective July 1, 2009, through House Joint Resolution No. 756 to provide education, information and opportunities for cooperation among Virginia's Metropolitan Planning Organizations and among state, federal and community officials. The TPB is an active participant and a voting member of VAMPO. VAMPO's mission is "Moving Virginia forward by enhancing, promoting, and supporting the regional transportation planning process of the Commonwealth's MPOs." A TPB staff member currently serves as the Vice Chairman of VAMPO.

The TPB's Transportation/Land-Use Connections (TLC) program continues to improve the coordination between land use and transportation planning in the region. The Public Transportation Subcommittee plays a key role in fostering cooperation and coordination among the many public transit providers in the region. COG has been designated by the governors of Maryland and Virginia and the mayor of the District of Columbia to coordinate with the state DOTs in the development of an agency to oversee Metrorail safety, as required under MAP-21.



**Figure 5: Selected FY 2023 UPWP Work Activities and Planning Policy Focus Areas<sup>7</sup>**

No.	UPWP Work Activities	Accessibility / Connectivity	Environment (Air Quality / Climate Change)	Comprehensive Multimodal System	Emerging Mobility and Technology	Resiliency / Sustainability	Equity	Land Use	Mobility/ Reliability	Operational Efficiency	Safety
1	Transportation Land Use Connections Program (Task 9.4)	✓	✓	✓			✓	✓	✓		
2	Transportation Alternatives Set Aside Program (Task 9.3)	✓	✓	✓			✓	✓	✓		
3	Enhanced Mobility Grant Program (Task 9.1)	✓		✓			✓		✓		
4	Regional Roadway Safety Program (Task 9.2)				✓		✓		✓	✓	✓
5	Transit Within Reach Program (Task 11)	✓	✓	✓			✓	✓	✓		
6	Regional Air Quality Conformity Analysis (Task 6.1)		✓			✓	✓				
7	Visualize 2045 Plan Performance Measure Dashboard (Task 1.3)	✓	✓	✓		✓	✓	✓	✓		
8	Visualize 2045: Update EEs with new data and conduct the federally required Environmental Justice (EJ) analysis on the approved 2022 plan. (Task 1.2)	✓	✓	✓	✓		✓		✓		✓
9	Initiate update to Visualize 2045 (Task 1.3)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
10	Complete equity product to support regional planning (Task 1.2 & 1.)						✓				
11	Resiliency - Coordination, Phase II study and interactive map (Task 3.10)		✓			✓	✓				✓
12	State of Public Transportation Report (Task 3.7)	✓		✓	✓	✓	✓		✓	✓	✓

<sup>7</sup> Excludes regular committee meetings that provide input and oversight of all the activities of the TPB.

No.	UPWP Work Activities	Accessibility / Connectivity	Environment (Air Quality / Climate Change)	Comprehensive Multimodal System	Emerging Mobility and Technology	Resiliency / Sustainability	Equity	Land Use	Mobility/ Reliability	Operational Efficiency	Safety
13	National Capital Trail Network Update (Task 3.6)	✓				✓	✓	✓	✓		✓
14	Implementation of Climate Change Mitigation Strategies (Task 6.2)		✓	✓		✓	✓	✓	✓	✓	
15	Travel Demand Forecasting: Production-Use & Developmental Models (Task 5.2)	✓	✓	✓		✓	✓	✓	✓		
16	Mobile Emissions Inventory and Planning (Task 6.2)		✓			✓	✓			✓	
17	Performance-Based Planning and Programming Analysis and Target Setting (Task 3.1) and Congestion Management Process (Task 3.2)		✓	✓	✓	✓			✓	✓	✓
18	Connected and Automated Vehicles Forums and Planning Following Principles Development (Task 3.3)		✓	✓	✓	✓	✓		✓	✓	✓
19	Regional Intelligent Transportation Systems (ITS) Architecture (Task 3.3)			✓	✓				✓	✓	✓
20	Bicycle and Pedestrian Planning Professional Development/Best Practices Forums (Task 3.6)	✓		✓	✓	✓	✓				✓
21	Freight Plan Update (Task 3.8)	✓		✓	✓	✓	✓	✓	✓	✓	✓
22	Transit Private Providers Forum (Task 3.7)			✓					✓		
23	Travel Surveys and Travel Trends Analysis, Studies and Research, Data Management, and Visualizations (Tasks 7.1 and 7.2)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
24	Coordination of land use and regional transportation planning, including Cooperative Forecasts (Task 8.1)	✓	✓	✓	✓	✓	✓	✓	✓		
25	Technical Assistance Program (Task 11)	✓		✓	✓		✓	✓	✓		✓

## Federal Metropolitan Planning Provisions

The **Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning** Rule was issued on May 27, 2016. The planning rule updates federal surface transportation regulations with changes adopted in the MAP-21 and the FAST Act. For MPOs, such as the TPB, the most significant change is the performance-based planning and programming requirements which must be adopted by May 27, 2018 and included in all subsequent TIPs and long-range plans. This UPWP will provide for an ongoing review of the metropolitan planning provisions and USDOT guidance with a consideration of what additional work activities may be called for. The TPB must respond to any guidance on how MPOs should implement the provisions. As new USDOT planning regulations or guidance are released, the UPWP will integrate such new work activities. The TPB will work with the state DOTs, public transit providers and other stakeholders to identify any specific changes or amendments that will be necessary to address them.

## II. PROPOSED FY 2023 TPB WORK PROGRAM AND BUDGET

### Program Structure

The TPB is responsible for the federally required metropolitan transportation planning process, serves as a forum for regional coordination, and provides technical resources for decision-making. This work program presents the work activities that support the TPB responsibilities. The tasks to be completed under each of the activities are described in the following sections. The staff of the COG Department of Transportation Planning will carry out these activities, with the assistance of staff in other COG departments, and supplementary consultant support.

The work program identifies the major work products to be developed, the linkages between them, and the TPB entity responsible for oversight of the products. The next several pages provide revenue and expenditure tables, and a series of figures which illustrate the relationship between and among the TPB work activities. The order of the tasks is deliberate with the federal regulatory requirements identified most prominently followed by the subsequent tasks providing support for elements of those requirements.

#### 1. LONG-RANGE TRANSPORTATION PLANNING

The first major activity, **Long-Range Transportation Planning**, includes activities related to the update of Visualize 2045, activities to maintain federal compliance, and activities to implement policy board directed activities. Visualize 2045 identifies all regionally significant transportation investments planned through 2045 and provides detailed analysis to help decision makers and the public “visualize” the region’s future under current plans. Visualize 2045 was approved in October 2018 and amended in March 2020, and strategic implementation including a focus on the aspirational element will continue. Additional analysis to support and enhance plan components and other federal requirements will be undertaken as necessary. The 2022 quadrennial update of the plan will be completed in FY 2022.

#### 2. TRANSPORTATION IMPROVEMENT PROGRAM

The second major activity, the **Transportation Improvement Program (TIP)**, provides support to update, amend, modify, and enhance the TPB’s TIP. In FY 2019, TPB procured a consultant to develop a new iTIP Database, called Project InfoTrak, which provides a complete upgrade and overhaul to the project database information system. In FY 2023, work continues to refine and transition to a new long-range transportation plan, TIP project, and conformity record database, including a GIS database.

### 3. PLANNING ELEMENTS

The third major element, **Planning Elements**, considers the following aspects of metropolitan transportation planning, and their support of regional long-range transportation plan and program development, in conjunction with federal FAST and MAP-21 requirements:

- Performance-Based Planning and Programming (PBPP);
- Regional congestion management process (CMP);
- Systems performance, operations, and technology (SPOT) planning;
- Transportation emergency preparedness planning;
- Transportation safety planning;
- Bicycle and pedestrian planning;
- Regional public transportation planning;
- Freight planning;
- Planning support for the Metropolitan Area Transportation Operations Coordination (MATOC) Program; and
- Transportation resiliency planning.

A key objective is to provide opportunities for regional consideration, coordination, and collaborative enhancement of planning for each of these elements. Also included for all elements will be outreach to members, stakeholders, and subject matter experts, to gather information to advise future planning and committee activities.

### 4. PUBLIC PARTICIPATION

The fourth major activity, **Public Participation**, includes all public involvement activities: outreach activities to low-income, older adults, minorities, and persons with disabilities; and communication activities to support of the development of the long-range transportation plan, TIP, and all other TPB activities.

### 5. TRAVEL FORECASTING

The fifth major activity, **Travel Forecasting**, consists of developing, maintaining, supporting, and improving the TPB's travel demand forecasting methods. Methods can range from tactical models, such as the TPB's regional travel demand forecasting model, to strategic models, such as sketch and scenario planning models. This work activity includes preparing the inputs, such as transportation networks, for the regional travel demand model and also includes developmental work, both to improve the production-use travel model and also to develop the next version of the regional travel model, such as the TPB's next-generation travel model, an activity-based travel model (ABM), known as the Generation 3, or Gen3, Model, which is being developed with consultant assistance during a three-and-a-half-year period, from FY 20 through FY 23.

### 6. MOBILE EMISSIONS PLANNING

The sixth major activity, **Mobile Emissions Planning**, consists of maintaining and applying the adopted, production-use TPB travel demand model and the EPA Motor Vehicle Emissions Simulator (MOVES) model to forecast air pollution emitted by on-road motor vehicles. This activity includes the

air quality conformity analysis of the LRTP and TIP as well as related technical work supporting state environmental planning activities.

## 7. TRANSPORTATION RESEARCH AND DATA PROGRAMS

The seventh major activity, **Transportation Research and Data Programs**, provides empirical travel research, data, visualizations, and documentation on regional travel trends and behavior. This includes information from traffic counts, high occupancy vehicle (HOV) monitoring, regional travel surveys and other travel trend analysis activities. This activity includes data management, development of data visualizations, and GIS technical support for all planning activities across the department and maintaining the Regional Transportation Data Clearinghouse.

## 8. REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION

The eighth major activity, **Regional Land Use and Transportation Planning Coordination**, includes coordination of 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.

## 9. MOBILITY AND ENHANCEMENT PROGRAMS

The TPB solicits and selects projects for three programs. The ninth major activity, **Mobility and Enhancement Programs**, captures the efforts involved in soliciting and selecting projects for the FTA “Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities” program, the Regional Roadway Safety Program (RRSP), the FHWA Transportation Alternatives Set-Aside Program (TAP), and the TPB’s Transportation Land-Use Connections Program (TLC).

## 10. TPB MANAGEMENT AND SUPPORT

The tenth major activity, **TPB Management and Support**, includes the staff and administrative management to provide support for the meetings of TPB, its committees and special work groups, and developing and administering the annual UPWP.

## 11. TECHNICAL ASSISTANCE PROGRAM

The eleventh major activity, **Technical Assistance Program**, responds to requests from state and local governments and transit operating agencies for applying TPB methods and data to support corridor, project, and sub-area transportation and land use studies related to regional transportation planning priorities.

## CONTINUOUS AIRPORT SYSTEM PLANNING (CASP)

Finally, **Continuous Airport System Planning (CASP)** Program conducts ground access planning studies and analyses for airport and airport-serving facilities in the region.

## Work Activity Budgets

The funding level for the TPB's FY 2023 Basic Work Program is assumed to be similar to the FY 2022 level. The proposed budget levels for the 11 activities by funding source, which include FTA and FHWA funds together with state and local match, are shown in Table 1 on the next page. The proposed expenditures for each of these 11 tasks are identified in Table 2. A detailed breakdown of staffing, consultant costs, and other budgetary requirements is provided in Table 3. The TPB committee structure is shown in Figure 6. The TPB committee or sub-committee responsible for the activities listed in Figure 7 are shown under the descriptions for each task in Section III. Figure 8 illustrates the relationship between and among the TPB work activities.

**Table 1: Revenue - FY 2023 TPB Proposed Funding by Federal, State, and Local Sources**  
(July 1, 2022 to June 30, 2023)

	FTA SECT 5303	FHWA PL FUNDS	OTHER CASP & SPR	TOTALS
	80% FED & 20% STATE/ LOCAL	80% FED & 20% STATE/ LOCAL	90% FAA & LOCAL 10%  SPR 80% FHWA & LOCAL 20%	
<b>DDOT ALLOCATIONS</b>				
NEW FY 2023	\$615,909	\$2,926,786		\$3,542,695
PRIOR UNEXPENDED	\$102,439	\$1,263,415		\$1,365,854
CARRYOVER FY 2022	\$41,683	\$290,247		\$331,930
<b>SUBTOTAL - DC</b>	<b>\$760,031</b>	<b>\$4,480,448</b>		<b>\$5,240,479</b>
<b>MDOT ALLOCATIONS</b>				
NEW FY 2023	\$1,428,759	\$4,072,459		\$5,501,218
PRIOR UNEXPENDED	\$409,627	\$1,115,690		\$1,525,317
CARRYOVER FY 2022	\$94,800	\$487,315		\$582,115
<b>SUBTOTAL - MD</b>	<b>\$1,933,186</b>	<b>\$5,675,464</b>		<b>\$7,608,650</b>
<b>VDRPT &amp; VDOT ALLOCATIONS</b>				
NEW FY 2023	\$1,160,155	\$3,152,355		\$4,312,510
PRIOR UNEXPENDED	\$347,825	\$601,723		\$949,548
CARRYOVER FY 2022	\$78,517	\$430,938		\$509,455
<b>SUBTOTAL - VA</b>	<b>\$1,586,497</b>	<b>\$4,185,016</b>		<b>\$5,771,513</b>
<b>TOTAL FHWA/FTA FUNDING ALLOCATIONS</b>				
NEW FY 2023	\$3,204,823	\$10,151,600		\$13,356,423
PRIOR UNEXPENDED	\$859,891	\$2,980,828		\$3,840,719
CARRYOVER FY 2022	\$215,000	\$1,208,500		\$1,423,500
<b>SUB-TOTAL - FHWA-FTA</b>	<b>\$4,279,714</b>	<b>\$14,340,928</b>		<b>\$18,620,642</b>
<b>TOTAL BASIC UPWP</b>	<b>\$4,279,714</b>	<b>\$14,340,928</b>		<b>\$18,620,642</b>
<b>FAA - CASP PROGRAM</b>			<b>\$629,030</b>	<b>\$629,030</b>
<b>State Planning &amp; Research (SPR)</b>			<b>\$245,721</b>	<b>\$245,721</b>
<b>GRAND TOTAL UPWP</b>	<b>\$4,279,714</b>	<b>\$14,340,928</b>	<b>\$874,751</b>	<b>\$19,495,393</b>

1. "New FY2023" funding amounts from DDOT and VDOT are at FY 2022 levels and will be updated.
2. "Prior Unexpended" funding amounts are yet to be confirmed by funding agencies and may change.
3. "Carryover FY2022 funds" are funds budgeted for Core and Technical Assistance work program activities in FY 2022 UPWP, that are not anticipated to be spent in FY 2022. As such these funds will be carried over from FY 2022 to be used to perform Core program and Tech. Assistance activities in FY 2023.



**Table 2: FY 2023 UPWP Expenditures**

WORK ACTIVITY	FY 2023 TOTAL COST ESTIMATE
<b>CORE PROGRAMS</b>	
1. Long-Range Transportation Planning	\$1,122,781
2. Transportation Improvement Program	\$428,465
3. Planning Elements	\$3,064,122
4. Public Participation	\$913,277
5. Travel Forecasting	\$3,364,640
6. Mobile Emissions Planning	\$2,265,567
7. Transportation Research and Data Programs	\$2,609,576
8. Regional Land Use and Transportation Planning Coordination	\$1,165,429
9. Mobility Enhancement Programs (EM, TLC, TAP, RSP) <sup>1</sup>	\$1,082,499
10. TPB Management and Support	\$989,547
<b>Sub-total: Core Program</b>	<b>\$17,005,903</b>
<b>11. TECHNICAL ASSISTANCE</b>	
A. District of Columbia	\$329,633
B. Maryland	\$492,971
C. Virginia	\$384,845
D. Public Transportation <sup>2</sup>	\$407,289
<b>Sub-total: Technical Assistance Program</b>	<b>\$1,614,739</b>
<b>Total - Basic UPWP</b>	<b>\$18,620,641</b>
<b>AIR SYSTEMS PLANNING</b>	
1. Continuous Airport System Planning (CASP) <sup>3</sup>	\$629,030
2. State Planning & Research (SPR) <sup>4</sup>	\$245,721
<b>Sub-total: CASP and SPR</b>	<b>\$874,751</b>
<b>GRAND TOTAL UPWP</b>	<b>\$19,495,393</b>
<ol style="list-style-type: none"> <li>1. Includes \$75,000 in carry over state Technical Assistance funding from FY 2022 for RSP projects started in FY 2022 and to be completed in FY 2023.</li> <li>2. Includes \$215,000 of FY 22 funding carried over for the biennial TWR program (\$125,000) and to complete the HCT mapping project (\$90,000) in FY 2023</li> <li>3. CASP work activities are based on anticipated FAA grants to conduct airport ground access planning as part of CASP program.</li> <li>4. SPR program activities are funded through a separate grant from the District of Columbia's Department of Transportation to assist in DDOT's HPMS program.</li> </ol>	

**Table 3: TPB FY 2023 Work Program by Funding Sources**

UPWP - Work Activity	COG Labor Cost		Total COG Labor	COG Labor Fringe Cost	Supplemental Labor		Total Labor & Fringe Cost	COG Indirect Cost	Direct Costs (Implementation)			Total Prgrm. (Implmntn.) Direct Cost	Grand Total Cost
	DTP Staff	Other Staff			Interns	Temps			Sftwre, Data, PC	Studies Programs	Other Costs		
<b>CORE PROGRAMS</b>													
1. Long-Range Transportation Planning	\$459,999	\$0	\$459,999	\$105,478	\$0	\$0	\$565,476	\$295,405	\$5,000	\$250,000	\$6,900	\$261,900	\$1,122,781
2. Transportation Improvement Program	\$121,542	\$0	\$121,542	\$27,870	\$0	\$0	\$149,412	\$78,053	\$200,000	\$0	\$1,000	\$201,000	\$428,465
3. Planning Elements	\$1,127,093	\$59,275	\$1,186,368	\$272,034	\$0	\$0	\$1,458,402	\$761,869	\$12,500	\$775,000	\$56,350	\$843,850	\$3,064,122
4. Public Participation	\$385,403	\$0	\$385,403	\$88,373	\$0	\$0	\$473,776	\$247,501	\$2,000	\$90,000	\$100,000	\$192,000	\$913,277
5. Travel Forecasting	\$1,074,088	\$0	\$1,074,088	\$246,288	\$0	\$0	\$1,320,376	\$689,764	\$435,000	\$821,000	\$98,500	\$1,354,500	\$3,364,640
6. Mobile Emissions Planning	\$939,502	\$98,746	\$1,038,248	\$238,070	\$0	\$0	\$1,276,318	\$666,749	\$64,000	\$165,000	\$93,500	\$322,500	\$2,265,567
7. Transportation Research and Data Progr	\$857,380	\$0	\$857,380	\$196,597	\$0	\$0	\$1,053,978	\$550,598	\$530,000	\$425,000	\$50,000	\$1,005,000	\$2,609,576
8. Regional Land Use and Transportation Planning Coordination	\$239,106	\$260,459	\$499,565	\$114,550	\$0	\$0	\$614,115	\$320,814	\$75,000	\$100,000	\$55,500	\$230,500	\$1,165,429
9. Mobility Enhancement Programs	\$211,452	\$46,364	\$257,816	\$59,117	\$0	\$0	\$316,933	\$165,566	\$1,000	\$597,500	\$1,500	\$600,000	\$1,082,499
10. TPB Support and Management	\$305,213	\$0	\$305,213	\$69,985	\$0	\$0	\$375,198	\$196,003	\$2,045	\$200,000	\$216,300	\$418,345	\$989,546
<b>UPWP Core Program Total</b>	<b>\$5,720,778</b>	<b>\$464,843</b>	<b>\$6,185,622</b>	<b>\$1,418,363</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,603,985</b>	<b>\$3,972,322</b>	<b>\$1,326,545</b>	<b>\$3,423,500</b>	<b>\$679,550</b>	<b>\$5,429,595</b>	<b>\$17,005,903</b>
<b>TECHNICAL ASSISTANCE PROGRAM</b>													
A. District of Columbia	\$6,316	\$0	\$6,316	\$1,448	\$0	\$0	\$7,764	\$4,056	\$0	\$30,000	\$287,813	\$317,813	\$329,633
B. Maryland	\$6,316	\$0	\$6,316	\$1,448	\$0	\$0	\$7,764	\$4,056	\$0	\$195,000	\$286,152	\$481,152	\$492,971
C. Virginia	\$6,316	\$0	\$6,316	\$1,448	\$0	\$0	\$7,764	\$4,056	\$0	\$175,000	\$198,025	\$373,025	\$384,845
D. Public Transportation	\$6,316	\$0	\$6,316	\$1,448	\$0	\$0	\$7,764	\$4,056	\$0	\$340,000	\$55,469	\$395,469	\$407,289
<b>Technical Assistance Program Total</b>	<b>\$25,263</b>	<b>\$0</b>	<b>\$25,263</b>	<b>\$5,793</b>	<b>\$0</b>	<b>\$0</b>	<b>\$31,056</b>	<b>\$16,224</b>	<b>\$0</b>	<b>\$740,000</b>	<b>\$827,459</b>	<b>\$1,567,459</b>	<b>\$1,614,739</b>
<b>Total Basic Program</b>	<b>\$5,746,042</b>	<b>\$464,843</b>	<b>\$6,210,885</b>	<b>\$1,424,156</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,635,041</b>	<b>\$3,988,545</b>	<b>\$1,326,545</b>	<b>\$4,163,500</b>	<b>\$1,507,009</b>	<b>\$6,997,054</b>	<b>\$18,620,641</b>
<b>OTHER PROGRAMS</b>													
Continuous Air Systems Planning	\$140,030	\$0	\$140,030	\$32,109	\$0	\$0	\$172,139	\$89,925	\$0	\$235,000	\$131,966	\$366,966	\$629,030
State Planning & Research Program (DC)	\$80,141	\$0	\$80,141	\$18,376	\$0	\$0	\$98,517	\$51,466	\$0	\$95,738	\$0	\$95,738	\$245,721
<b>GRAND TOTAL</b>	<b>\$5,886,071</b>	<b>\$464,843</b>	<b>\$6,350,915</b>	<b>\$1,456,265</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,807,180</b>	<b>\$4,078,471</b>	<b>\$1,326,545</b>	<b>\$4,398,500</b>	<b>\$1,638,975</b>	<b>\$7,364,020</b>	<b>\$19,495,392</b>

**Figure 6: Major Components of UPWP Work Activities**

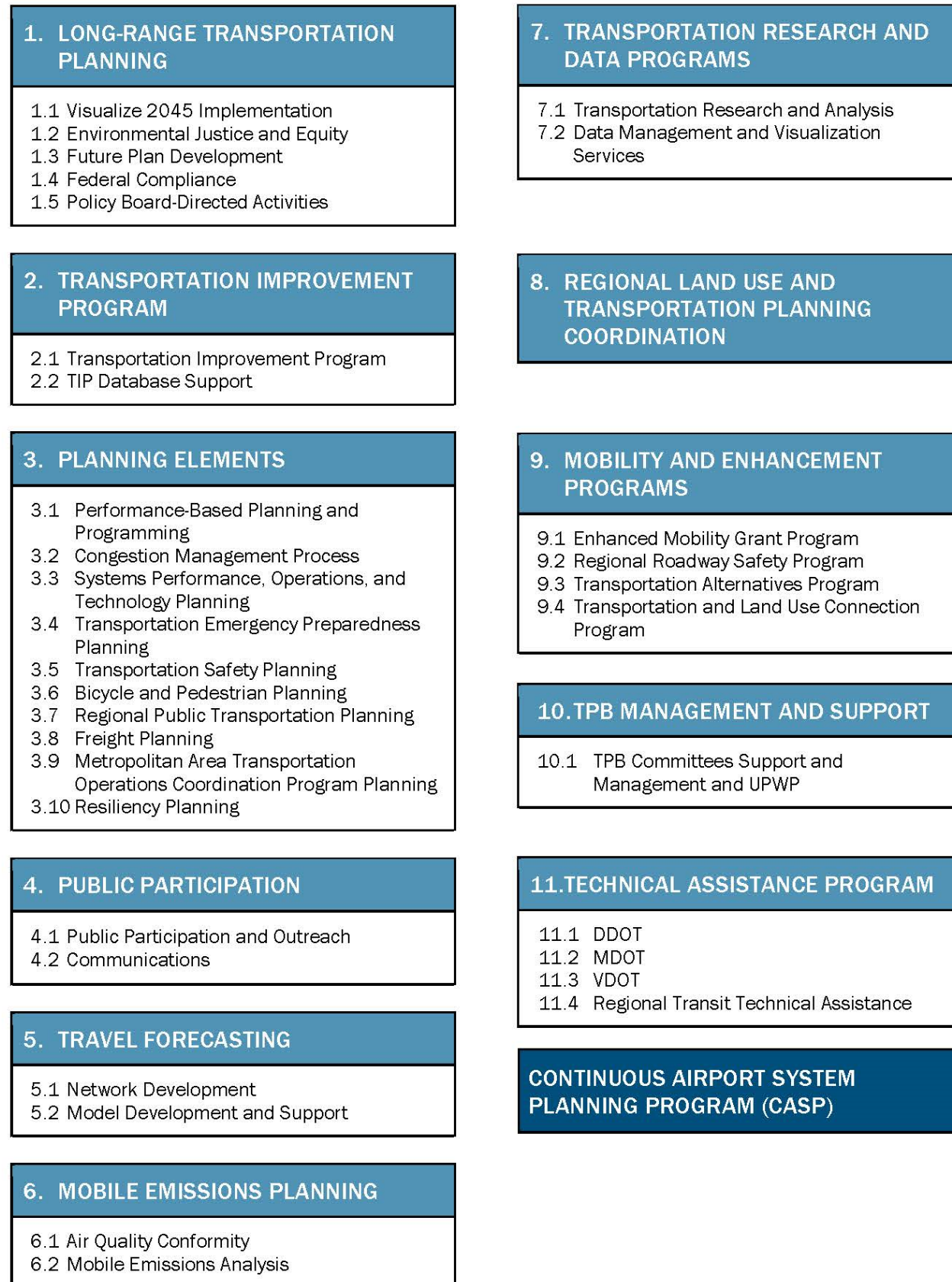
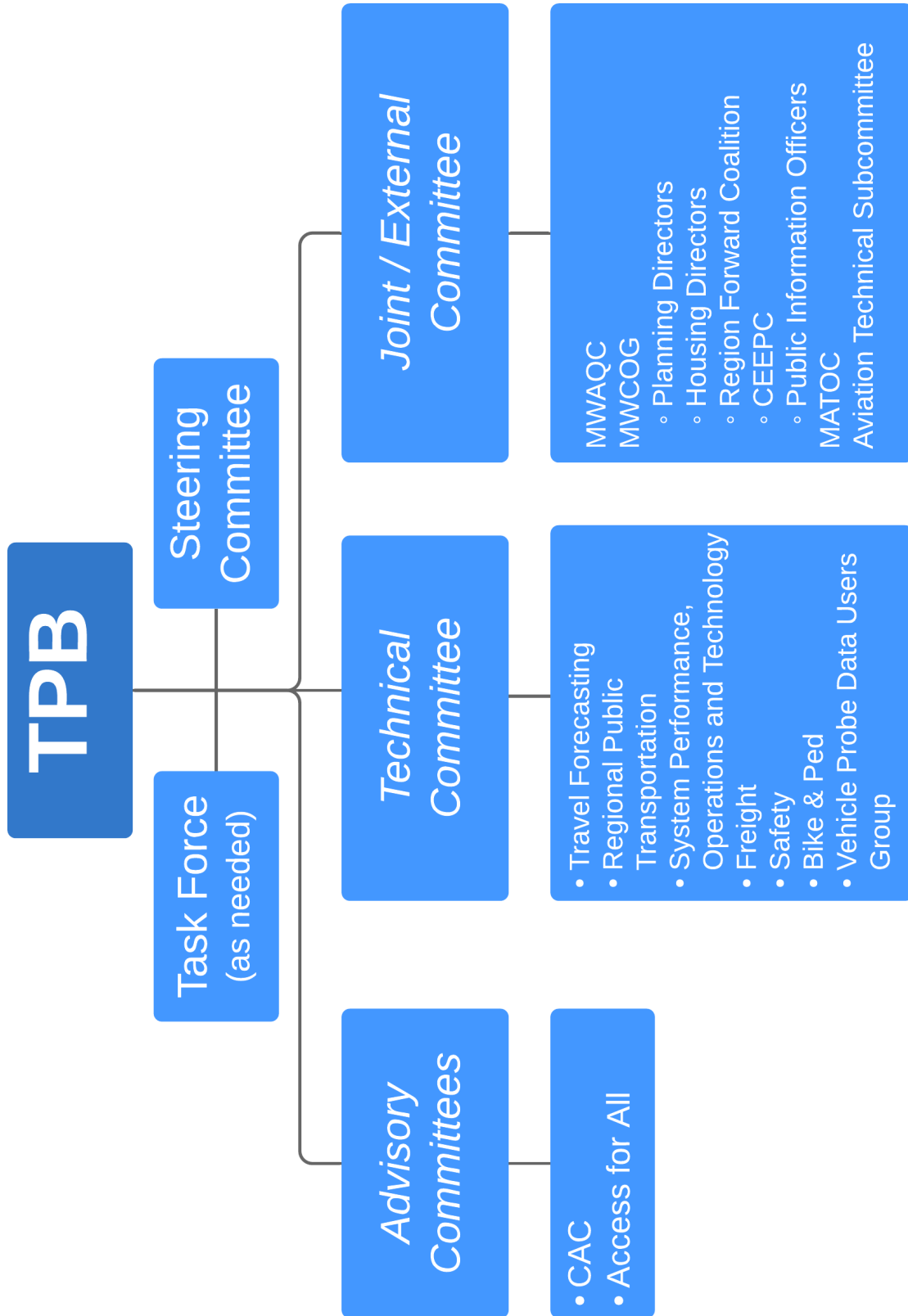
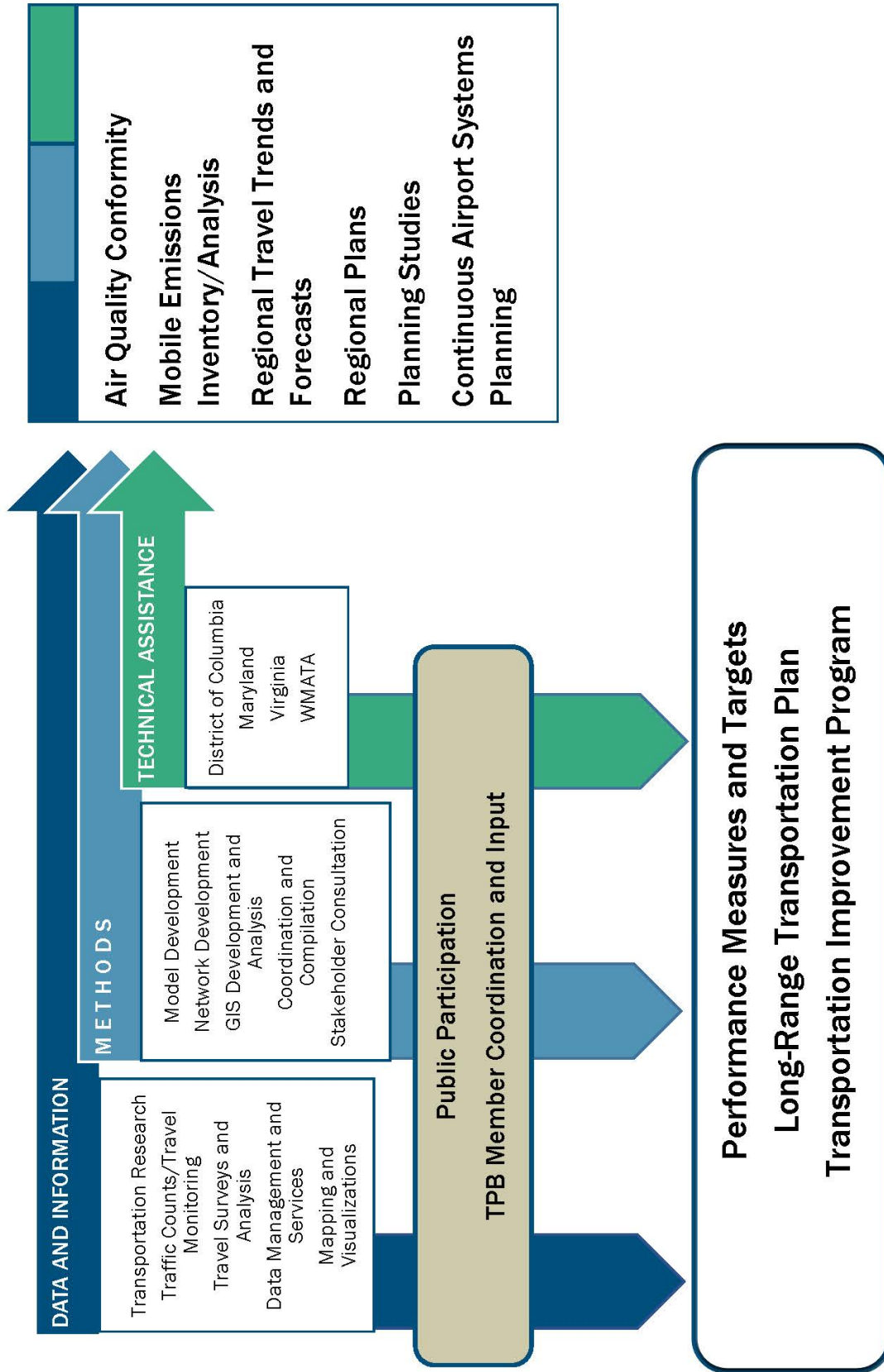


Figure 7: TPB Committee Structure



**Figure 8: Overview of Planning Products and Supporting Processes**



### III. MAJOR WORK ACTIVITIES

#### 1. Long-Range Transportation Planning

**OVERSIGHT**

TPB Technical Committee

**MAJOR PRODUCTS**

- Initiate the next long-range plan update
- Conduct supporting analysis for the plan
- Plan implementation
- Update Equity Emphasis Areas and Conduct Environmental Justice analysis

**TOTAL COST ESTIMATE**

**\$1,122,781**

##### 1.1 VISUALIZE 2045 IMPLEMENTATION

Visualize 2045 (2018) is the federally required long-range transportation plan for the National Capital Region. It identifies all regionally significant transportation investments planned through 2045 and provides detailed analysis to help decision makers and the public “visualize” the region’s future under current plans. The plan was approved in October 2018 and this activity describes work to support implementation and the Visualize 2045 activities related to the 2022 update. An interim plan update is anticipated to begin in FY 2023.

- Conduct general coordination and outreach to members to help members understand and implement the approved 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.

##### 1.2 ENVIRONMENTAL JUSTICE AND EQUITY

The TPB continues to seek opportunities to understand the needs of all users of the regional transportation system. TPB will conduct outreach and analysis that will improve the region’s understanding of specific needs of and considerations for disadvantaged populations in the transportation planning process.

- 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.

### **1.3 FUTURE PLAN DEVELOPMENT**

To support development of the next plan, following approval of the 2022 plan, TPB staff will also undertake other activities to advance the development of the next long-range transportation plan.

- 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.
- Produce a 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).

### **1.4 FEDERAL COMPLIANCE**

The TPB has federal responsibilities, and this task supports work to maintain compliance with those requirements.

- 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.

### **1.5 POLICY BOARD-DIRECTED ACTIVITIES**

The TPB is a policy board that can take action on a variety of transportation planning and policy initiatives. This task will support any activities that the Board directs staff to do.

- 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 goals to reduce greenhouse gasses and be a climate-ready region. Conduct transportation planning activities and collaborate with COG and member jurisdictions, as appropriate, to advance actions to improve equity and resiliency, 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

### OVERSIGHT

TPB Technical Committee

### MAJOR PRODUCTS

- Maintain and continue to tailor the iTIP Database (Project InfoTrak) to meet the needs of staff and members

### TOTAL COST ESTIMATE

\$ 428,465

### 2.1 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Transportation Improvement Program (TIP) is a federal obligation document which describes the planned schedule in the next six years for distributing federal, state, and local funds for state and local transportation projects. This activity will encompass the following work tasks in FY 2023:

#### *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.

#### *Performance Based Planning and Programming*

Federal surface transportation law, as developed in MAP-21 and continued under the FAST Act, calls for MPOs, states, and public transportation providers to establish and use a performance-based approach to transportation decision making. States and MPOs must integrate performance-based plans into their planning process, including goals, objectives, performance measures, and targets, either directly or by reference. USDOT has established performance measures and subsequently states and public transportation providers have established performance targets in support of updated measures. The MPO subsequently has 180 days to establish performance targets coordinated with those of the states and public transportation providers. After these targets are set, Visualize 2045 and TIP are required to include a description of the performance measures and targets used in assessing the performance of the transportation system. The MPO review targets to track progress towards attainment of critical performance outcomes for the MPO region.



Under the performance provisions, the TIP shall do the following, in coordination with Visualize 2045:

- Contain projects consistent with the metropolitan transportation plan.
- Reflect investment priorities from the metropolitan transportation plan.
- Be designed to make progress toward achieving transportation system performance targets.
- Describe the anticipated effect of the TIP toward achieving the performance targets established in the metropolitan transportation plan.
- Link investment priorities to performance targets.

See also Performance Based Planning and Programming Task 3.1 for related additional non-TIP activities.

## **2.2 TIP DATABASE SUPPORT**

In FY 2019, TPB procured a consultant to develop a new iTIP Database which provides a complete upgrade and overhaul to the project database information system. This new system will integrate current functionality into one enhanced, unified, user-friendly, customizable system that can be branded with COG and TPB styles. The system will have the ability to add or change fields, forms, queries and reports to respond to data requests or changes to requirements in the future. GIS mapping of projects will be integrated into the system, which will allow for data to be exported and used in other ArcGIS applications. The system will allow the many data input users to provide automated data transfers to the extent possible. Database versioning or some other means will be used to provide access to data in various states of input and approval without duplicating data. The system will include searchable data sets for the public, TPB members, federal approval agencies, and other stakeholders to query and interact with using maps, reports and charts. These are the work activities that will be undertaken to support this task.

- 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

<b>OVERSIGHT</b>	Various (see below)
<b>MAJOR PRODUCTS</b>	See program-specific products below
<b>TOTAL COST ESTIMATE</b>	<b>\$ 3,064,122</b>

#### 3.1 PERFORMANCE-BASED PLANNING AND PROGRAMMING

<b>OVERSIGHT</b>	TPB Technical Committee
<b>MAJOR PRODUCTS</b>	<ul style="list-style-type: none"><li>• Performance measures and targets; associated documentation</li></ul>

The Performance-Based Planning and Programming (PBPP) task supports implementation of the performance-based planning framework for metropolitan transportation planning and decision making, including investment priorities, target setting and measuring progress toward those targets.

- 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.

## 3.2 CONGESTION MANAGEMENT PROCESS

### OVERSIGHT

Systems Performance, Operations, and Technology Subcommittee (SPOTS)

### MAJOR PRODUCTS

- National Capital Region Congestion Report Dashboard
- Vehicle Probe Data Users Group reference materials
- Documentation for FAST Act performance and target reporting requirements

This task develops and maintains the regional Congestion Management Process (CMP), providing information on current congestion on the region’s roadways through data analysis, as well as identifying potential multi-modal strategies to manage congestion.

This task includes:

- 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.

## 3.3 SYSTEMS PERFORMANCE, OPERATIONS, AND TECHNOLOGY PLANNING

### OVERSIGHT

Systems Performance, Operations, and Technology Subcommittee (SPOTS)

### MAJOR PRODUCTS

- Regional ITS architecture maintenance
- 
- Documentation for FAST Act performance and target reporting requirements

This task addresses requirements for Regional Transportation Systems Management and Operations (RTSMO) and related technology.

This task includes:

- 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).

### 3.4 TRANSPORTATION EMERGENCY PREPAREDNESS PLANNING

#### OVERSIGHT

**COG Transportation Emergency Preparedness Committee in coordination with the Systems Performance, Operations, and Technology Subcommittee**

#### MAJOR PRODUCTS

- **Documentation pursuant to DHS and UASI requirements**

This task provides support and coordination for the transportation sector’s role in overall regional emergency preparedness planning, in conjunction with the Metropolitan Washington Council of Governments (COG) Board of Directors and its public safety programs. This is a component of a much larger regional set of emergency preparedness activities funded primarily outside the UPWP by U.S. Department of Homeland Security (DHS) and COG local funding. The Regional Emergency Support Function #1 (R-ESF 1) Transportation Emergency Preparedness Committee, within the COG public safety committee structure, advises these efforts and coordinates with emergency management agencies, police, fire, and other emergency response committees.

This task includes:

- 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).

## 3.5 TRANSPORTATION SAFETY PLANNING

### OVERSIGHT

### TPB Transportation Safety Subcommittee

### MAJOR PRODUCTS

- **Documentation for FAST Act performance and target reporting requirements**
- **Updated Safety Data Analysis**
- **Workshop(s)**

This task addresses planning for safety aspects of the region's transportation system and coordinating with various state and local safety planning efforts including development and implementation activities associated with Strategic Highway Safety Plans and Vision Zero efforts of the District of Columbia, Maryland, and Virginia, as well as other state, regional, and local safety efforts.

This task includes:

- 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.

## 3.6 BICYCLE AND PEDESTRIAN PLANNING

### OVERSIGHT

TPB Regional Bicycle and Pedestrian Subcommittee

### MAJOR PRODUCTS

- Updated National Capital Trail Network map
- Regional outreach workshops

This task addresses planning for bicycle and pedestrian aspects of the region’s transportation system and coordinating with related state, regional, and local efforts. This task includes:

- 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.

## 3.7 REGIONAL PUBLIC TRANSPORTATION PLANNING

### OVERSIGHT

TPB Regional Public Transportation Subcommittee

### MAJOR PRODUCTS

- Annual report, data compilation, reports on technical issues, and outreach materials
- Private Provider involvement documentation

This task addresses planning for public transportation aspects of the region’s transportation system and coordinating with related state, regional, and local efforts. This task includes:

- 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.

### 3.8 FREIGHT PLANNING

#### OVERSIGHT

#### TPB Freight Subcommittee

#### MAJOR PRODUCTS

- Updated Regional Freight Plan
- Documentation as necessary supporting FAST Act requirements of freight planning

This task addresses planning for freight aspects of the region’s transportation system and coordinating with related state, regional, and local efforts. The Regional Freight Plan, last updated in 2016, will be completely updated in FY 2023, and will provide guidance for continued regional planning activities.

This task includes:

- 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.

### 3.9 METROPOLITAN AREA TRANSPORTATION OPERATIONS COORDINATION PROGRAM PLANNING

#### OVERSIGHT

**MATOC Steering Committee, in conjunction with the Systems Performance, Operations, and Technology Subcommittee (SPOTS)**

#### MAJOR PRODUCTS

- **MATOC Steering Committee Materials**

This task is to provide TPB’s planning support for the Metropolitan Area Transportation Operations Coordination (MATOC) Program, in conjunction with the MATOC Steering Committee, subcommittees, and partner agencies, as MATOC pursues its function of providing real-time situational awareness of transportation operations in the National Capital Region. TPB is an ex-officio member of MATOC.

This task includes:

- 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.

### 3.10 RESILIENCY PLANNING

#### OVERSIGHT

**TPB Technical Committee**

#### MAJOR PRODUCTS

- **Regional Interactive Resiliency Map**
- **Transportation Resiliency Study (Phase II)**
- **Training/Outreach/Professional Development Forum(s)**

This task (new as a stand-alone task for FY 2023) addresses planning for the resiliency of the region’s transportation system, particularly regarding climate impacts, and coordinating with various state and local resiliency planning efforts. Planning for transportation resiliency and reliability is one of the federal Planning Factors, as well as one of TPB’s policy priorities. Work will follow and expand upon the TPB Transportation Resiliency Study [Phase I] completed in FY 2022, building upon the planning and capital-programming activities that the TPB member agencies and select partners are undertaking to prepare for the transportation system to be resilient in the face of natural disasters. Among topics of focus will be regional vulnerabilities to natural hazards, strategies for resilience, ensuring equity in resiliency planning, and MPO roles in resilience planning efforts.

This task includes:

- 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

### OVERSIGHT

Transportation Planning Board

### MAJOR PRODUCTS

- Public comment solicited and documented
- Materials and activities for public participation related to Visualize 2045
- CAC and AFA Committee reports
- Evaluation of Public Participation activities
- Conduct the 19th session of the Community Leadership Institute
- Information dissemination through the website, social media, and printed documents
- Communication support for all Tasks

### TOTAL COST ESTIMATE

\$ 913,277

### 4.1 PUBLIC PARTICIPATION AND OUTREACH

Public participation, outreach, and communications are essential to carrying out the continuing, cooperative, and comprehensive (3C) metropolitan transportation planning process. The TPB's 2020 Participation Plan guides all public involvement activities to support the development of the plan, TIP, and all other TPB planning activities. The TPB's Participation Plan emphasizes involving traditionally disadvantaged populations in the planning process, as part of the TPB's commitment to ensuring nondiscrimination in all its programs and activities as required under Title VI and the Environmental Justice Executive Order. Virtual Public Involvement (VPI) tools have played an integral role in how the TPB has been conducting public involvement over the past few years, and the TPB will continue to use them wherever possible. This activity will encompass the following work tasks:

- 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.

## 4.2 COMMUNICATIONS

This activity will encompass the following work tasks:

- 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

### OVERSIGHT

#### TPB Travel Forecasting Subcommittee

### MAJOR PRODUCTS

- Staffing the TPB Travel Forecasting Subcommittee (TFS)
- A series of highway and transit networks used by the regional travel demand forecasting model, together with technical documentation, for use in air quality conformity analyses, development of air quality state implementation plans (SIPs), scenario studies, and model development.
- Development, maintenance, support, and improvement of the COG/TPB regional travel demand forecasting methods, including both the production-use and developmental travel models, and associated documentation.
- Keep abreast of best practices in travel demand modeling.

### TOTAL COST ESTIMATE

**\$ 3,364,640**

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.

### 5.1 NETWORK DEVELOPMENT

Develop, maintain, and improve the transportation networks used as inputs to the TPB's regional travel demand forecasting models, both the production-use and developmental models.

Planned tasks for FY 2023:

- 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.

## 5.2 MODEL DEVELOPMENT AND SUPPORT

Develop, maintain, support, and improve the TPB’s travel demand forecasting methods. Methods can range from tactical models, such as the TPB’s regional travel demand forecasting model, to strategic models, such as sketch and scenario planning models. Regarding tactical models, the TPB regional travel demand forecasting methods include both the production-use and developmental travel models. Examples of production-use travel models include the aggregate, trip-based travel models (TBMs, also known as four-step models, or FSMs), such as the Gen2/Ver. 2.3 Travel Model or the Gen2/Ver. 2.4 Travel Model. An example of a developmental TPB travel model is the Generation 3, or Gen3, Travel Model, a disaggregate, activity-based travel model (ABM), being developed with consultant assistance, which will make use of the open-source ActivitySim software package. The Gen3 Model is being developed during a three-and-a-half-year period, from FY 20 through FY 23. Regarding strategic models, TPB staff plans to continue exploring the use of strategic planning models, such as RSPM and VisionEval. The Model Development and Support work activity also includes related tasks such as data collection, research, and interfacing with travel demand modeling staff at peer MPOs.

Planned tasks for FY 2023:

- Staff the TPB Travel Forecasting Subcommittee (TFS).
- 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).
- 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.
- 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 about three and a half years, from FY 2020 to FY 2023. 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 March 2022 (FY 22) through approximately June 2023 (end of FY 23), though, as of February 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 validate regional travel demand models, which end up being used by COG and many other agencies in the metropolitan Washington region. 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. COG is the tenth agency to join this consortium that operates as a pooled funding mechanism.<sup>8</sup>
- 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.

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<sup>8</sup> “ActivitySim: An Open Platform for Activity-Based Travel Modeling,” GitHub, September 14, 2021, <https://activitysim.github.io/>.



## 6. Mobile Emissions Planning

### OVERSIGHT

TPB Technical Committee in consultation with MWAQC

### MAJOR PRODUCTS

- Activities related to conducting regional air quality conformity analyses, such as conducting runs of the travel model and mobile emissions model and preparing technical documentation.
- Keep abreast of federal requirements related to air quality conformity determinations and the EPA's Motor Vehicle Emission Simulator (MOVES) software.
- Support development of an Attainment/Maintenance State Implementation Plans (SIPs) regarding 2015 ozone National Ambient Air Quality Standards (NAAQS), including developing inventories of on-road mobile emissions for volatile organic compounds (VOC) and nitrogen oxides (NO<sub>x</sub>).
- Coordinate with MWAQC and its subcommittees to support development of new motor vehicle emissions budgets (MVEBs), if needed, to address requirements of 2015 ozone NAAQS.
- Climate Change Planning: Provide support for efforts to mitigate climate change due to the on-road, transportation sector.

### TOTAL COST ESTIMATE

\$ 2,265,567

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 air quality-related State Implementation Plan (SIP) activities that determine how metropolitan areas will attain and maintain national air quality standards. SIP activities include the establishment of motor vehicle emission budgets (MVEBs) 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.

### 6.1 AIR QUALITY CONFORMITY

The 1990 Clean Air Act Amendments require MPOs to conduct detailed systems-level technical analyses to demonstrate that future mobile source emissions resulting from the region's plans and programs comply with federally approved motor vehicle emissions budgets. This task supports the air quality conformity analyses and other air quality modelling to comply with federal regulations. This activity will encompass the following work tasks in FY 2023:



- 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.

## 6.2 MOBILE EMISSIONS ANALYSIS

The goal of this task 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 planning and mitigation activities, which strive to reduce greenhouse gas (GHG) emissions due to the on-road transportation sector.

- 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

<b>OVERSIGHT</b>	Various (see below)
<b>MAJOR PRODUCTS</b>	See program-specific products below
<b>TOTAL COST ESTIMATE</b>	\$ 2,609,576

This task entails conducting and supporting regional travel trends research and travel monitoring using research and data analytics to inform regional transportation planning, understanding, and decision making. This task includes developing and maintaining data management procedures and systems required to conduct these activities and to document and report on research findings using advanced reporting and visualization techniques.

### 7.1 TRANSPORTATION RESEARCH AND ANALYSIS

<b>OVERSIGHT</b>	TPB Travel Forecasting Subcommittee
<b>MAJOR PRODUCTS</b>	<ul style="list-style-type: none"><li>• Presentations, visualizations, and information reports</li><li>• Workplan, survey data files, and documentation for travel surveys</li><li>• Technical Support</li></ul>

Work under this activity will focus on regional transportation research activities, including data collection, surveys, analysis, and documentation. These activities will produce key information and findings that provide insights and understanding of regional travel trends as well as provide key inputs into the regional travel demand forecasting model.

This activity will encompass the following in FY 2023:

- Conduct focused travel surveys and provide cross-program coordination support for all survey efforts. Survey activities in this task may include 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 research, analysis, and findings developed in this task.
- Provide cross-program support to research and analysis efforts and incorporate resulting data into department transportation data products and visualizations.
- Enhance 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 1) developing methodologies for more robust travel trends research and analysis, 2) developing user-friendly information reports/products, 3) leveraging appropriate data sources from partner agencies and other external sources, 4) identifying and establishing a base set of data that can be refreshed and updated on a regular basis, and 5) making more frequent presentations to the TPB, TPB Technical Committee, and other committees and subcommittees, as appropriate, to promote ongoing awareness and understanding of the latest travel trends and their implication for regional transportation planning.
- 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.
- 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 test and apply scenario planning tools in transportation planning studies and analyses.

## 7.2 DATA MANAGEMENT AND VISUALIZATION SERVICES

### OVERSIGHT

### TPB Technical Committee

### MAJOR PRODUCTS

- **Travel monitoring datasets to support PBPP and Gen3 modeling requirements**
- **Travel trends and dashboard and visualizations**
- **Technical reports/memoranda**
- **Presentations**

This activity entails developing and supporting transportation data management procedures and systems and publishing findings from research through digital reporting and data visualization products. This includes hosting and managing data collected and compiled under this task and across numerous programs and developing visualizations of these data as part of research and analysis activities.

During FY 2023, key activities will also include:

- 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 (HPMS) 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.
- 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

<b>OVERSIGHT</b>	TPB Technical Committee
<b>MAJOR PRODUCTS</b>	<ul style="list-style-type: none"><li>• See program-specific products</li></ul>
<b>TOTAL COST ESTIMATE</b>	<b>\$ 1,165,429</b>

This task coordinates local, state, and federal planning activities, develops population, household, and employment forecasts (Cooperative 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.

### 8.1 REGIONAL LAND USE AND TRANSPORTATION PLANNING COORDINATION

<b>OVERSIGHT</b>	TPB Technical Committee
<b>MAJOR PRODUCTS</b>	<ul style="list-style-type: none"><li>• Updated Cooperative Forecasting land activity forecasts and documentation</li><li>• Analysis of Activity Center and High Capacity Transit Station area historic trends and forecasts</li><li>• Presentations, visualizations, and information reports</li><li>• Technical support</li><li>• Annual Baseline Employment Guidance</li></ul>

Staff will continue to coordinate land use and regional transportation planning in the region. Central to this activity will be supporting initial activities in the development of the Round 10 Cooperative Forecasts. Activities required to coordinate the development of the Cooperative Forecasts and regional transportation planning will include:

- 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

### OVERSIGHT

TPB Technical Committee

### MAJOR PRODUCTS

- Solicit and select projects for FTA Section 5310 funding
- TAP Coordination and project selection for DC, MD
- TLC Technical Assistance including final reports, provided by consultant teams to localities
- Updated website
- Regional Peer Exchange Network Activities
- Regional Roadway Safety Program Assistance, including final reports, provided by consultant teams

### TOTAL COST ESTIMATE

**\$ 1,082,499**

The TPB solicits and selects projects for the following three programs. This activity will encompass the following work tasks in FY 2023:

### 9.1 ENHANCED MOBILITY GRANT PROGRAM

COG is the designated recipient for the FTA “Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities” program. This task includes:

- 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.

### 9.2 REGIONAL ROADWAY SAFETY PROGRAM

TPB Resolution R3-2021, adopted in July 2020, established the Regional Roadway Safety Program to assist its member jurisdictions and the region to develop and/or implement projects, programs, or policies to equitably improve safety outcomes for all roadway users. Specifically, the Regional Roadway Safety Program provides short-term consultant services to member jurisdictions or agencies to assist with planning or preliminary engineering projects that address roadway safety issues.

- 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 new 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). Also complete five technical assistance planning projects or project design efforts that were begun in FY 2022, whose completion needed to be extended into FY 2023.
- 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.

### **9.3 TRANSPORTATION ALTERNATIVES SET-ASIDE 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 TAFE concepts and maps in July 2020.

### **9.4 TRANSPORTATION LAND USE CONNECTION PROGRAM**

The TLC Program offers short term consultant technical assistance to local jurisdictions to advance planning activities that strengthen the connection between local land use and transportation planning. This activity will encompass the following work tasks in FY 2022:

- 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 TAFE concepts and maps in July 2020.

## 10. TPB Management and Support

### OVERSIGHT

Transportation Planning Board

### MAJOR PRODUCTS

- Materials for the meetings of the TPB, Steering Committee, Technical Committee, and State Technical Working Group
- Responses to information requests from elected officials, federal agencies, and media
- Participation in external meetings related to the TPB work program
- FY 2023 UPWP

### TOTAL COST ESTIMATE

\$ 989,547

### 10.1 TRANSPORTATION PLANNING BOARD COMMITTEE SUPPORT AND MANAGEMENT AND UNIFIED PLANNING WORK PROGRAM

This activity includes support for the Transportation Planning Board (TPB), management activities not attributable to specific tasks in the work program, committee coordination and support, and development of the Unified Planning Work Program (UPWP).

#### *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

This TPB work program activity responds to requests for technical assistance from the state and local governments and transit operating agencies. This activity takes the form of technical work tasks in which TPB-developed tools, techniques, data, and capabilities are used to support DDOT, MDOT, VDOT, and regional transit agencies' sub-area planning, travel monitoring, travel modeling, and data collection efforts related to regional transportation planning priorities. The funding level allocated to technical assistance is an agreed upon percentage of the total new FY 2023 funding in the basic work program. The funding level for each state is an agreed-upon percentage of the total new FTA and FHWA planning funding passed through each state. The funding level for regional transit is an agreed upon percentage of the total new FTA funding. The specific activities and levels of effort are developed through consultation between the state and regional transit agency representatives and TPB staff. Specific technical assistance projects and work activities falling within the broad categories identified in this section are identified and coordinated through consultation with state departments of transportation and regional transit agencies throughout the fiscal year.

## 11.A. DISTRICT DEPARTMENT OF TRANSPORTATION

**MAJOR PRODUCTS** See program-specific products below

**TOTAL COST ESTIMATE** \$ 329,633

### 1. Program Development, Data Requests and Miscellaneous Services

**MAJOR PRODUCT** Specific scopes of work, on-going activity

**TOTAL COST ESTIMATE** \$ TBD

This work activity supports staff time spent in developing scopes of work for requested projects and in administering the DC Technical Assistance work program throughout the year. Work activities involve meeting with DDOT staff to discuss proposed projects, drafting and finalizing work statements and tasks, creating project accounts when authorized, and progress reporting throughout the projects. Additionally, this project establishes an account to address requests which are too small or too short-lived to warrant separate scopes of work. Requests may include staff time to participate in technical review committees and task forces and execution of small technical studies.

### 2. Regional Safety Program

**MAJOR PRODUCTS**

- Work products in support of Regional Safety Program described in Task 9.2  
To be completed by June 2023

**TOTAL COST ESTIMATE** \$ TBD

The Regional Safety Program is an effort to provide short-term consultant services to individual member jurisdictions to assist with planning or preliminary engineering projects that address roadway safety issues. Examples include studies, planning, or design projects that will improve roadway safety and lead to a reduction in fatal and serious crashes on the jurisdiction's roadways. The program was established by TPB in 2020. District of Columbia Technical Assistance funds provide additional technical assistance funding for the Regional Safety Program.

### 3. Transportation / Land Use Connections Program

**MAJOR PRODUCTS**

- **TLC Technical Assistance awards, technical reports from contractors,  
To be completed by June 2023**

**TOTAL COST ESTIMATE**

**\$ TBD**

The Transportation / Land Use Connections (TLC) program is an effort to provide technical assistance to local governments in the Washington region to facilitate integrating land use and transportation planning at the community level. Begun as a six-month regional pilot program in January 2007, this project has been very well received. The District of Columbia supplements this regional effort by allocating a portion of its Technical Assistance funds to provide additional TLC technical assistance funding for projects located in the District of Columbia. .

### 4. Other Tasks to Be Defined

**TOTAL COST ESTIMATE**

**\$ TBD**

This work element is established to respond to requests by DDOT for anticipated technical assistance work tasks that are not yet defined. These work tasks will be performed upon further specific authorization received from DDOT in FY 2023.

## 11.B. MARYLAND DEPARTMENT OF TRANSPORTATION

**MAJOR PRODUCTS** See program-specific products below

**TOTAL COST ESTIMATE** \$ 492,971

### 1. Program Development, Data Requests and Miscellaneous Services

**MAJOR PRODUCT** • Specific scopes of work, on-going activity

**TOTAL COST ESTIMATE** \$ TBD

This work activity supports staff time spent administering the Maryland Technical Assistance work program throughout the year. Work activities would involve meetings with participating agencies to discuss proposed/new projects, development of monthly progress reports, budgetary reporting and technical quality control. This work task also includes staff time needed for the development of the annual planning work program.

### 2. Project Planning, Feasibility, and Special Studies

**MAJOR PRODUCT** • Specific scopes of work, on-going activity

**TOTAL COST ESTIMATE** \$ TBD

This work task will provide funding to support technical support on feasibility/special studies as well as staff time associated with the development of scopes of work, interagency coordination, and technical analyses associated with travel demand modeling, evaluation of alternatives and coordination with other governmental entities and consultants, as requested by MDOT, SHA and other agencies in Maryland. Work may include but is not limited to technical support in ongoing corridor/subarea studies, initiating new studies ranging from major new corridor analyses to the development of travel demand forecasts for individual facilities, scenario analyses, and travel demand modelling. Project authorizations may occur throughout the fiscal year as priorities dictate to address transportation planning initiatives and strategic goals of MDOT, SHA and other agencies.



### 3. Transportation / Land Use Connections Program

**MAJOR PRODUCTS**

- **TLC Technical Assistance awards, technical reports from contractors,  
To be completed by June 2023**

**TOTAL COST ESTIMATE**

**\$ TBD**

The Transportation / Land Use Connections (TLC) program is an effort to provide technical assistance to local governments in the Washington region to facilitate integrating land use and transportation planning at the community level. Begun as a six-month regional pilot program in January 2007, this project has been very well received. MDOT supplements this regional effort by allocating a portion of its Technical Assistance funds to provide additional TLC technical assistance funding for Maryland jurisdictions.

### 4. Regional Safety Program

**MAJOR PRODUCTS**

- **Work products in support of Regional Safety Program described in Task 9.2,  
To be completed by June 2023**

**TOTAL COST ESTIMATE**

**\$ TBD**

The Regional Safety Program is an effort to provide short-term consultant services to individual member jurisdictions to assist with planning or preliminary engineering projects that address roadway safety issues. Examples include studies, planning, or design projects that will improve roadway safety and lead to a reduction in fatal and serious crashes on the jurisdiction's roadways. The program was established by TPB in 2020. Maryland Technical Assistance funds provide additional technical assistance funding for the Regional Safety Program.

### 5. Other Tasks to be defined

**TOTAL COST ESTIMATE**

**\$ TBD**

This work element is established to respond to requests by MDOT and SHA for anticipated technical assistance work tasks that are not yet defined. These work tasks will be performed upon further specific authorization from MDOT and MDSHA in FY 2023.

## 11.C. VIRGINIA DEPARTMENT OF TRANSPORTATION

**MAJOR PRODUCTS** See program-specific products below

**TOTAL COST ESTIMATE** \$ 384,845

### 1. Program Development, Data Requests, and Miscellaneous Services

**MAJOR PRODUCT** • Specific scopes of work, on-going activity

**TOTAL COST ESTIMATE** \$ TBD

This work activity supports staff time spent administering the VA Technical Assistance work program throughout the year. Work activities include meetings with participating agencies to discuss proposed/new projects, development of monthly progress reports, budgetary reporting and technical quality control. This work task also includes staff time to process requests for data/documents received from local jurisdictions in Northern Virginia as advised by VDOT throughout the year.

### 2. Travel Monitoring and Survey

**MAJOR PRODUCT** • Program management plan, data and analysis, technical memorandum – on-going activity

**TOTAL COST ESTIMATE** \$ TBD

This work activity supports an ongoing continuous program to monitor travel and system performance on major commuting routes in Northern Virginia, with a goal to collect travel monitoring data for each major route on a 2 to 3-year cycle. Collected data and system performance analysis will include volume and occupancy data, travel time data, and other information. This travel monitoring program will also include collection of bicycle and pedestrian data at various locations throughout Northern Virginia, as identified by VDOT.

### 3. Travel Demand Modeling

**MAJOR PRODUCT** • Model output, technical memoranda, on-going activity

**TOTAL COST ESTIMATE** \$ TBD

This work activity is designed to assist VDOT with the use of results from the regional transportation travel demand model to support various transportation planning efforts and studies in Northern Virginia. Specific tasks undertaken will be identified throughout the year and are likely to include: developing forecasts and/or extracting specific information from the regional model forecasts for specific scenarios/options evolving out of ongoing studies and/or project planning efforts; and assistance with documentation, training and customization of the regional travel demand forecasting model for the Northern Virginia sub-area per VDOT's requirements.

#### 4. Transportation / Land Use Connections Program

**MAJOR PRODUCTS**

- **TLC Technical Assistance awards, technical reports from contractors, To be completed by June 2023**

**TOTAL COST ESTIMATE**

**\$ TBD**

The Transportation / Land Use Connections (TLC) program is an effort to provide technical assistance to local governments in the Washington region to facilitate integrating land use and transportation planning at the community level. Begun as a six-month regional pilot program in January 2007, this project has been very well received. VDOT supplements this regional effort by allocating a portion of its Technical Assistance funds to provide additional TLC technical assistance funding for Virginia jurisdictions.

#### 5. Regional Safety Program

**MAJOR PRODUCTS**

- **Work products in support of Regional Safety Program described in Task 9.2, To be completed by June 2023**

**TOTAL COST ESTIMATE**

**\$ TBD**

The Regional Safety Program is an effort to provide short-term consultant services to individual member jurisdictions to assist with planning or preliminary engineering projects that address roadway safety issues. Examples include studies, planning, or design projects that will improve roadway safety and lead to a reduction in fatal and serious crashes on the jurisdiction's roadways. The program was established by TPB in 2020. Virginia Technical Assistance funds provide additional technical assistance funding for the Regional Safety Program.

#### 6. Other Tasks to be Defined

**TOTAL COST ESTIMATE**

**\$ TBD**

This work element is established to respond to requests by VDOT and VDRPT for anticipated technical assistance work tasks that are not yet defined. These work tasks will be performed upon further specific authorization from VDOT and VDRPT in FY 2022.

## 11.D. REGIONAL TRANSIT TECHNICAL ASSISTANCE

**MAJOR PRODUCTS** See program-specific products below

**TOTAL COST ESTIMATE** \$ 407,289

### 1. Program Development, Data Requests and Miscellaneous Services

**MAJOR PRODUCT** • Specific scopes of work, on-going activity

**TOTAL COST ESTIMATE** \$ TBD

This work activity supports staff time spent in developing the scopes for requested work tasks and administering the Regional Transit Technical Assistance work program throughout the year. Work activities include meeting with regional transit agency staff to discuss projects, drafting and finalizing work statements and tasks, creating project accounts when authorized, and reporting progress on projects throughout the year. In addition, this project will provide staff with resources to attend required meetings at regional transit agencies.

### 2. Transit Within Reach Program

**MAJOR PRODUCTS** • Technical Assistance awards, technical reports from contractors,  
To be completed by June 2023

**TOTAL COST ESTIMATE** \$ TBD

The Transit within Reach program will offer short-term consultant technical assistance to advance design projects to improve bike and walk connections to TPB Transit Access Focus Areas. The program will feature a competitive solicitation process to select qualifying projects to be funded.

### 3. High-Capacity Transit Map

**MAJOR PRODUCTS** • High-capacity Transit Map graphic,  
To be completed by June 2023

**TOTAL COST ESTIMATE** \$ TBD

An aesthetically pleasing regional high-capacity transit (HCT) map that is mode specific and operator neutral will be developed for the TPB Planning Region. This project will include developing regional consensus on project inputs, including transit lines and a project definition for bus rapid transit, and using a consultant to develop a quality graphic design of an easily legible/understood schematic map. The final map, a high-resolution image, will be distributed to TPB members and stakeholders to share with the public.

#### 4. Other Tasks to be Defined

**TOTAL COST ESTIMATE**      \$ TBD

This work element is established to respond to requests by regional transit agencies for anticipated technical assistance work tasks that are not yet defined. These work tasks will be performed upon further specific consultation with regional transit agencies in FY 2022.

# Continuous Airport System Planning Program

## OVERSIGHT

TPB Aviation Technical Subcommittee

## MAJOR PRODUCTS

- **Conduct and Process 2021 Regional Air Passenger Survey, Phase 1**
- **Air Cargo Element Update**

## TOTAL COST ESTIMATE

\$ (Not funded with federal UPWP funding)

The purpose of the CASP program is to provide a regional process that supports the planning, development, and operation of airport and airport-serving facilities in a systematic framework for the Washington-Baltimore Air Systems Planning Region, which includes the region's three major commercial airports: Baltimore-Washington International Thurgood Marshall Airport (BWI), Ronald Reagan Washington National Airport (DCA), and Washington Dulles International Airport (IAD). Oversight of the program is the responsibility of the TPB Aviation Technical Subcommittee. The major elements of the CASP program have now been consolidated into a reoccurring two-year cycle based on available and anticipated FAA funding. The CASP work program elements for the for FY 2023 UPWP cycle are as follows:

### **Conduct and Process 2022 Baltimore-Washington Regional Air Passenger Survey (APS), Phase 1**

The purpose of the APS is to collect information about travel patterns and user characteristics of air passengers using the three major commercial airports—Ronald Reagan Washington National Airport (DCA), Washington Dulles International Airport (IAD), and Baltimore-Washington International/Thurgood Marshall Airport (BWI)—and to help determine airport terminal and groundside needs. Data from the air passenger surveys provide the basis for analysis of major changes in airport use in the region. Funding for survey design, sample generation, and data collection for the 2022 Regional Air Passenger Survey will be requested from the Metropolitan Washington Airports Authority (MWAA) and the Maryland Aviation Administration (MAA) of the Maryland Department of Transportation (MDOT). The processing of the data collected in the 2022 Regional Air Passenger Survey will be carried out in this UPWP project. Specific tasks to be undertaken in Phase 1 include: (1) survey operations and data collection, (2) data editing, (3) finalizing the survey database, and (4) producing the survey General Findings Report and corresponding visualization and information products.

### **Air Cargo Element Update**

The purpose of this project is to update the Ground Access/Air Cargo Element of the Regional Airport System Plan to examine ground accessibility for both air passengers and cargo. Maintaining ground access to the region's airports by both passengers and cargo provides significant benefits to the region's economy. However, ground access and landside congestion problems are expected to increase in the future. These ground access problems could adversely impact airport use in the Washington-Baltimore region. This update will provide an analysis of current and forecast ground access problems at Ronald Reagan Washington National, Washington Dulles International, and Baltimore-Washington International Thurgood Marshall Airports. It will analyze how current and future traffic congestion affects access to the airports by passengers and cargo. It will also look at overall conditions and demand for air cargo facilities in the region. Further, this plan element will integrate airport system ground access and facility planning into the overall regional transportation planning process for the National Capital Region and include recommendations for improving ground access to the region's airports.



## **IV. PROPOSED FY 2022 STATE TRANSPORTATION AGENCY STATE PLANNING AND RESEARCH PROGRAMS (SPR)**





## **District of Columbia Department of Transportation (DDOT)**

The following presents the types of activities that DDOT uses Statewide Planning and Research Program (SPR) funding to implement.

### **STATE AND REGIONAL PLANNING**

Responsible for developing and administering plans and programs related to the District's statewide and regional transportation networks including the development of the State Planning and Research Program (SPR); Regional Planning including STIP maintenance and updates; and update to the District's Long Range Transportation Plan (moveDC).

### **NEIGHBORHOOD AND PROJECT PLANNING**

Provide oversight and direction for neighborhood planning efforts. Coordinate with local and federal agencies on development review projects and public space use. Provide ongoing planning, management and research on transportation planning studies, operations and policies. Expand programs such as Streateries and Open Streets.

### **FREIGHT PLANNING**

Begin implementation of the State Freight Plan Update anticipated to be approved in FY2022. Serve to help meet multimodal and intermodal freight mobility needs and activities. Provide guidance on issues related to freight movement in the District.

### **PROJECT DELIVERY**

Ensure decisions made on a project level reflects the priorities of the agency; and are aligned with the goals of the department. Streamline and improve the efficiency of project completion from start to finish.

### **DATA COLLECTION AND ANALYSIS**

Oversee pavement data collection and the condition of Highway Performance Monitoring System (HPMS) used for determining the condition, maintenance, and rehabilitation/reconstruction of the District's highways; used in the federally mandated annual HPMS submittal; and supports asset management.

### **COUNCIL OF GOVERNMENTS (COG) TECHNICAL ASSISTANCE**

DDOT will hire a consultant to conduct traffic counts for the Highway Performance Monitoring Systems (HPMS). This technical assistance support in the past was funded through the Unified Planning Work Program.

### **TRANSPORTATION PLANNING CONTRACTUAL SERVICES**

DDOT will hire a consultant to provide transportation planning support on an on-call basis. Create Purchase Order for Truck Size and Weight Scale Calibration. Create Purchase Order to conduct manual bicycle counts in the District

## **PROGRAM FUNDING**

The FY 2022 budget is \$2,643,513 (Federal = \$2,114,810 and District = \$528,703).

# Maryland Department of Transportation State Highway Administration (MDOT SHA)

## SYSTEMS AND PROGRAMMING

- Preparation and development of the six-year Consolidated Transportation Program (CTP) and preparation of the Annual Statewide Transportation Improvement Program (STIP)
  - Develop the FY 2023-2028 CTP.
  - Coordinate with appropriate state and local planning staffs, MPOs, and state, county, and municipal elected officials.
  - Prepare presentation materials for the Annual CTP Tour consultation with local elected officials.
  - Prepare and submit an annual program for use of available federal funds in accordance with Title 23 U.S.C. and the FAST Act (and/or successor federal authorizing act).
  - Coordinate the STIP with the regional TIPs, CTP, and local jurisdictions' highway improvement programs.
- Regional Planning
  - Coordinate between all levels of federal, state, and local governments to ensure that transportation plans are compatible.
  - Review agency and local programs/plans via the state Clearinghouse process.
  - Coordinate and review county and municipal master plans.
  - Assess transportation impacts of proposed major development projects.
  - Work with the MPOs in modifying and adhering to their planning process.
  - Work with the MPOs in the development of the UPWPs, CLRPs, TIPs, air quality conformity determinations, and management systems.
  - Update the Highway Needs Inventory (HNI).
  - Evaluate long-term highway needs and investment levels for various program categories and sub-categories.
  - Review and provide input on updates to the statewide long-range plan.
  - Develop the 2023 Annual Attainment Report on Transportation System Performance.
- Congestion Management and Spot and Safety Improvement Project Development
  - Prepare responses to elected officials and community members regarding traffic safety and operational concerns.
  - Development of updates to MDOT SHA guidelines, standards, and policies related to traffic safety and operations.
  - Study locations identified as safety concerns such as Candidate Safety Improvement Locations and develop concepts and strategies to mitigate the identified concerns.
  - Evaluate existing pedestrian and bicycle facilities and develop plans to improve non-vehicular infrastructure.
  - Conduct annual review of all School Zones.

## **TRAFFIC**

### **Traffic Monitoring Program**

- Monitor the characteristics of highway traffic.
- Enhance procedures to collect, process, and disseminate traffic data.
- Ensure that the traffic monitoring system meets state needs and the requirements and guidelines set forth by FHWA and AASHTO.
- Study and, as appropriate, implement methods to improve the efficiency and effectiveness of traffic monitoring through statistical analysis.
- Improve the monitoring of traffic on freeways, particularly in urban areas.
- Ensure the collection of traffic volume, classification and weight data on SHRP monitoring sites.

### **Highway Statistics**

- Mileage – Federal-Aid System
  - Develop new Federal Functional Classification and NHS maps and mileage tables for approval and distribution.
  - Update and maintain statistical records summary tables.
- State and Local Highway, Data Collection, Analysis and Distribution
  - Solicit, receive, and process reports from local jurisdictions regarding road improvements, mileage, etc.
  - Collect, update, and maintain data used for the Universe portion of the HPMS submission.
  - Update and maintain the highway information databases to meet on-going state and federal requirements.
  - Provide data used for the update of MDOT SHA's highway maps.

### **Highway Performance Monitoring System (HPMS)**

- Update the HPMS database including revisions to any data elements, maintain sample size requirements to accurately reflect system-wide conditions, and submit an updated HPMS data file and related reports and data files.

### **Special Studies – Preliminary Studies**

- Prepare engineering and feasibility studies.
- Develop preliminary purpose and need statements.
- Develop access control plans for selected primary highway corridors.
- Prepare interstate access point approval requests.

MDOT State Highway Administration Estimated FY 2023 State Planning & Research Program Elements Supporting the Washington Area Work Program	
ITEM	AMOUNT
<b>Systems &amp; Programming</b>	
CTP	\$ 305,785
Regional Planning	\$ 620,074
Congestion Management and Spot and Safety Improvement Project Development	\$1,195,857
<b>Traffic Monitoring Program</b>	\$965,460
<b>Highway Statistics</b>	\$1,576,542
<b>Highway Performance Monitoring System</b>	\$61,751
<b>Special Studies</b>	\$ 383,537
<b>TOTAL</b>	<b>\$5,109,006</b>

# Virginia Department of Transportation (VDOT)

## SPR FUNDS FOR DISTRICT PLANNING ANNUAL ACTIVITIES

### Metropolitan Planning Support Activities

This element represents the various activities undertaken by Northern Virginia District Planning and Investment Management staff (with support from the VDOT Central Office staff as needed) in the development and implementation of the various elements/work tasks in the MPO's FY 2020 Unified Planning Work Program (UPWP) and the annual work program of the Metropolitan Washington Air Quality Committee and the regional Climate, Energy, Environment Policy Committee. Planned work items, to be conducted mostly by in-house staff, include:

The Department's participation in all work activities associated with the work programs of the: (a) Transportation Planning Board (TPB), (b) Metropolitan Washington Air Quality Committee (MWAQC); (c) Climate Energy, Environment Policy Committee (CEEPC); and Multi-Sector Working Group on Greenhouse Gas Emissions.

Oversight of the TPB/MWCOG activities such as: development/update of the long-range transportation plan, TIP, regional air quality conformity analysis, regional Freight Plan, Congestion Management Program report, Commuter Connections program, and other regional studies undertaken by the MPO (e.g., Household Travel Survey, State of the Commute Survey, Modeling).

Regional air quality planning related activities undertaken by MWAQC and CEEPC, including: development of PM2.5 Maintenance Plan, Ground-Level Ozone NAAQS Attainment SIP, Clean Air Partners program, voluntary action to help reduce regional greenhouse gases.

### Statewide Planning Support Activities

This element of the SPR work program provides for staffing within the Northern Virginia District Planning section to participate in and provide assistance to Transportation and Mobility Planning Division and other sections within the Department and the local agencies in a variety of tasks including:

Corridor and sub-area studies to identify either multi-modal or mode specific improvements to the transportation system addressing specific congestion/mobility challenges in the near-, mid-, or long-term. Examples of such studies currently underway in FY 2020 include: Assist NVTA in evaluation of significant transportation projects pursuant to HB 599; validate NVTA ratings; Fairfax County Parkway corridor Improvements; STARS Program Corridor Improvement studies; Smart Scale performance-based project prioritization and funding process.

Ongoing planning functions supported by SPR funding include:

Provide inputs and review of the findings and recommendations for the State LRP (VTRANS); assist with development and implementation of the Smart Scale Project Prioritization process;

Regular and ongoing update of the Statewide Planning System inventory and traffic forecasts;

Provide a dedicated full time Bicycle and Pedestrian Coordinator;

Provide input and review of federal functional classification updates; and

Provide assistance with General Assembly legislative impact statements and studies.

## Project Development Support Activities

This element of the SPR work program represents the District Planning section staff working to:

Prepare and/or review traffic forecasts for project design (LD-104) and environmental documents (Project level conformity analysis for Noise, Air and other pollutants for NEPA documents).

Conduct and/or assist in the conduct of transportation planning studies initiated by VDOT and/or localities such as Comprehensive Plan updates, Transit Development Plan studies, corridor and sub area studies. etc.

Participate in the development and/or review of the traffic forecasts for IMR and IJR as developed for/by the VDOT PE and/or L&D sections of the District.

Review and comment on various Environmental Impact Reports received by the District as part of VDOT's role in Inter-agency consultation process.

Assist the Transportation and Land Use directors in the review and planning of project activities such as location and design of Park-and-Ride lots.

## Local Planning Activities

This element outlines activities undertaken by the District Planning section staff to assist the planning activities at the locality level.

Locally prepared transportation studies: Participate in discussions on the scope of work for the conduct of Traffic Impact Analysis (TIA) reports by localities in response to proposed Comprehensive Plan/Master Plan amendment/Small Area Plans; review and comment on TIAs and/or CTIAs submitted by the localities to VDOT in part complying with the requirements of VA Code chapter 870.

Assist in the development of the transportation portion of local comprehensive/master plans as needed.

Provide transportation technical assistance to localities including in the development of travel demand models; applying travel demand model for project and/or locality planning levels.

## SPR FUNDS FOR SPECIAL STUDIES TO BE CONDUCTED BY CONSULTANTS OR ENTITIES OTHER THAN DISTRICT STAFF (LIST EACH STUDY INDIVIDUALLY)

In addition to supporting staff planning activities, SPR funding is used to fund special plans and studies requiring outside consultants. This takes two different forms, depending on the size, complexity and budget of the project.

**Major SPR Special Projects:** These are projects that require major funding (generally over \$500,000) and time commitments and procurement of consultants. There are no current or anticipated Major SPR projects.

**On-Call Consultant Plans and Studies:** VDOT uses SPR funds to support routine planning projects, generally with budgets under \$500,000 and requiring consultants. VDOT procures on-call consultants for 2-year contracts and assigns the appropriate consultant team to work on District-level projects as needed. VDOT also conducts Strategically Targeted and Affordable Roadway Solutions (STARS) studies using SPR funds. STARS studies evaluate existing conditions data and



traffic forecasts and develop project alternatives to address identified needs prior to a project being submitted for implementation funding. STARS studies that will be underway in FY 22 include:

- Route 7 (East Market Street) from Plaza Street to Fort Evans Road – Leesburg, VA
- Route 50 (Lee Jackson Memorial Highway) from Route 28 to Stringfellow Road, Phase 2 – Chantilly, VA
- Route 234 (Sudley Road) from Godwin Drive to Battleview Parkway – Prince William County
- Route 236 (Little River Road) from I-495 to I-395 – Fairfax County

## **V. APPENDIX**

### **Additional Tables**

- Table A: Revenue - Detailed FY 2021 TPB Proposed Funding by Federal, State, and Local Sources (July 1, 2020 to June 30, 2021)

### **Memoranda of Understanding**

- Fredericksburg Area Metropolitan Planning Organization (FAMPO)
- Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO)



**Table A: Revenue - Detailed FY 2022 TPB Proposed Funding by Federal, State, and Local Sources (July 1, 2022 to June 30, 2023)**

	FTA			FHWA			FED	LOCAL	
	SECT 5303 80%	State 10%	Local 10%	PL FUNDS 80%	State 10%	Local 10%	CASP (FAA 90%) SPR (FHWA 80%)	CASP (10%) SPR (20%)	Totals
<b>DDOT ALLOCATIONS</b>									
NEW FY 2022	\$ 492,727	\$ 61,591	\$ 61,591	\$ 2,341,429	\$ 292,679	\$ 292,679			\$ 3,542,695
PRIOR UNEXPENDED	\$ 81,951	\$ 10,244	\$ 10,244	\$ 1,010,732	\$ 126,342	\$ 126,342			\$ 1,365,854
CARRYOVER FY 2021	\$ 33,346	\$ 4,168	\$ 4,168	\$ 232,198	\$ 29,025	\$ 29,025			\$ 331,930
<b>SUBTOTAL - DC</b>	<b>\$ 608,025</b>	<b>\$ 76,003</b>	<b>\$ 76,003</b>	<b>\$ 3,584,358</b>	<b>\$ 448,045</b>	<b>\$ 448,045</b>			<b>\$ 5,240,479</b>
<b>MDOT ALLOCATIONS</b>									
NEW FY 2022	\$1,143,007	\$142,876	\$142,876	\$ 3,257,967	\$ 407,246	\$ 407,246			\$ 5,501,218
PRIOR UNEXPENDED	\$ 327,702	\$ 40,963	\$ 40,963	\$ 892,552	\$ 111,569	\$ 111,569			\$ 1,525,317
CARRYOVER FY 2021	\$ 75,840	\$ 9,480	\$ 9,480	\$ 389,852	\$ 48,732	\$ 48,732			\$ 582,115
<b>SUBTOTAL - MD</b>	<b>\$1,546,549</b>	<b>\$193,319</b>	<b>\$193,319</b>	<b>\$ 4,540,371</b>	<b>\$ 567,546</b>	<b>\$ 567,546</b>			<b>\$ 7,608,650</b>
<b>VDRPT &amp; VDOT ALLOCATIONS</b>									
NEW FY 2021	\$ 928,124	\$116,016	\$116,016	\$ 2,521,884	\$ 315,236	\$ 315,236			\$ 4,312,510
PRIOR UNEXPENDED	\$ 278,260	\$ 34,783	\$ 34,783	\$ 481,378	\$ 60,172	\$ 60,172			\$ 949,548
CARRYOVER FY 2021	\$ 62,814	\$ 7,852	\$ 7,852	\$ 344,750	\$ 43,094	\$ 43,094			\$ 509,455
<b>SUBTOTAL - VA</b>	<b>\$1,269,198</b>	<b>\$158,650</b>	<b>\$158,650</b>	<b>\$ 3,348,013</b>	<b>\$ 418,502</b>	<b>\$ 418,502</b>			<b>\$ 5,771,513</b>
<b>TOTAL FHWA/FTA FUNDING ALLOCATIONS</b>									
NEW FY 2022	\$2,563,858	\$320,482	\$320,482	\$ 8,121,280	\$1,015,160	\$1,015,160			\$ 13,356,423
PRIOR UNEXPENDED	\$ 687,913	\$ 85,989	\$ 85,989	\$ 2,384,662	\$ 298,083	\$ 298,083			\$ 3,840,719
CARRYOVER FY 2021	\$ 172,000	\$ 21,500	\$ 21,500	\$ 966,800	\$ 120,850	\$ 120,850			\$ 1,423,500
<b>SUB-TOTAL - FHWA-FTA</b>	<b>\$3,423,771</b>	<b>\$427,971</b>	<b>\$427,971</b>	<b>\$ 11,472,742</b>	<b>\$1,434,093</b>	<b>\$1,434,093</b>			<b>\$ 18,620,642</b>
<b>TOTAL BASIC UPWP</b>	<b>\$3,423,771</b>	<b>\$427,971</b>	<b>\$427,971</b>	<b>\$ 11,472,742</b>	<b>\$1,434,093</b>	<b>\$1,434,093</b>			<b>\$ 18,620,642</b>
CASP PROGRAM							\$ 566,127	\$ 62,903	\$ 629,030
SPR PROGRAM							\$ 196,577	\$ 49,144	\$ 245,721
<b>GRAND TOTAL UPWP</b>	<b>\$3,423,771</b>	<b>\$427,971</b>	<b>\$427,971</b>	<b>\$ 11,472,742</b>	<b>\$1,434,093</b>	<b>\$1,434,093</b>	<b>\$ 762,704</b>	<b>\$ 112,047</b>	<b>\$ 19,495,393</b>



**AN AGREEMENT FOR COOPERATIVELY CONDUCTING THE METROPOLITAN  
TRANSPORTATION PLANNING AND PROGRAMMING PROCESS IN THE  
PORTION OF THE METROPOLITAN WASHINGTON, DC-VA-MD URBANIZED AREA  
WITHIN THE FREDERICKSBURG AREA METROPOLITAN PLANNING  
ORGANIZATION'S BOUNDARIES**

**THIS AGREEMENT**, made and entered into as of this 19th day of May 2021 by and between the FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION, hereinafter referred to as FAMPO and the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD, which is the metropolitan planning organization for Northern Virginia (the jurisdictions contained in Virginia Planning District 8), Washington, D.C. and the suburban Maryland jurisdictions, and hereinafter referred to as the TPB, for the purpose of identifying the roles and responsibilities for cooperatively conducting the metropolitan transportation planning and programming process in the FAMPO portion of the metropolitan Washington, DC-VA-MD Urbanized Area (Washington D.C. UZA).

**WHEREAS**, 23 U.S.C. 134, 23 U.S.C. 150, and 49 U.S.C. 5303 mandate the establishment of a metropolitan planning organization ("MPO") in each US Bureau of Census defined "urbanized area" with a population of more than 50,000 individuals and as a condition to the receipt of Federal capital or operating assistance, which shall have a continuing, cooperative and comprehensive transportation (3-C) planning process carried out by a MPO in cooperation with the States and their local jurisdictions that results in plans and programs consistent with the planned development of the "urbanized area" pursuant to the foregoing statutes; and

**WHEREAS**, since 1965 the TPB has been the designated MPO for the Washington, DC-MD-VA UZA, and FAMPO the designated MPO for the Fredericksburg urbanized area, each with its own and distinct metropolitan planning area (MPA) including the respective urbanized areas and its vicinity, as depicted in figure 1, and have, pursuant with 23 CFR 450, independently executed a federal planning agreement (herein referred to as the 3-C agreement) among the MPO, the State(s), and the providers of public transportation serving the planning area identifying their mutual responsibilities in carrying out the metropolitan transportation planning process; and

**WHEREAS**, based on US Census since the Washington, DC-MD-VA UZA population exceeded 200,000 it was classified as a Transportation Management Area (TMA) with additional metropolitan planning requirements placed on the TPB, while the Fredericksburg urbanized population, thru the 2010 US Census, was below 200,000 and hence was not designed a TMA and FAMPO had no additional metropolitan planning requirements beyond that of a MPO; and

**WHEREAS**, the additional responsibilities for a TMA specifically includes responsibilities to have a Congestion Management Process pursuant to 23 U.S.C. 134 and 49 U.S.C. 5303, programming Surface Transportation Program (STP) funds sub-allocated to the TMAs pursuant to 23 U.S.C. section 133, as amended, and a process for selecting projects for receipt of STP funds sub-allocated to a TMA as per 23 C.F.R. 450.332.(c) , as amended; and

**WHEREAS**, based on the year 2000 census data, the US Bureau of Census updated the urbanized area boundaries and included the northern portion of Stafford County as part of the Washington, DC-MD-VA UZA; and

**WHEREAS**, the northern portion of Stafford County added to the Washington, DC-MD-VA UZA was of FAMPO's metropolitan planning area (not urbanized area) as depicted in Figure 2; and

**WHEREAS**, as part of the process of re-evaluation of the MPO planning boundaries after the year 2000 census and as an outcome of discussions between the representatives of the TPB, Commonwealth of Virginia, Maryland, and Washington D.C. transportation department, **Federal Highway Administration (FHWA)**, **Federal Transit Administration (FTA)**, FAMPO and Stafford County held, in 2004; and

**WHEREAS**, pursuant to provisions of 23 U.S.C. 134, and 49 U.S.C. 5303 and applicable federal regulations and guidance it was collectively agreed to not expand the TPB's planning boundary and instead have the FAMPO continue conducting the metropolitan planning functions for Stafford county with the additional requirement that FAMPO undertake the additional responsibilities TMA applicable to the northern portion of Stafford County that is part the Washington, DC-MD-VA UZA; and

**WHEREAS**, the parties executed an agreement for cooperatively conducting the metropolitan planning and programming process in the portion of the metropolitan Washington Urbanized area within the FAMPO planning boundary on November 17, 2004 (Attachment A), herein referred to as 2004 TPB-FAMPO agreement; and

**WHEREAS**, pursuant to provisions of 23 U.S.C. 134, 23 U.S.C. 150, and 49 U.S.C. 5303 and applicable federal regulations, FAMPO has continued to conduct the metropolitan planning process for all of Stafford County, including the additional TMA responsibilities applicable to the northern portion of Stafford County that is part the Washington, DC-MD-VA UZA; and

**WHEREAS**, the FHWA and FTA MPO certification review process of 2014 and 2018 recommended that the 2004 TPB-FAMPO agreement be updated to reflect, among other things, a description of the additional responsibility for programming Surface Transportation Block Grant (STBG) funds sub-allocated to the TMAs pursuant to 23 U.S.C. section 133, as amended, and a process for selecting projects for receipt of STBG funds sub-allocated to a TMA as per 23 U.S.C. 134, as amended as applicable to the northern Stafford County TMA area; and

**WHEREAS**, there being, at this time, no change to the metropolitan planning areas of the TPB or the FAMPO and to the arrangement of FAMPO taking additional TMA responsibilities for conducting the metropolitan planning process for the northern Stafford area that is part of the Washington, DC-VA-MD urbanized area; TMA.

NOW, THEREFORE, FAMPO and TPB do hereby agree to the following updated responsibilities:

## **ARTICLE I**

### **FAMPO AREA TRANSPORTATION PLANNING AND PROGRAMMING PROCESS**

- A. Transportation Management Area responsibilities and process: Under federal regulations where an urbanized area has a population greater than 200,000 and is therefore designated a

Transportation Management Area (TMA) by the U.S. Secretary of Transportation, the designated TMA is responsible for meeting additional transportation planning requirements beyond those of Metropolitan Planning Organizations (MPO's) having an urbanized area under 200,000 in population. The Washington, DC-MD-VA UZA exceeds 200,000 in population and the Washington D.C. UZA has been designated a TMA. Because of the action of the U.S. Bureau of the Census in its determinations for the 2010 Census of Population, the Washington, DC-MD-VA UZA extends into the northern portion of Stafford County - a member of FAMPO. The FAMPO Policy Committee has agreed to conduct additional metropolitan planning activities required of a TMA, pursuant to 23 C.F.R § 450 as amended, including those described in sections B, C and D below, for the TMA portion of Stafford County (northern parts of Stafford County as specified in Figure 1 while continuing to provide the general metropolitan transportation planning and programming functions for all of Stafford County pursuant to 23 C.F.R § 450 as amended.

- B. Congestion Management Process: FAMPO shall maintain a Congestion Management Process (CMP) for the northern portion of Stafford County that is included in the Washington, DC-MD-VA UZA, in accordance with applicable federal law and regulation, including 23 C.F.R. § 450.322, as amended. FAMPO will coordinate its development and update activities with the TPB, including those related to federally-required Performance-Based Planning and Programming (PBPP) process under 23.U.S.C. 150.
- C. Programming Surface Transportation Block Grant (STBG) Funds: FAMPO shall develop and adopt a process for programming decisions for the STBG funds attributable to the northern portion of Stafford County that is included in the Washington D.C. UZA, pursuant to federal law and regulations including 23 U.S.C. 134 (K)(4), as amended. FAMPO shall allocate the TMA-attributed STBG funds for the benefit of the TMA, consistent with 23 U.S.C. § 133.d.(2), as amended.
- D. Selection of Projects: FAMPO shall comply with all applicable federal laws and regulations related to its process for selecting projects to receive federal funds. FAMPO shall adhere to a project selection process for the STBG funds that prioritizes projects that are within or directly benefit the TMA, pursuant to 23 U.S.C §134.j.(5), k.(4), as amended.
- E. Unified Planning Work Program: FAMPO will maintain a Unified Planning Work Program ("UPWP"), developed in cooperation with the State and Providers of Public Transportation, that meets the requirements of 23 C.F.R part 450, subpart C. Implementation of the functions, responsibilities, and duties identified in this agreement shall be described specifically in the annual unified planning work program for FAMPO and the TPB.
- F. Performance Based Planning and Programming: Pursuant with 23 U.S.C. 150, 23 C.F.R. 490 and 23.C.F.R. Subpart G 490.703, the TPB and FAMPO are required to establish performance targets for the traffic congestion component of the National Performance Management Measure for Assessing the Congestion Mitigation and Air Quality Improvement Program established for their respective urbanized areas. As noted in earlier sections of this agreement, the Washington, DC-MD-VA UZA is served by two MPOs, the TPB and FAMPO. Federal regulations (23 CFR §450.314(h)), note that when more than one MPO serves an urbanized area, the MPO(s), TPB and FAMPO in this case, State(s) and Providers of Public Transportation "shall jointly agree upon and develop specific written provisions for cooperatively developing and



sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, and the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region.” The TPB and FAMPO have jointly developed and executed a letter of agreement for this purpose and it is included as Attachment B.

## **ARTICLE 2 COORDINATION OF PLANNING ACTIVITIES**

TPB and FAMPO will maintain coordinated, cooperative and continuing planning processes. TPB and FAMPO shall coordinate their planning processes and produce and share required planning documents on the same cycle.

Pursuant to 23 U.S.C. 134(k) and 49 U.S.C. 5303(k), the TPB, as a TMA, will undergo a joint certification review by the FHWA and FTA. Such a federal review is intended to ensure full compliance with the metropolitan planning requirements for a UZA. Since the TPB and FAMPO are jointly responsible for the metropolitan planning activities of the Washington, DC-MD-VA UZA, TPB and FAMPO will coordinate and participate in the joint federal certification process. The TPB will also participate and assist FAMPO in its certification review process as required.

## **ARTICLE 3 TIME FRAME OF THE PROCESS**

The metropolitan transportation planning and programming process shall be established as a continuing procedure effective the date of the execution of this AGREEMENT by all participants.

## **ARTICLE 4 TERMINATION**

This AGREEMENT shall be terminated upon the occurrence of any of the following:

There ceases to exist a federal or state requirement for this agreement, such as when the responsibilities to conduct the federal metropolitan planning process for the Washington D.C-VA-MD urbanized area is not shared by the TPB and FAMPO, and/or,

The Commonwealth of Virginia or its designee, the FHWA and FTA, the TPB and FAMPO mutually agree to conclude and thereby terminate this agreement.

In the event of termination of this agreement, by the mutual agreement of the FAMPO and the TPB, a written notice of not less than ninety (90) days shall be provided to the other party and to the FHWA and FTA.


## **ARTICLE 5 AMENDMENTS**

Amendments to this AGREEMENT, as mutually agreed to, may only be made by written agreement between the parties of this AGREEMENT and subject to review and approval by FHWA and FTA.

IN WITNESS WHEREOF, all concerned parties have executed this AGREEMENT on the day and year first written above.

  
Chairman, FAMPO

WITNESSED BY:   
Administrator, FAMPO  
Date: May 21, 2021

  
Chairman, NCR-TPB

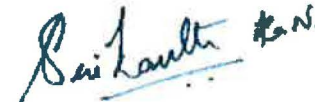
WITNESSED BY:   
Director, NCR-TPB  
Date: May 19, 2021

Figure 1 Current Washington D.C.-VA-MD and Fredericksburg Urbanized Areas

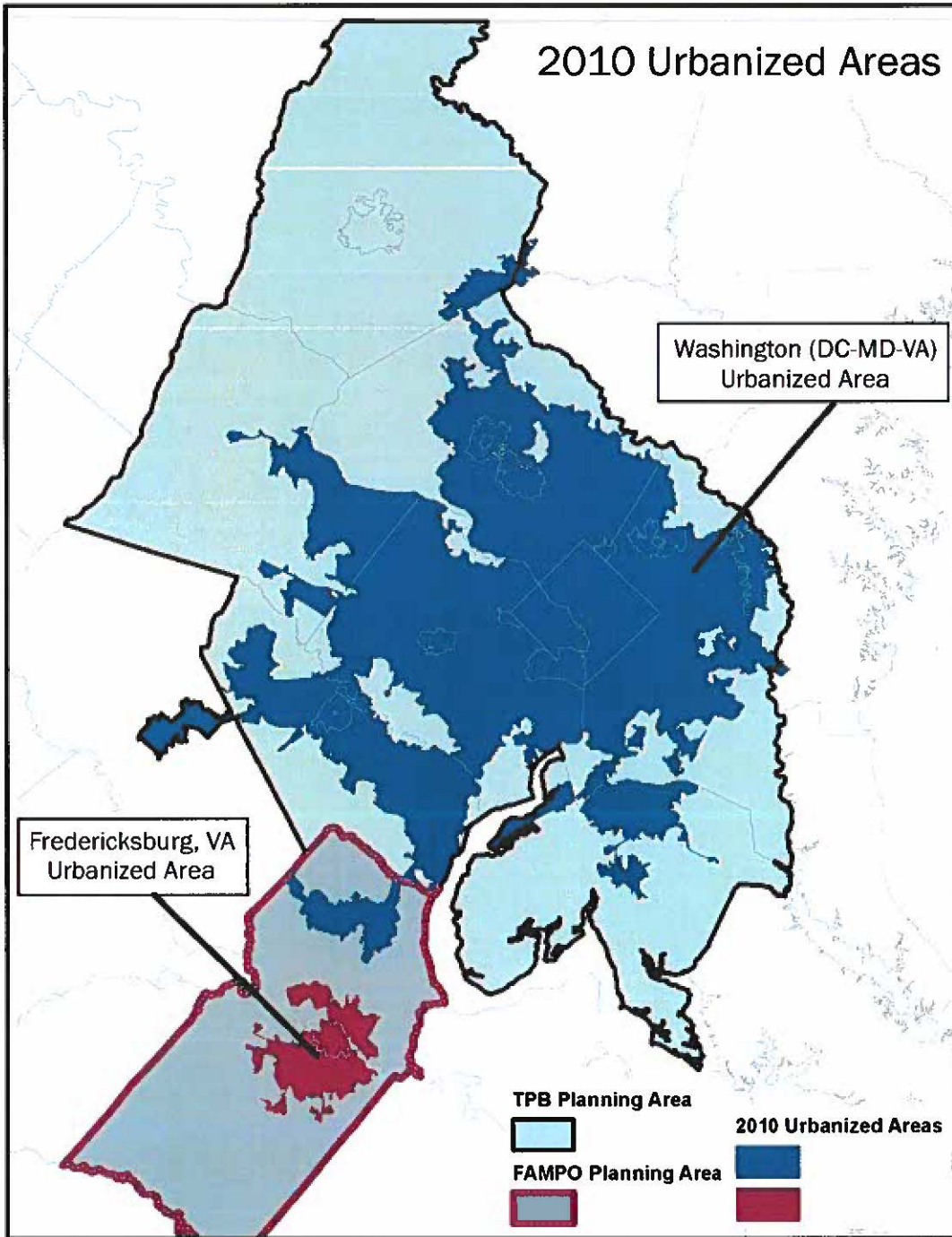
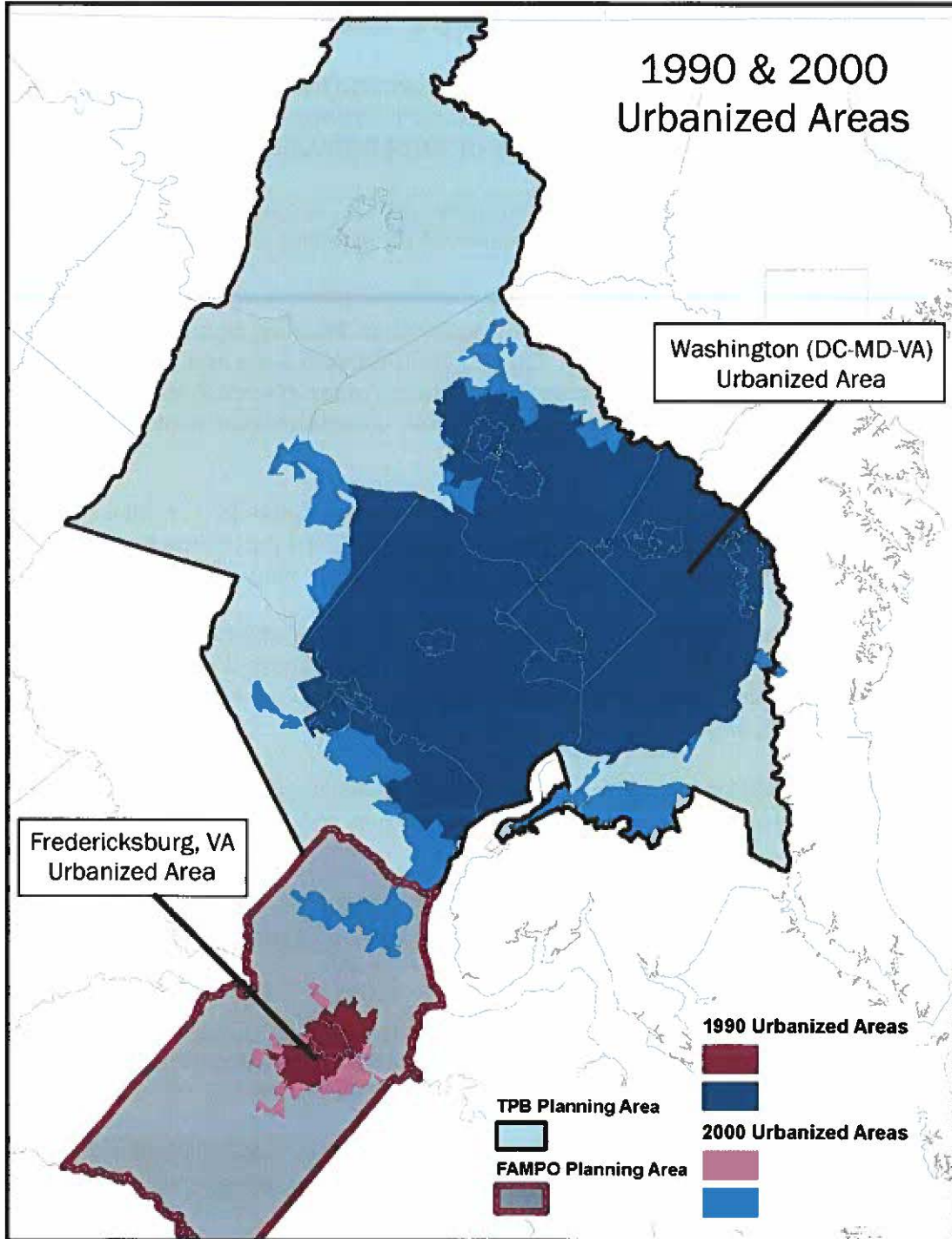


Figure 2 Washington D.C.-VA-MD and Fredericksburg Urbanized Areas - 1990 Vs 2000



TPB R18-2021  
May 19, 2021

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

**RESOLUTION TO APPROVE THE 2021 TRANSPORTATION PLANNING BOARD (TPB)-  
FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION (FAMPO)  
MEMORANDUM OF UNDERSTANDING**

**WHEREAS**, metropolitan planning organizations (MPOs) are responsible for carrying out a continuing, cooperative, and comprehensive (3-C) planning process for urbanized areas (UZAs) in the United States; and

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB) is the federally designated MPO for the Washington (DC-MD-VA) urbanized area and 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**, as a result of the 2000 Census, the Washington D.C. urbanized area (UZA) extended into the northern portion of Stafford County which is part of the Fredericksburg Area Metropolitan Planning Organization's (FAMPO) metropolitan planning area; and

**WHEREAS**, a memorandum of understanding (MOU) was established in 2004 between TPB and FAMPO to determine how the metropolitan planning process would be performed for the portion of the Washington UZA that overlaps with the FAMPO planning area (northern portion of Stafford County); and

**WHEREAS**, the 2019 Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) certification review of the TPB and FAMPO recommended updating this MOU;

**WHEREAS**, between September 2019 and February 2021, the TPB and FAMPO have worked in cooperation with legal counsel, the Virginia Department of Transportation, Federal Highway Administration, and staff to develop and refine a draft MOU; and

**WHEREAS**, the TPB Technical Committee has received regular updates on the status of the development of the draft MOU, received the draft MOU on April 2, 2021, and the committee recommended approval by the TPB at its meeting on May 7; and

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board hereby approves the 2021 TPB-FAMPO MOU (Attachment 1.) and authorizes its Chair to execute the agreement on behalf of the TPB.

Adopted by the Transportation Planning Board at its regular meeting on May 19, 2021.

**FAMPO RESOLUTION 21-23**

**APPROVING THE TRANSPORTATION PLANNING BOARD (TPB)-FREDERICKSBURG  
AREA METROPOLITAN PLANNING ORGANIZATION (FAMPO) MEMORANDUM OF  
UNDERSTANDING**

**WHEREAS**, metropolitan planning organizations (MPOs) are responsible for carrying out a continuing, cooperative, and comprehensive (3-C) planning process for urbanized areas (UZAs) in the United States; and

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB) serves as the MPO for Washington D.C. UZA; and

**WHEREAS**, as a result of the 2000 Census, the Washington D.C. UZA extended into the northern portion of Stafford County which is part of FAMPO; and

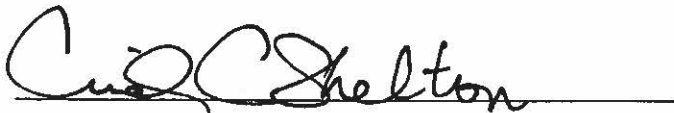
**WHEREAS**, a memorandum of understanding (MOU) was established in 2004 between TPB and FAMPO to determine how the metropolitan planning process would be performed for the transportation management area (TMA) in Stafford County; and

**WHEREAS**, the 2018 Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) certification review recommended updating this MOU;

**WHEREAS**, between September 2019 and February 2021, FAMPO has worked with legal counsel, VDOT, FHWA, and staff to develop and refine a draft MOU in cooperation with the TPB.

**NOW, THEREFORE, BE IT RESOLVED** that the Fredericksburg Area Metropolitan Planning Organization hereby approves the TPB-FAMPO MOU (Attachment 1) and authorizes its Chair to execute the agreement on behalf of the Policy Committee.

Adopted by the Policy Committee at its meeting on March 15, 2021.



Cindy Shelton, Chair  
Fredericksburg Area Metropolitan Planning Organization  
Policy Committee

**Attachment 1 – TPB-FAMPO MOU**

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

**RESOLUTION ON AGREEMENT BETWEEN THE NATIONAL CAPITAL REGION TRANSPORTATION  
PLANNING BOARD AND THE CALVERT-ST. MARY'S METROPOLITAN PLANNING  
ORGANIZATION AND CALVERT COUNTY, MARYLAND**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB) is the officially designated Metropolitan Planning Organization (MPO) for the Metropolitan Washington area; and

**WHEREAS**, the TPB's planning area is part of the Washington, DC-MD-VA 8-Hour Ozone Nonattainment area, as shown on the map in Attachment A, and as such, is subject to regional air quality conformity analysis of its Transportation Plans and Transportation Improvement Programs (TIPs); and

**WHEREAS**, the Washington, DC-MD-VA 8-Hour Ozone Nonattainment area also includes Calvert County, and transportation projects within Calvert County have been included in TPB's regional air quality conformity analysis as appropriate; and

**WHEREAS**, the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO) is the newly officially designated MPO for Southern Maryland, whose planning area includes Calvert County, as shown on the map in Attachment B; and

**WHEREAS**, under federal surface transportation legislation (23 U.S.C. § 134 and 49 U.S.C. § 5303) related to MPO Consultation in Plan and TIP Coordination for Nonattainment areas, "If more than one metropolitan planning organization has authority within a metropolitan area or an area which is designated as a nonattainment area for ozone or carbon monoxide under the Clean Air Act (42 U.S.C. § 7401 et seq.), each metropolitan planning organization shall consult with the other metropolitan planning organizations designated for such area and the State in the coordination of plans and TIPs" and

**WHEREAS**, the TPB and the C-SMMPO have agreed to consult with the Maryland Department of Transportation (MDOT) in the coordination of their respective plans and TIPS; and

**WHEREAS**, the TPB, the C-SMMPO, and Calvert County have agreed to a process where C-SMMPO will develop Plans and TIPs to include Calvert County projects, and the TPB will continue to include these Calvert County projects in its regional air quality conformity analysis;

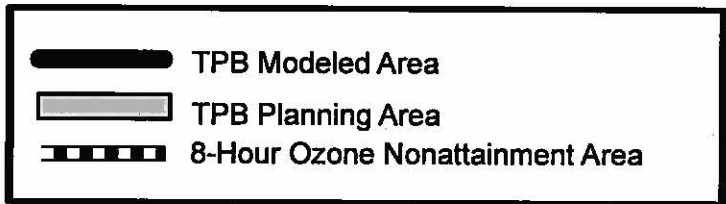
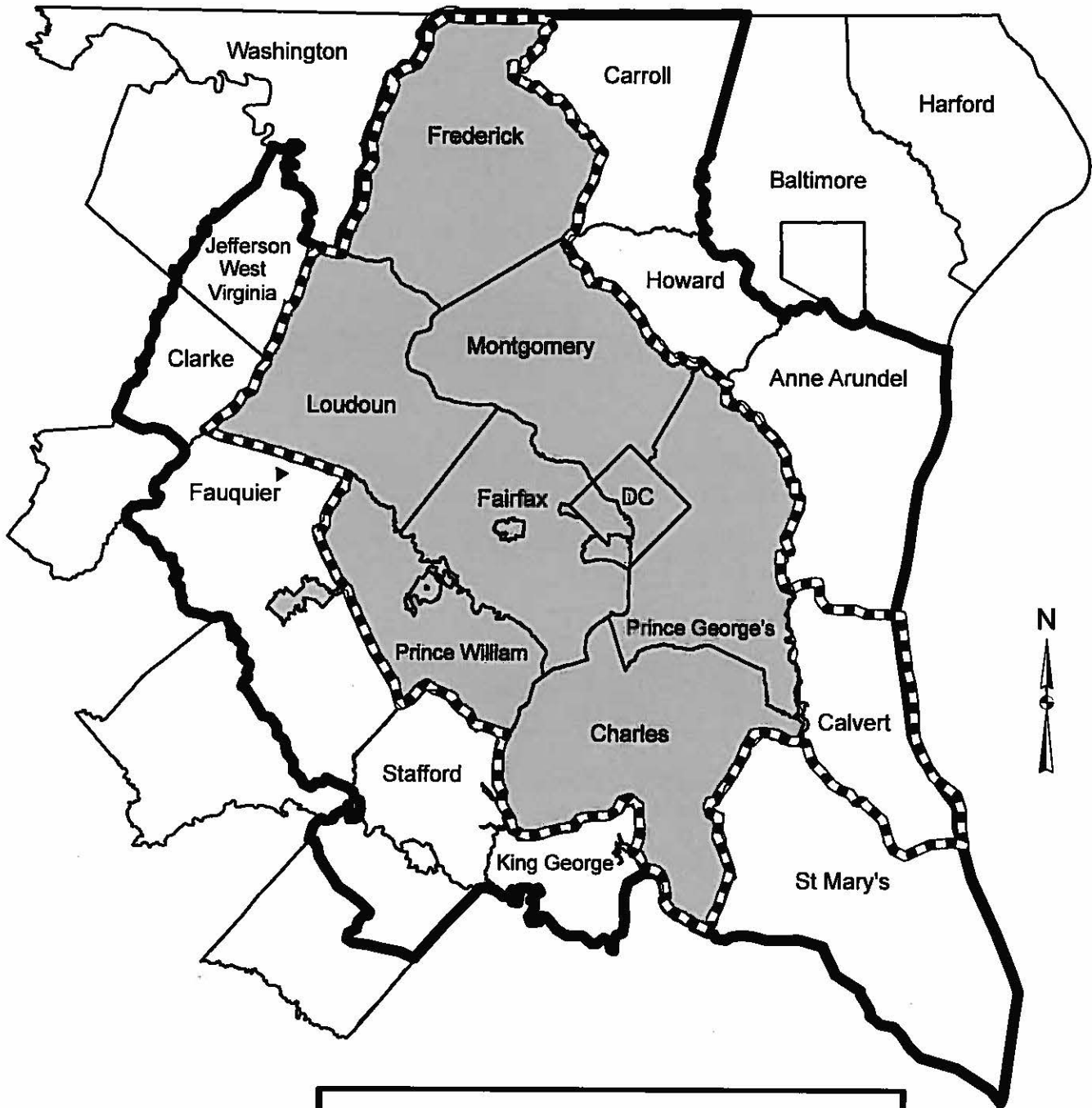
**NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD** approves execution, by its Chairman, of the attached *Agreement between the National Capital Region Transportation Planning Board (TPB) and the Calvert-St. Mary's*

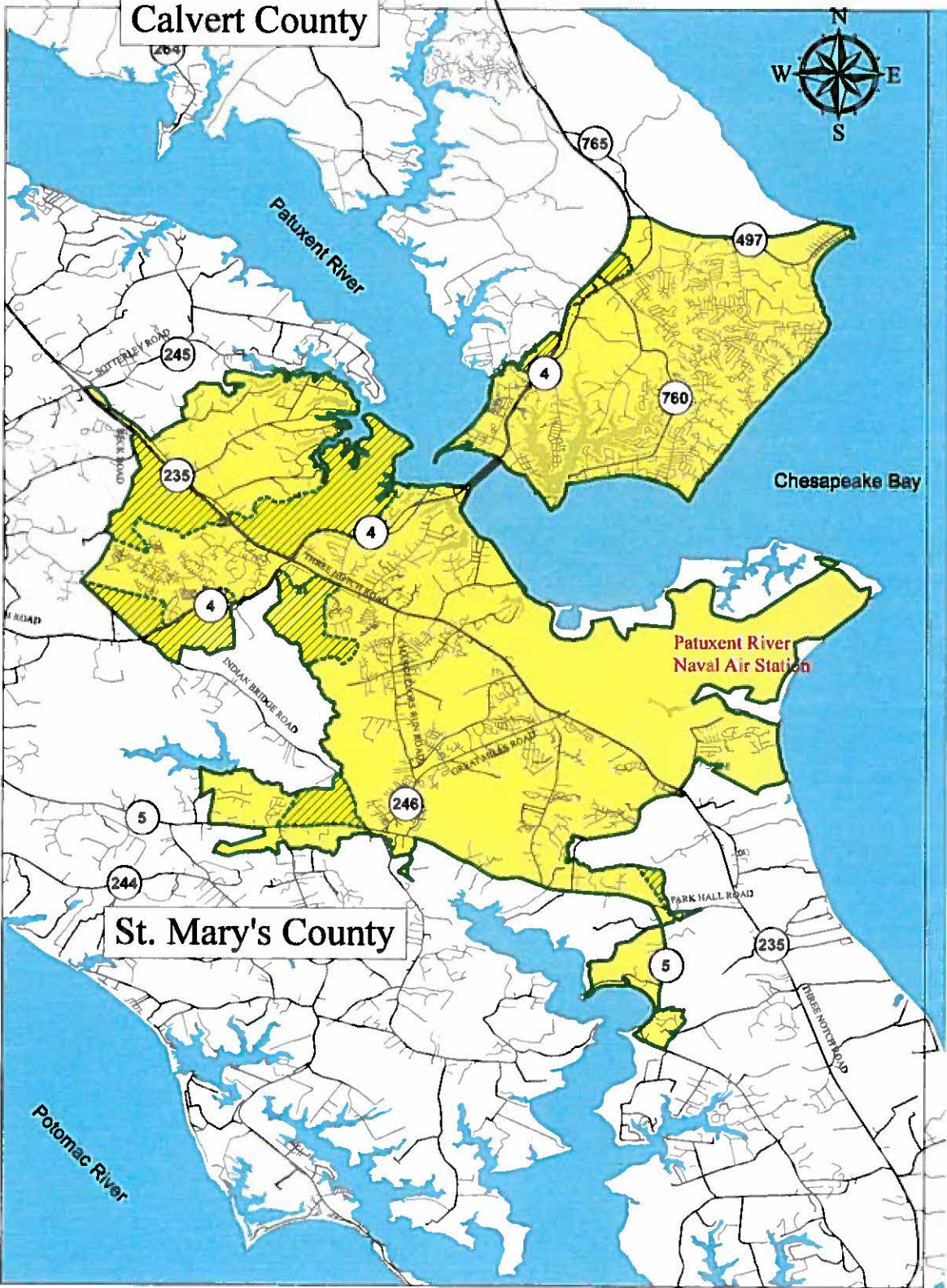
**Metropolitan Planning Organization (C-SMMPO) and Calvert County, Maryland on the conformity analysis and determination of transportation plans, programs, and projects in Calvert County, Maryland** document to ensure that transportation plans, programs, and projects in Calvert County are assessed for regional air quality conformity as is required in the Clean Air Act Amendments of 1990 (with subsequent amendments).

**Adopted by the Transportation Planning Board at its regular meeting on January 20, 2016**







ATTACHMENT A  
TPB Transportation Planning Area and  
Washington, DC-MD-VA 8-Hour Ozone Nonattainment Area





**Legend**

-  Boundary Line
-  Urbanized Area Boundary Incorporated into Adjusted Urbanized Area
-  Adjusted Urbanized Area
-  Metropolitan Planning Area

**Calvert - St. Mary's  
Metropolitan Planning  
Organization  
Adjusted Urbanized Area  
and  
Metropolitan Planning Area**



**Agreement between the National Capital Region Transportation Planning Board (TPB) and the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO) and Calvert County, Maryland on the conformity analysis and determination of transportation plans, programs, and projects in Calvert County, Maryland**

Recognizing that Calvert County, Maryland, is a member of the C-SMMPO and is included in the Washington DC-MD-VA 8-hour Ozone Nonattainment area, TPB and C-SMMPO and Calvert County agree upon the following procedures for ensuring that transportation plans, programs, and projects in Calvert County are assessed for regional air quality conformity as is required in the Clean Air Act Amendments of 1990 (with subsequent amendments):

1. Transportation plans, programs, and projects in the C-SMMPO Metropolitan Planning Area (MPA) of Calvert County will be included in the Long Range Transportation Plan and Transportation Improvement Program developed by the C-SMMPO.
2. The C-SMMPO and Calvert County, in consultation with the Maryland Department of Transportation (MDOT), will submit the plan, program, and project inputs for Calvert and for the C-SMMPO MPA to the TPB for inclusion in each update of the TPB's regional air quality conformity analysis and determination for the Washington, DC-MD-VA 8-Hour Ozone Nonattainment area.
3. The timeframe for analysis and coordination will be outlined by the schedule in the TPB's *Call For Projects* document for each cycle.
4. The TPB's *Air Quality Conformity Scope of Work* will provide details regarding the steps taken to ensure compliance with the Federal Transportation Conformity Rule (40 CFR 51 and 93). For example, the TPB will coordinate with Calvert County and the State of Maryland to obtain all necessary analysis inputs and latest planning assumptions (e.g., land activity, vehicle registration data, etc.).
5. Project level conformity analyses will continue to be performed by the State, and assessed through the interagency consultation process, as is currently done for all state projects.
6. Calvert County will be involved in all aspects of the TPB's air quality conformity analysis and determination including its interagency consultation process:
  - Formal involvement for Calvert County on the TPB will be provided through MDOT, and through Calvert County's membership on the

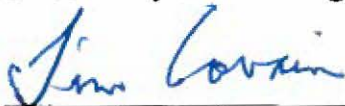
Metropolitan Washington Air Quality Committee (MWAQC) and on the MWAQC Technical Advisory Committee.

- Informal involvement by Calvert County will be provided through participation by representatives of Calvert County in TPB committees and processes concerned with regional air quality conformity, including receipt of all materials and participation in all meetings, discussions, and reviews.

7. The TPB will provide copies of the conformity report to C-SMMPO and Calvert County at the completion of each conformity cycle. As relevant, portions of the TPB conformity report will be included in the C-SMMPO Plan and TIP documentation to demonstrate conformity.

This agreement will remain in effect for the 2008 Ozone National Ambient Air Quality Standards (NAAQS) and all future NAAQS applicable to Calvert County.

Executed by the undersigned this \_\_\_\_\_ day of \_\_\_\_\_ 2016:



\_\_\_\_\_  
Tim Lovain, Chair  
National Capital Region Transportation  
Planning Board



\_\_\_\_\_  
Steven R. Weems, Chairperson  
Calvert - St. Mary's Metropolitan  
Planning Organization



\_\_\_\_\_  
Evan K. Slaughenhaupt Jr, President  
Board of County Commissioners  
Calvert County, Maryland

Approved for legal sufficiency

on January 27, 2016 by



\_\_\_\_\_  
County Attorney



Department of Community Planning and Building  
INTEROFFICE MEMORANDUM

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**TO:** Board of County Commissioners  
**VIA:** Terry Shannon, County Administrator *TLS*  
**VIA:** Thomas Barnett, Director of Community Planning and Building  
**FROM:** Patricia Haddon, Principal Planner *PH*  
**DATE:** January 27, 2016  
**SUBJECT:** Agreement between the National Capital Region Transportation Planning Board and the Calvert-St. Mary's Metropolitan Planning Organization and Calvert County, Maryland on the conformity analysis and determination to transportation plans, programs, and projects in Calvert County, Maryland

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**Background:**

In their letter of July 24, 2015, to Dr. Kwame Arhin, Planning & Program Manager of the Federal Highway Administration, Maryland Division, the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO) advised that they were coordinating the required air quality conformity analysis with the MPO for the National Capital Region, Transportation Planning Board (TPB), as Calvert County's portion of the C-SMMPO was within the non-attainment area for the 2008 8-Hour Ozone area within the National Capital Region.

Transportation plans, programs and projects in Calvert County must be included in the conformity analysis and determination carried out by the TPB for the Washington Metropolitan Statistical Area, as per a Proposal for Satisfying Federal Metropolitan Planning Requirements for Charles and Calvert Counties (Attachment A) and TPBs current resolution, adopted in 1993 (Attachment B.)

The TPB resolution (R23-93, Resolution Responding to Governor Schaefer's Letter Concerning the Metropolitan Planning Boundary in Maryland) which includes Calvert county in the TPB's air quality conformity analysis was the result of coordination between the State transportation air agencies and the Federal Highway Administration (FHA) and the Federal Transit Administration (FTA), in response to requirements in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991.

**Discussion**

Since the establishment and inclusion of Calvert County in the C-SMMPO, the TPB staff has initiated discussions with the Maryland Department of Transportation to review and update the 1993 resolution. Updates have resulted in the attached agreement between TPB, the C-SMMPO, and Calvert County to address analysis issues related to inclusion of C-SMMPO and Calvert County transportation plans, projects and programs in TPB's regional air quality conformity analysis. The agreement has been reviewed by the TPB, MDOT, the C-SMMPO, FHA and FTA, and the County Attorney, John Norris. The agreement requires BOCC approval and signature.

**Conclusion/Recommendation:**

Staff requests the BOCC review and authorize signature of the attached agreement by the President of the County Commissioners, Evan Slaughenhoupt.

Attachments: 3

## ATTACHMENT A

### Proposal for Satisfying Federal Metropolitan Planning Requirements for Charles and Calvert Counties

The TPB proposes the conformity procedures defined in parts 1-4 below. These procedures affirm the practices that have been used for the past two years for the Metropolitan Washington Region non-attainment area as a means for assuring conformity in Charles and Calvert Counties.

1. The TPB agrees with Governor Schaefer that Charles and Calvert Counties not be a part of the planning area covered by the TPB.
2. Transportation plans, programs and projects in Charles and Calvert Counties will be excluded from the TPB's Long-Range Transportation Plan and six-year Transportation Improvement Program (TIP), and included in the statewide Long-Range Transportation Plan and state-wide Transportation Improvement Program (STIP) developed by the State of Maryland.
3. Transportation plans, programs and projects in Charles and Calvert Counties will be included in the conformity analysis and determination carried out by the TPB for the Washington Metropolitan Statistical Area (MSA). Conformity determinations concerning proposed added projects will be based on a system level analysis for the non-attainment area.
4. Charles and Calvert Counties will be involved in all aspects of the conformity analysis and determinations.
  - Formal involvement for Charles and Calvert Counties will be provided through the Maryland Department of Transportation on the TPB, and through Charles and Calvert Counties' membership on MWAQC and its Technical Staff Coordination Committee (TSCC).
  - Informal involvement by Charles and Calvert Counties will be provided through participation by their representatives in COG and TPB committees and processes concerned with conformity, including receipt of all materials and participation in all meetings, discussions, and reviews.

These procedures are subject to amendment should they be found in conflict with the final rule on conformity promulgated by the U.S. Environmental Protection Agency.

TPB R23-93  
December 16, 1993

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS  
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
777 North Capitol Street, N.E.  
Washington, D. C. 20002

RESOLUTION RESPONDING TO GOVERNOR SCHAEFER'S  
LETTER CONCERNING THE METROPOLITAN PLANNING  
BOUNDARY IN MARYLAND

WHEREAS, the National Capital Region Transportation Planning Board (TPB) is the officially designated Metropolitan Planning Organization (MPO) for the Metropolitan Washington area; and

WHEREAS, the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 requires MPO boundaries to "at least include the boundaries of the non-attainment area, except as otherwise provided by agreement between the metropolitan planning organization and the Governor;" and

WHEREAS, in a letter of April 16, 1992, the Governor of Maryland presented a proposal to the TPB under which "the Washington area MPO boundaries should not be expanded to encompass Charles and Calvert Counties;" and

WHEREAS, on September 16, 1992, the Transportation Planning Board (TPB) requested that the Metropolitan Washington Air Quality Committee (MWAQC) consider and provide comments to the TPB on the implications of Governor Schaefer's request for air quality planning and conformity findings in the Metropolitan Washington Area; and

WHEREAS, there has been extensive coordination with the State Transportation Agencies and the State Air Quality Agencies, who are members of MWAQC, and with Federal Highway Administration (FHWA) and Federal Transit Administration (FTA); and

WHEREAS, on December 9, 1992, the MWAQC adopted a set of recommendations to the TPB on responding to Governor Schaefer's request; and has transmitted those recommendations to the TPB; and

WHEREAS, the "Interim Guidance on the ISTEA Metropolitan Planning Requirements" issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) of April 6, 1992, contains the following guidance on Metropolitan boundaries:

"In non attainment areas, if the MPO and the Governor agree to exclude a portion of the nonattainment area, they must be able to demonstrate how conformity will be ensured in the excluded portion. Such proposals should be coordinated with FHWA, FTA, EPA, the state transportation agency and the state air quality agency before a final decision is made".

NOW, THEREFORE, BE IT RESOLVED THAT: The National Capital Region Transportation Planning Board endorses the MWAQC recommendations as defined in Attachment A, agrees to respond favorably to the April 16, 1992 request of the Governor of Maryland, and also to transmit copies to the Federal Highway Administration, the Federal Transit Administration, and the Environmental Protection Agency.

Adopted by the Transportation Planning Board at its regular meeting on December 16, 1992.



# UNIFIED PLANNING WORK PROGRAM (UPWP)

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## Board Actions

Lyn Erickson  
Plan Development and Coordination Program Director

Transportation Planning Board  
March 16, 2021

# TPB actions March 16, 2022

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- **Adopt Resolution R10-2022**

Action to amend the 2022 UPWP to remove funding to be “carried over” to FY 2023 and to approve “carryover” funding from FY 2022 to FY 2023

- **Adopt Resolution R11-2022**

Action to approve FY 2023 UPWP

# Carry Over and FY 2022 Amendment

---

- The total FY 2023 revenue comes from 3 “buckets” of funding through the state DOTs:
  - “New” fiscal year funding (Federal FY 2022)
  - “Old” funding from last year’s UPWP (FY 2021) – obligated to the MPO but not spent (called “unexpended”)
  - “Carryover” funding from current year UPWP (FY 2022) that we anticipate not being able to spend by June 30, 2022
- Carry over \$1,423,500 from Tasks 1, 3, 4, 5, 7, 9, 11
- Total FY 2023 UPWP \$19,495,393



# Next steps after TPB action

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- Submit FY 2023 UPWP to U.S. Department of Transportation (U.S. DOT)
- U.S. DOT takes 60 days to approve
- Receive funding authorization from DDOT, MDOT, VDOT, and VDRPT
- Start work on July 1!



# TPB action

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Staff recommends approval:

- **Adopt Resolution R10-2022**

Action to amend the 2022 UPWP to remove funding to be “carried over” to FY 2023 and to approve “carryover” funding from FY 2022 to FY 2023

- **Adopt Resolution R11-2022**

Action to approve FY 2023 UPWP



## Lyn Erickson

Plan Development and Coordination Program Director

(202) 962-3319

lerickson@mwkog.org

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

---

Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002



National Capital Region  
Transportation Planning Board

**ITEM 8 – Action**  
March 16, 2022

Approval of the FY 2023 Commuter Connections Work Program  
(CCWP)

**Action:** Adopt Resolution R12-2022 to approve the FY 2023 CCWP.

**Background:** At the February 16 meeting, the board was briefed on the draft FY 2023 CCWP. The CCWP is an annual work statement that identifies alternative commute program projects and services designed to help improve traffic congestion and meet regional air quality goals. The board will be briefed on the final draft of the FY 2023 CCWP and will be asked to approve it.

TPB R12-2022  
March 16, 2022

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

**RESOLUTION APPROVING  
THE FY 2023 COMMUTER CONNECTIONS WORK PROGRAM**

**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**, the FY 2023 Commuter Connections Work Program (CCWP) consists of a core program of regional transportation demand management operational activities funded jointly by state and local jurisdictions, plus jurisdictional programs that are conducted at the discretion of individual state funding agencies; and

**WHEREAS**, the TPB is required by federal regulations to approve a congestion management process which includes travel demand management as part of the metropolitan transportation plan, and Commuter Connections constitutes the major demand management component of the congestion management process to be approved by the TPB, and Commuter Connections also supports regional air quality goals; and

**WHEREAS**, on March 17, 2021, the TPB approved the FY 2022 CCWP; and

**WHEREAS**, the draft FY 2023 CCWP was reviewed by the Commuter Connections Subcommittee of the TPB Technical Committee on January 18, 2022; and

**WHEREAS**, comments and suggestions on the work activities in the draft FY 2023 CCWP were reviewed by District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) and incorporated into the final version; and

**WHEREAS**, the Draft FY 2023 CCWP was released for comment on February 10, 2022; and

**WHEREAS**, the TPB Technical Committee reviewed the work program at its meetings on February 4, 2022 and March 4, 2022.

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board approves the FY 2023 Commuter Connections Work Program for the Metropolitan Washington Region.



**FY 2023 WORK PROGRAM FOR THE  
COMMUTER CONNECTIONS PROGRAM  
FOR THE GREATER WASHINGTON  
METROPOLITAN REGION**

**D R A F T**

**March 16, 2022**



The preparation of this program document was financially aided through grants from the District Department of Transportation; Maryland Department of Transportation; Virginia Department of Transportation; and the U.S. Department of Transportation.

**FY 2023 WORK PROGRAM FOR THE  
COMMUTER CONNECTIONS PROGRAM  
FOR THE GREATER WASHINGTON  
METROPOLITAN REGION**

**D R A F T**

**March 16, 2022**

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS**



The preparation of this program document was financially aided through grants from the District Department of Transportation; Maryland Department of Transportation; Virginia Department of Transportation; and the U.S. Department of Transportation.

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## SUMMARY

### Program Overview

The Fiscal Year 2023 Commuter Connections Work Program (CCWP) consists of a core program of regional transportation demand management operational activities funded jointly by state and local jurisdictions, plus jurisdictional programs that are conducted at the discretion of individual state funding agencies.

NOTE: The global COVID-19 pandemic which began in March 2020 and has continued through the beginning of 2022 has had a profound impact on the use of commuter program services by the public as well as employers. Commuter Connections' programs and services will continue to be monitored and changes will be made in order to address demand for program services. Much of the impacts will be dependent on return to work results and the level of teleworking by workers.

### Funding

The regional state funding shares for the program elements are defined using a formula agreed to by the state funding agencies. Funding agencies for the programs listed in this document include the District Department of Transportation, Maryland Department of Transportation, Maryland Department of Transportation Maryland Transit Administration, and the Virginia Department of Transportation. The Maryland Department of Transportation Maryland Transit Administration and the Virginia Department of Rail and Public Transportation provide direct funding to their local jurisdictions for transportation demand management activities that support the regional Commuter Connections program. The costs of the jurisdictional activities are allocated directly to the jurisdiction or jurisdictions that choose to conduct them. This ensures that the regional activities upon which all other activities depend on will be conducted regionally, and that the costs are allocated to the participating funding agencies per the agreed upon funding formula. At the same time, considerable flexibility is available to the state funding agencies and other agencies to define and fund discretionary activities that respond to their individual policy and funding priorities. Commuter Connections program services have also been incorporated into larger construction projects such as the Transform 66 and I-495 NEXT Express Lanes construction project in Northern Virginia.

The FY 2023 Commuter Connections program elements are classified as follows:

<b>REGIONAL PROGRAMS</b>	<b>JURISDICTIONAL PROGRAMS</b>
Commuter Operations Center	Employer Outreach*
Guaranteed Ride Home	GRH Baltimore
Marketing	
Monitoring and Evaluation	

*\*Includes both a Regional and Jurisdictional Component*

The CCWP was re-structured and streamlined in FY 2006 to clarify and simplify funding responsibilities. The FY 2023 CCWP continues this effort aimed at streamlining the administration and oversight processes for the program. Commuter Connections has expanded incrementally since its inception in 1974 as the Commuter Club, with different program elements having different jurisdictional participation and funding shares. As the program became more

complex, it became increasingly difficult to track how much each state funding agency was participating in and paying for each program element. Therefore, a funding formula was devised. Table 1 in this document shows the budget and work program expenditures for FY 2023 for each work activity. Table 2 shows the total FY2023 funding shares each of the state funding agencies will be contributing to the program for each of the program elements. Each of the project areas in the work program also show the overall cost estimate as well as associated consultant costs and any substantive direct costs.

### Planning Process Requirements

The National Capital Region Transportation Planning Board (TPB) is required by federal regulations to approve a congestion management process which includes travel demand management as part of the metropolitan transportation plan. Commuter Connections constitutes the major travel demand management component of the congestion management process to be approved by the TPB. Initially, Commuter Connections provided transportation emission reduction measure benefits for inclusion in the air quality conformity determination, which was approved by the TPB as part of the annual update of the Long Range Plan and Transportation Improvement Program. However, for the past decade or more the TPB has not required the use of the program's air quality impacts in the conformity analyses. In addition, Commuter Connections transportation impacts from its various programs may be needed to meet Performance Based Planning and Programming (PBPP) regional targets.

### Description of Commuter Connections Committees

The increasing complexity of the program prompted the creation of a working group to provide administrative and programmatic oversight of the core program cost elements. An updated Master Agreement was fully signed in FY 2020 between the Metropolitan Washington Council of Governments (COG) and the state funding agencies for the support of the Commuter Connections transportation demand management (TDM) program in the Washington metropolitan region. The agreement will continue to be reviewed and updated as needed. COG and the state funding agencies have an established working group; the State TDM (STDM) Work Group, which meets monthly (except for the month of August) and consists of representatives of the state transportation funding agencies in the District of Columbia, Maryland and Virginia. The State TDM Work Group helps to define the program content and budget for each fiscal year and helps to develop a detailed annual Work Program in collaboration with COG/TPB staff and the Commuter Connections Subcommittee. The draft work program is reviewed by program stakeholders and the Commuter Connections Subcommittee. The final Work Program is reviewed by the TPB Technical Committee and approved by the TPB. Program developments and/or significant changes to the CCWP made by the State TDM Work Group will be reviewed with the TPB's Technical Committee and in some cases the TPB's Steering Committee in the event the items or information will be presented to the TPB.

The State TDM Work Group also reviews all Requests for Proposals (RFP) and Requests for Qualifications (RFQ) as part of the Work Program and identifies selection committee members for individual contract solicitations. The State TDM Work Group will review and approve all CCWP

work products with input from the Commuter Connections Subcommittee. Upon request, COG/TPB staff can provide additional details for projects being implemented under each program area.

As shown in Figure 2, the Commuter Connections Subcommittee will continue to provide overall technical review of the regional program elements in this Work Program and meet every other month. The Subcommittee will also review, provide comments, and endorse reports and other products for release. The Bike To Work Day Steering Committee will meet every other month from September to May to organize the regional Bike To Work Day event. The Car Free Day Steering Committee will meet every other month from March until September to organize the regional Car Free Day event. The Commuter Connections Ridematching Committee will continue to meet quarterly on technical issues regarding the regional TDM software system. The TDM Evaluation Group will meet as needed to provide direction and review of the regional TDM evaluation project. The Employer Outreach Committee will meet quarterly to review and discuss Employer Outreach efforts. The Regional TDM Marketing Group will also meet quarterly to provide input and coordinate on of regional TDM advertising and marketing efforts. Oversight for jurisdictional program elements will be provided by the states and agencies that are funding them.

Specialized project work groups will continue to meet as needed to address implementation issues, such as the development of regional TDM marketing campaigns and the Employer Recognition Awards. A Strategic Plan, adopted in November 2007 but updated most recently in January 2022, serves as a framework regarding the roles and responsibilities of the Commuter Connections stakeholders. The Strategic Plan can be accessed at [www.commuterconnections.org](http://www.commuterconnections.org) under the 'About Us' Publications link and includes a mission statement, definition of Commuter Connections, overall program and operating objectives, network responsibilities for each program area that include objectives and acceptable performance levels, a committee structure, sample meeting calendar, and internal and external report deliverables.

### Key Elements and Highlights

The key elements and highlights of the FY 2023 Commuter Connections Work Program are summarized as follows:

- The Commuter Operations Center will provide ridematching services to commuters through a central toll-free number “1-800-745-RIDE” and [www.commuterconnections.org](http://www.commuterconnections.org) website, and support to commuter assistance programs operated by local jurisdictions, transportation management associations, and employer-based commuter assistance programs. Work will also help support a regional Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD) grant to expand the incenTrip program.
- Guaranteed Ride Home (GRH) will provide users of alternative commute modes up to six free rides home per year in a taxi or rental car or by Metrorail in the event of an unexpected personal or family emergency or unscheduled overtime.

- Marketing will provide frequent regional promotion of alternative commute options, including car/vanpooling, teleworking, mass transit, bicycling, walking; and support programs such as Guaranteed Ride Home, the Commuter Connections network ridematching services, incentive programs, and Bike to Work Day. The Marketing program aims to raise awareness of alternative commute options and support the Commuter Connections network in persuading commuters to switch to alternative commute modes from the use of single-occupant vehicles, and persuading commuters currently using alternative commute modes to continue to use those modes. The 'Pool Rewards incentive program provides a cash incentive to new carpoolers and vanpoolers. The CarpoolNow mobile app will allow for the provision of a cash incentive to drivers who offer dynamic carpool rides to passengers during weekday peak hour commuting periods. The Flextime Rewards program will allow commuters using designated corridors in the region to be notified of unusual traffic delays and receive a cash incentive in exchange for delaying or eliminating their normal commuting trip during weekday peak hour commuting times. Commuter Connections will coordinate the region's Car Free Day event as part of World Car Free Day. The Car Free Day event will encourage commuters and the general population to leave their cars home or to use alternative forms of transportation such as carpools, vanpools, public transit, bicycles, or walking. The incenTrip mobile application will allow commuters to avoid both day-to-day congestion and traffic jams caused by traffic accidents, work zones, special events and adverse weather conditions. App users also earn reward points while receiving recommendations on the best travel mode, departure time and/or route recommendation and can exchange their points for a cash incentive. Work on incenTrip will also be leveraged with an Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD) USDOT grant. As part of the ATCMTD grant, the coverage area of the mobile app was expanded to the "Mega-Region" in Maryland which will allow for the program to be administered for commuters traveling to worksites in Maryland locations outside of the Washington DC non-attainment region.
- Monitoring and Evaluation includes data collection and analysis activities as well as program tracking and monitoring reports for each program area. The 2022 State of the Commute Survey Technical Report will be finalized and a general public report will be prepared, the Guaranteed Ride Home Applicant Survey report will be finalized and distributed, an employer telework survey will be conducted, an analysis of the employer outreach regional database will be conducted to determine TDM impacts, a Bike To Work Day survey will be administered, and the draft regional TDM Analysis Report will be prepared. Monitoring and evaluation activities are used extensively to determine the program's effectiveness. Evaluation results have been used in the past to make program adjustments; for example, the 'Pool Rewards program was expanded to include vanpools and the budget for the carpool incentive was revised to match demand, the Flextime Rewards program was introduced based on feedback received from the State of the Commute survey, the Telework program was streamlined due to increased participation by the private sector; changes have been made to the Guaranteed Ride Home program guidelines based on participant survey feedback; and target marketing for GRH was re-introduced in the region after it was found that there was a dramatic drop in registrations



when the marketing for this measure was streamlined into the mass marketing program.

- Employer Outreach will support outreach and marketing to the region's employers to implement new or expanded employer-based alternative commute modes and incentives such as transit and vanpool benefits, telework, preferential parking for carpools and vanpools, carpool and vanpool formation, flexible work schedules, and bicycling amenities. The outreach program also encourages employees' use of alternative commute modes such as ridesharing, transit, telework, bicycling, and walking. The outreach program also aids employers to hold bicycling seminars for employees, maintaining an up-to-date regional Bicycling Guide, and offering car-sharing and bike-sharing information to lower employers' fleet management costs. Resources will also be provided to employers on the benefits of teleworking and assist them in starting or expanding telework programs.
- GRH Baltimore will provide users of alternative commute modes in the Baltimore metropolitan region and St. Mary's County up to six free rides home per year in a taxi or rental car in the event of an unexpected personal or family emergency or unscheduled overtime. The GRH Baltimore region and St. Mary's County Applicant Survey report will be finalized and distributed in FY 2023. Marketing and advertising activities will continue to be developed and implemented in the Baltimore region.

Figure 1 of this document illustrates that the Commuter Connections service area is much larger than the designated area for workers eligible for the GRH program and larger still for workers who can access the Commuter Connections ridesharing services. The total Commuter Connections service area has approximately 10 million residents.

### Program Background

Commuter Connections is a continuing commuter assistance program for the Washington region which encourages commuters to use alternatives to driving alone in a private automobile, including ridesharing, transit, telecommuting, bicycling, and walking. The program has evolved and expanded over the past four plus decades following its inception in 1974 as the Commuter Club. In the mid-1980s, in an effort to better share regional ridesharing information the Commuter Club was expanded into the Ride Finders Network, which included Alexandria, Fairfax County, Montgomery County, Prince William County and the Northern Virginia Transportation Commission. By 1996, after steady growth in both size and strength, the Ride Finders Network became Commuter Connections, the commuter transportation network serving the Washington metropolitan region, encompassing twelve counties, four cities, and eight federal agencies. The Commuter Operations Center component of the current Commuter Connections Program represents the evolution of the earlier Commuter Club and Ride Finders Network programs.

In the mid-1990s, several new elements were added to the Commuter Connections Program as Transportation Emissions Reduction Measures (TERMs) to help meet regional air quality conformity requirements. The TERMS were designed to produce specific reductions in Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx) by reducing vehicle trips and vehicle

miles of travel associated with commuting. The measures were adopted into the regional Transportation Improvement Program (TIP) by the Transportation Planning Board (TPB) and funded jointly by the District of Columbia, Maryland, and Virginia Departments of Transportation, with some variation in funding shares for the different measures.

<u>Measure</u>	<u>Date Implemented</u>
Commuter Operations Center Metropolitan Washington	1974
Telework Resource Center	1996
Integrated Ridesharing	1996
Employer Outreach	1997
Guaranteed Ride Home	1997
Employer Outreach for Bicycling	1998
Mass Marketing of Alternative Commute Options	2003
GRH Baltimore	2010

As the program elements shown above were implemented, their performance was evaluated over time. In FY 2006, the measures were revised to focus resources on the most effective program components. The total daily impacts of the Commuter Connections program were calculated in FY 2020 to be:

	<u>Daily Impacts</u>
VT Reductions:	137,000
VMT Reductions:	2,648,000
NOx Reductions (Tons):	0.5
VOC Reductions (Tons):	0.4
	<u>Annual Impacts</u>
PM 2.5 Reductions (Tons)	8
PM 2.5 Precursor NOx Reductions (Tons)	177
CO2 Reductions (Tons)	258,000

Extensive monitoring and evaluation have been carried out for the Commuter Connections Program over the past two decades, and comprehensive data sets are available for reviewing the performance of individual program elements and identifying areas for both strengthening the performance of the program and streamlining the oversight and management procedures. The Program has been shown through the FY 2018 – 2020 TDM Analysis Report to be a highly cost-effective way to reduce vehicle trips (VT), vehicle miles of travel (VMT), and vehicle emissions associated with commuting. The following overall cost-effectiveness measures for the Commuter Connections Program are based on the results of the FY 2018 – 2020 TDM Analysis Report that was released on November 17, 2020:

	<u>Daily Impacts</u>
Cost per VT reduced:	\$0.18
Cost per VMT reduced:	\$0.01
Cost per ton of NOx reduced:	\$48,000

Cost per ton of VOC reduced: \$63,000

<u>Annual Impacts</u>	
Cost Per ton of PM 2.5 Reduced	\$712,000
Cost per ton of PM 2.5 Precursor	
NOx Reduced	\$ 36,000
Cost per ton of CO2 Reduced	\$ 24

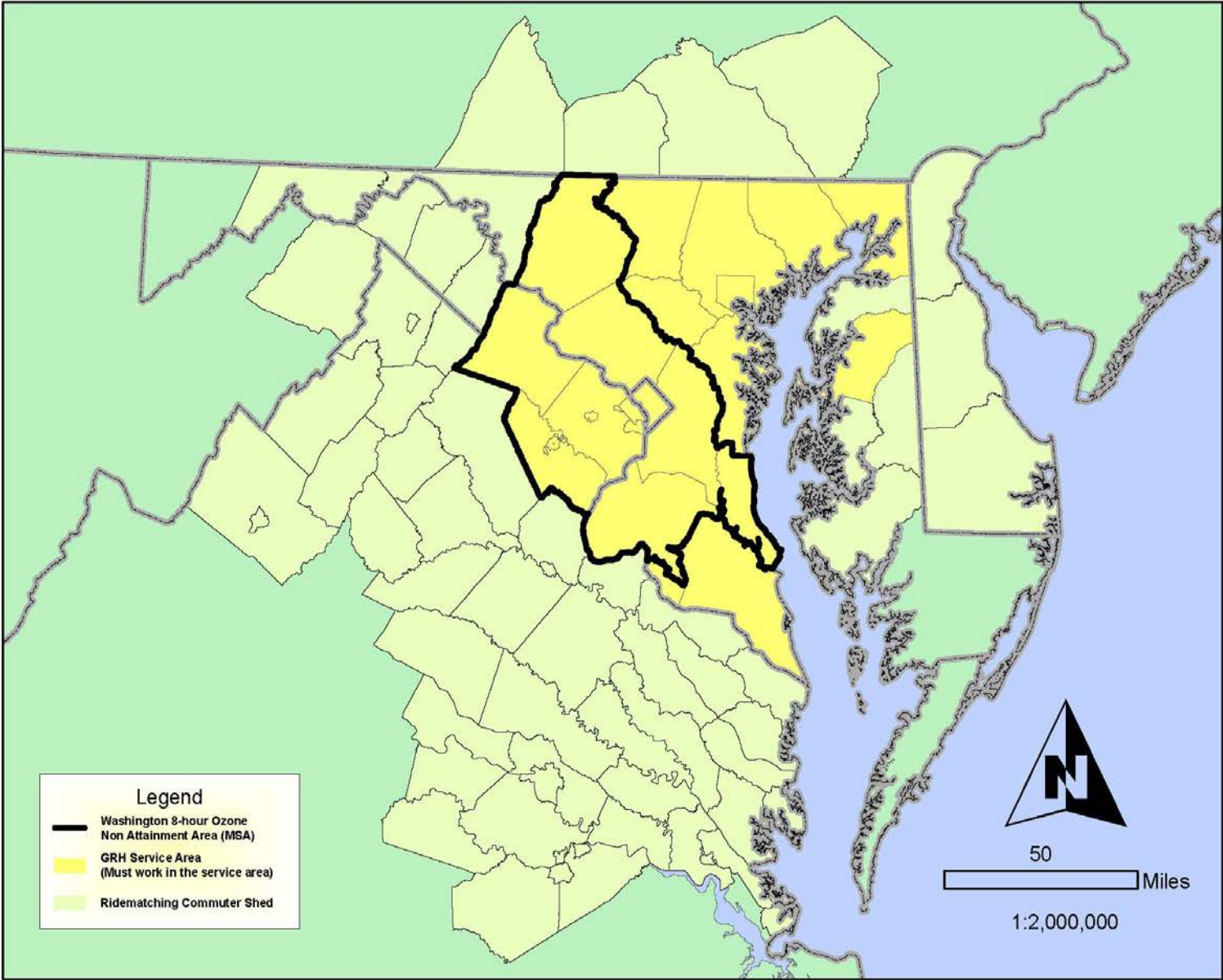
The Regional TDM programs offer other benefits to residents and commuters of the Washington metropolitan region, in societal objectives such as greater mobility, improved health/safety, and enhanced livability/quality of life. One benefit area that is particularly increasing in importance is transportation system performance, as new performance measurement requirements are established by the region. In the FY2018 – FY2020 regional TDM program evaluation analysis, estimates of regional cost savings generated for selected societal benefits of the Commuter Connections travel and emissions impacts include:

- Air pollution/emissions reductions (reductions in NOx, VOC, PM 2.5 pollutants)
- Global climate change mitigation (reduction in Greenhouse gases / CO2)
- Reduction in congestion (reduced hours of peak period travel delay)
- Reduction in fuel consumption (gasoline cost saving)
- Improved health/safety (accidents reduced per 1 million VMT)
- Noise pollution reduction (reduced motor vehicle noise)

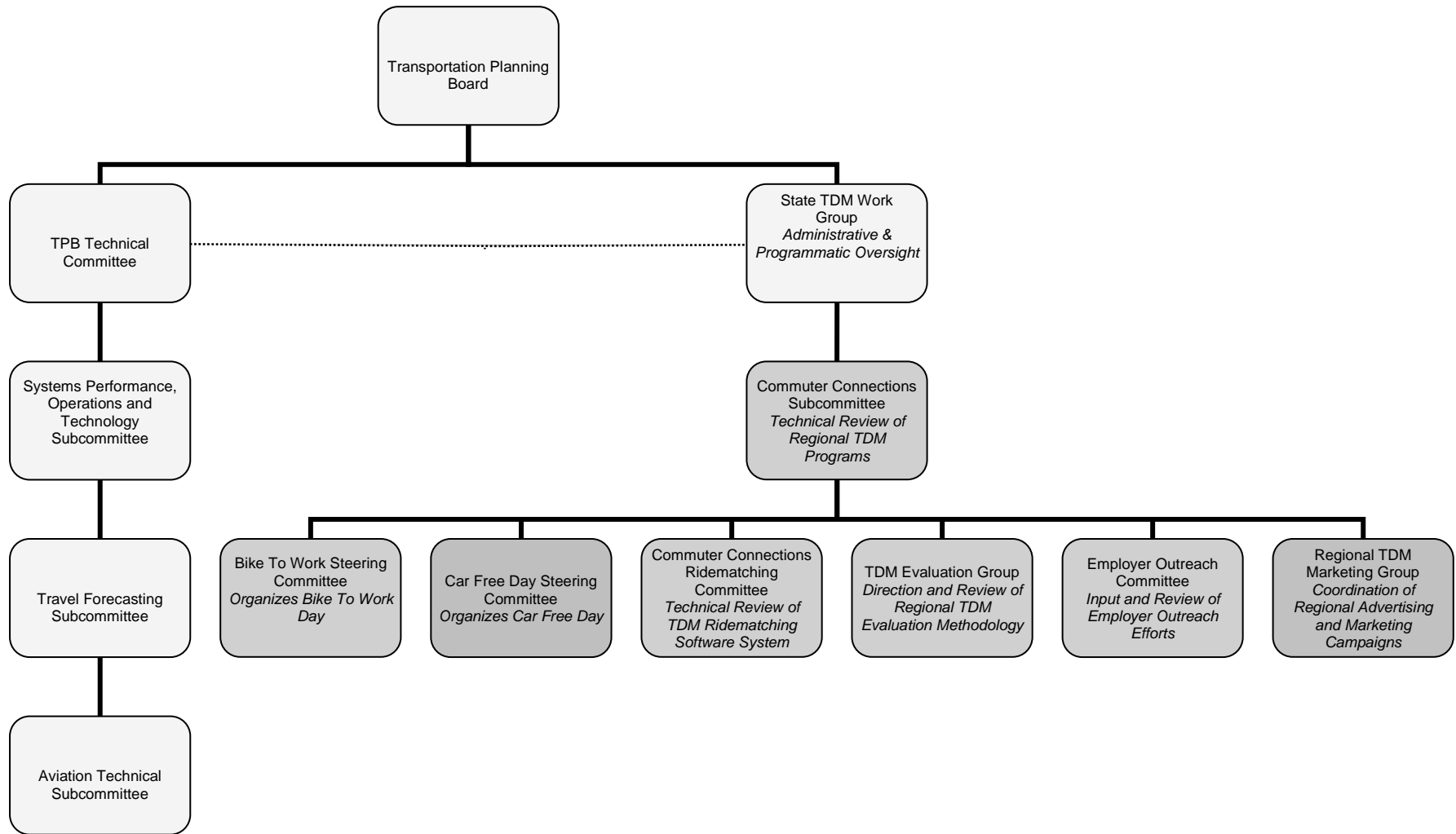
The analysis showed that program impacts generate about \$686,000 of daily cost savings across the societal benefits included in the calculation. The largest share of the cost saving is in reduction of excess fuel used; this benefit is valued at over \$401,500 per day, or about 59% of the total daily benefits. Reduction in hours of travel delay accounts for about 21% of the total daily benefit (\$142,913). Noise pollution reduction generates about 9% and the air pollution/Greenhouse gas reduction combined benefits and road safety accident reduction benefits each are responsible for about 6% of the total cost saving.

The Commuter Connections Program is generally regarded as among the most effective commuter assistance programs in the nation in terms of reductions effected in vehicle trips and vehicle miles of travel. Existing data collected on Commuter Connections program performance has been used to refine and enhance the program and to streamline procedures for program oversight and administration.

**FIGURE 1: COMMUTER CONNECTIONS GEOGRAPHIC COVERAGE AREA**



**FIGURE 2: COMMUTER CONNECTIONS STRUCTURE**



**Table 1  
FY 2023 COMMUTER CONNECTIONS BUDGET AND WORK PROGRAM EXPENDITURES**

WORK ACTIVITY	DIRECT LABOR EXPENSE				INDIRECT	NON-LABOR DIRECT EXPENSE			TOTAL
	SALARIES (includes Leave)	FRINGE BENEFITS 22.93%	INTERNS	OTHER STAFFING	MGMT & ADMIN 52.24%	DATA & PC COSTS	CONTRACT SERVICS	OTHER	
Commuter Operations Center	233,862	53,625	-	-	150,183	112,114	110,482	44,474	704,740
Guaranteed Ride Home	200,453	45,964	-	-	128,728	10,500	198,000	356,546	940,192
Marketing	369,175	84,652	6,120	-	240,276	4,700	785,500	2,370,930	3,861,353
Monitoring and Evaluation	150,251	34,453	-	-	96,489	4,500	121,000	78,306	485,000
Employer Outreach	88,418	20,274	-	-	56,781	16,259	-	624,878	806,611
GRH Baltimore	29,761	6,824	-	-	19,112	-	48,750	95,552	200,000
<b>TOTAL</b>	<b>1,071,922</b>	<b>245,792</b>	<b>6,120</b>	<b>-</b>	<b>691,570</b>	<b>148,073</b>	<b>1,263,732</b>	<b>3,570,687</b>	<b>6,997,896</b>

**Table 2  
 COMMUTER CONNECTIONS FISCAL YEAR 2023 BUDGET  
 BY STATE FUNDING AGENCY AND PROGRAM ELEMENT**

FUNDS SOURCE	Commuter Operations Center	Guaranteed Ride Home (GRH)	Marketing	Monitoring & Evaluation	Employer Outreach*	GRH Baltimore	TOTALS
District of Columbia (DDOT)	\$76,172	\$110,003	\$418,056	\$56,745	\$22,948	\$0	\$683,924
State of Maryland (MDOT)	\$292,317	\$422,146	\$1,777,560	\$217,765	\$698,108	\$150,000	\$3,557,896
State of Maryland (MTA)	\$0	\$0	\$0	\$0	\$0	\$50,000	\$50,000
Commonwealth of Virginia	\$282,551	\$408,043	\$1,665,737	\$210,490	\$85,555	\$0	\$2,652,376
Other**	\$53,700						\$53,700
<b>TOTAL</b>	<b>\$704,740</b>	<b>\$940,192</b>	<b>\$3,861,353</b>	<b>\$485,000</b>	<b>\$806,611</b>	<b>\$200,000</b>	<b>\$6,997,896</b>

*\* Virginia and the District of Columbia have allocated \$1,435,459 pending available funds to local jurisdictions and contractors to implement the Employer Outreach project. DDOT has allocated \$310,711, VDOT has allocated \$724,748, and VDRPT has allocated \$400,000.*

*\*\*Software User Fees - \$53,700*

## Detailed Task Descriptions and Cost Estimates for the FY 2023 Commuter Connections Work Program

### I. COMMUTER OPERATIONS CENTER

The Commuter Operations Center has been in existence since 1974 and provides Commuter Connections network member local jurisdictions, Transportation Management Associations (TMAs), and federal government agencies a centralized ridematching system and database for commuting information. Through the Commuter Operations Center, commuter information and ridematching are provided as a free service to commuters living or working in the Washington metropolitan region. As part of the overall program, COG/TPB staff provides the following services:

- Ridematching coordination, technical assistance and administrative support to network member local agencies;
- transportation information services to the general public;
- transportation information software, hardware, and database maintenance ; and
- commuter information systems.

The Commuter Operations Center is comprised of the four project areas listed below. The total annual budget for the Commuter Operations Center regional program is \$704,740.

#### A. RIDEMATCHING COORDINATION, TECHNICAL ASSISTANCE AND ADMINISTRATIVE SUPPORT

Each month, COG receives several hundred applications for ridematching information. Nearly 100% of these applications are received through the Commuter Connections website. COG/TPB staff reviews and processes all applications received through its website. Matchlists for carpool and vanpool information are sent daily by email or in some very rare cases by mail. Each local Commuter Connections network member has access to the regional TDM on-line system and is notified through a customized queue when a commuter application has been entered through the Commuter Connections website from a commuter living in that network member's jurisdiction or in some cases, depending on the network member, it may be a commuter working in their service area. The queue serves as notification that the network member staff should take ownership of the record and follow up with the commuter to provide additional assistance, as needed. Network members can also enter applications into the system on behalf of their commuter customers. This type of application entry is done through a network member's access portal through the Commuter Connections website. Applications received at COG through the mail are forwarded to the network member serving the applicant's home jurisdiction or work jurisdiction for entry into the rideshare database.

The following local jurisdictions, transportation agencies, transportation management associations, and federal government agencies deliver ridematching and commuter assistance services through the Commuter Connections network to their residents and/or workers:



<b>District of Columbia</b>	<b>Maryland</b>	<b>Virginia</b>
COG/TPB	Anne Arundel County	City of Alexandria
	Baltimore City	Arlington County-COG/TPB
	Baltimore Metropolitan Council	Department of Defense
	Bethesda Transportation Solutions	Dulles Area Transportation Association
	Food and Drug Administration	Fairfax County
	Frederick County	George Washington Regional Commission
	Harford County	Loudoun County
	Howard County	Northern Shenandoah Regional Valley Commission
	Maryland Transit Administration	Potomac and Rappahannock Regional Commission
	Montgomery County	Rappahannock – Rapidan Regional Commission
	National Institutes of Health	
	North Bethesda Transportation Center	
	Prince George’s County	
	Tri-County Council for Southern Maryland	

COG/TPB staff administers ridematching services on behalf of the District of Columbia and Arlington County. The local jurisdiction commuter assistance programs listed in Maryland and Virginia receive separate grants from the Maryland Transit Administration and the Virginia Department of Rail and Public Transportation to provide local services and to help support regional TDM program activities.

During FY 2023, COG/TPB staff will continue to provide technical support and training to Commuter Connections network member agencies for the regional Commuter Connections TDM software system. In addition, staff will be providing administrative support for the Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD) Federal Highway Administration (FHWA) grant to expand the incenTrip program in the DMV mega region. Staff will continue to review and distribute ridematching applications received from employers and the general public. Matchlist and renewal notice generation and distribution services will also be provided through COG. COG/TPB staff will produce network member technical assistance reports from the Commuter Connections TDM system, and provide staff

support and coordination to the Commuter Connections State TDM Work Group, the Commuter Connections Subcommittee, the Commuter Connections Ridematching Committee, and to the Federal ETC Advisory Group. Staff will monitor current events and regional trends to determine whether TDM-oriented work groups need to be organized and facilitated. COG/TPB staff will also fulfill daily network member data requests. Federal Agency Employee Transportation Coordinator training will be coordinated and, in some instances, given by COG/TPB staff. Staff will also produce an annual Commuter Connections Work Program for FY 2024. The CCWP Master Agreement between COG and the state funding agencies will continue to be reviewed and updated as needed.

COG/TPB staff will also continue work to expand the regional SchoolPool program so that more schools, safe routes to school coordinators and jurisdictions use the service, maintain the special events ridematching software module, and monitor the trip tracking software module and the use of the Commuter Challenge module.

**Cost Estimate:** \$204,955

**Products:** Database documentation of specific technical actions implemented. *(COG/TPB staff)*

Documentation of Subcommittee and Ridematching Committee meetings. *(COG/TPB staff)*

Documentation of daily technical client member support given through COG's Help Desk. *(COG/TPB staff)*

Daily matchlist generation and distribution. *(COG/TPB staff)*

TDM Web Based System Training Manual updates, as needed. *(COG/TPB staff)*

Monthly commuter renewal notices as part of the purge process. *(COG/TPB staff)*

Review and update existing Emergency Management Continuity of Operations Plan for Commuter Connections program services. *(COG/TPB staff)*

Transportation Demand Management Resources Directory update twice yearly. *(COG/TPB staff)*

Federal ETC website updates. *(COG/TPB staff)*

FY 2024 Commuter Connections Work Program.  
*(COG/TPB staff)*

**Services:**

Software client Member Help Desk technical support.  
*(COG/TPB staff)*

Software and customer service training, as needed.  
*(COG/TPB staff)*

Federal agency ETC training and support to the  
Federal ETC Advisory Group. *(COG/TPB staff)*

Staff the Commuter Connections Subcommittee,  
Ridematching Committee, and STDM Work Group, as  
well as any other specially formed work groups  
*(COG/TPB Staff)*

Work with state funding agencies to review and  
update CCWP Master Agreement *(COG/TPB staff in  
conjunction with State Funding Agencies)*

**Schedule:**

July 1, 2022 - June 30, 2023

**Oversight:**

Ridematching Committee

- Communicate Technical Support Issues
- Share knowledge and experience on “Hot Topic” Issues
- Provide input and feedback on Software Technical Policies (i.e. purge process, Help Desk)
- Provide requests for software training

Commuter Connections Subcommittee

- Provide input and comments to FY 2024 CCWP
- Provide input and feedback on all programs and projects in CCWP

STDM Work Group

- Provide input and comments to FY 2024 CCWP
- Provide input, feedback and approval on all programs and projects in CCWP
- Review and provides updates, if needed, to CCWP Master Agreement

B. TRANSPORTATION INFORMATION SERVICES

COG has provided transportation information services for nearly 50 years in the Washington metropolitan region. The Commuter Operations Center provides basic carpool/vanpool, park-and-ride lot, transit, telecommuting, bicycling, and walking information. Specialized transportation information is also provided in support of Bike to Work Day, Car Free Day, CarpoolNow, Flextime Rewards, incenTrip, SchoolPool, and Special Events as well as other regional commuter service programs.

COG maintains and staffs the regional commute information telephone number 1-800-745-RIDE. Calls received at COG are transferred to the local Commuter Connections network member office (based on jurisdiction of residence or in some cases work location of the caller) where applicable. COG/TPB staff provides transportation information services to those commuters who cannot be assigned to a client member site, including residents of the District of Columbia and Arlington County, Virginia. COG receives several hundred calls per month through the 800 number. COG staff also responds to daily requests and questions received by email.

During FY 2023, COG/TPB staff will continue to provide traveler information on alternatives to driving alone to the general public by telephone, website, electronically, and through printed information. Staff will also provide information on Commuter Connections' incentive programs such as CarpoolNow, Flextime Rewards, and incenTrip. The incenTrip program information will also be provided to commuters in the DMV mega region which includes Baltimore, MD and Richmond, VA through the ATCMTD grant project. Staff will continue processing applications from the general public and/or from Commuter Connections network members who request the service on a permanent or temporary basis based on information requests received. COG/TPB staff will answer the regional "800" telephone line, Telecommunications Device for the Deaf (TDD) line, and respond to e-mails on information requests from the Commuter Connections TDM system web service.

**Cost Estimate:** \$98,506

**Products:** Provide commuter traveler information on alternatives to driving alone to the general public through the Commuter Connections website, electronically, or through printed information. *(COG/TPB staff)*

**Services:** Provide commuter traveler information on alternatives to driving alone to the general public by telephone and email. *(COG/TPB staff)*

Process application questions received from the general public. *(COG/TPB staff)*

Answer and respond to commuter calls from the regional "800" Commuter Connections line, DC Pool line, and COG TDD line. (COG/TPB staff)

Respond to commuter e-mails from the Commuter Connections TDM web service. (COG/TPB staff)

Provide general public customer service. (COG/TPB staff)

**Schedule:** July 1, 2022 - June 30, 2023

**Oversight:** Ridematching Committee

- Provide input and feedback to information services policies and procedures.

C. TRANSPORTATION INFORMATION SOFTWARE, HARDWARE, AND DATABASE MAINTENANCE

The regional Transportation Demand Management (TDM) software system is provided as a regional database resource with secure online access to nearly 25 commuter assistance programs that include local rideshare agencies, Transportation Management Associations, and federal government agencies. The commuter assistance programs use the TDM software system to service their local commuters' transportation needs for alternative commuting information.

This project includes the daily routine monitoring and maintenance of the TDM software system as well as the hosting of the on-line system through COG's data center as well as all mobile applications. Tasks include: daily backup of the TDM database, maintenance of the TDM web system servers, contingency management services, Windows support to the TDM Oracle database and to virtual web servers, Oracle database administration and support, documentation of system and system changes, Storage Area Network (SAN) connectivity and maintenance, and the maintenance and replacement of hardware and software as needed.

This project will also include ongoing software code upgrades to the web-based TDM system and associated mobile applications. Changes made to the software code will be reflected in a responsive web design format in order to be displayed on smart phone devices such as Android and iPhone and tablets. Access to specific system modules will be provided through mobile applications such as Commuter Connections, CarpoolNow, and incenTrip. COG/TPB staff will continue to examine ways in which its existing service applications and programs can be enhanced and streamlined to integrate the gamification and rewards aspects including the incenTrip mobile application. Support will also be provided to the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant program to

expand the incenTrip mobile app software functionality.

<b>Cost Estimate:</b>	\$330,907
<b>Consultant Costs as Part of Estimate:</b> (Maintenance Contracts/Software)	\$110,482

**Services:** Provide daily routine monitoring and maintenance of the TDM system and database for approximately 25 commuter assistance programs. (COG/TPB staff)

Maintain and update TDM system servers, software programming code, mobile applications, and web hosting. (COG/TPB staff in consultation with contractor).

**Schedule:** July 1, 2022- June 30, 2023

**Oversight:** Ridematching Committee

- Provide input and feedback to TDM system maintenance policies.
- Provide recommendations for TDM Web based system software code upgrades.

#### D. COMMUTER INFORMATION SYSTEM

The Commuter Information System project provides the TDM system with a GIS based information system that includes transit stop data, telework center locations, park and ride lot locations, carpool pick-up points, and bicycling information as part of the ridematching functionality.

During FY 2023, COG/TPB staff will continue integration activities of new transit, telework/co-working centers, park and ride lots, and bicycle route data into the TDM system server. Staff will also continue to obtain updated transit data primarily via GTFS feed, street centerline information and park-and-ride lot data from local jurisdictions and transit properties and reformat this data as necessary to the proper GIS format for use on the regional TDM system. Updates to the park-and-ride and telework/co-working center datasets for use on the TDM system will continue as will updates to the interactive GIS-based website application to include updated local and regional information for 11,000 plus transit, telework/co-working center, park-and-ride lots, and bicycle lanes/paths records. The bicycle routing module will also be maintained and updated to reflect any new and/or expanded bicycle paths and/or trails.

<b>Cost Estimate:</b>	\$70,372
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**Services:** Update local and regional information for transit, co-working and telework center locations, park and ride lots, and bicycle route information which will be used

in the TDM web system. (COG/TPB staff)

**Schedule:** July 1, 2022 - June 30, 2023

**Oversight:** Ridematching Committee

- Provide input into data source updates for TDM web based system.

## II. REGIONAL GUARANTEED RIDE HOME PROGRAM

The regional Guaranteed Ride Home (GRH) program eliminates a major barrier to using transit, carpooling, vanpooling, bicycling or walking to work. Studies have shown that a commuter's fear of being "stranded" at work if they or a family member become ill, or if they must work unexpected overtime, is one of the most compelling reasons commuters do not rideshare or use transit to travel to work. The regional GRH program eliminates this barrier by providing a free ride home in the event of an unexpected personal emergency or unscheduled overtime. The GRH program's free ride home is offered only to commuters that carpool, vanpool, use transit, bicycle, or walk to work at least two days per work week. As a result of the GRH program, some single occupant vehicle drivers will switch to a ridesharing or transit commuting alternative, and current ridesharing and transit users will increase the use of alternative commute modes. The GRH program is an insurance program for those commuters who do not drive alone to their worksite.

The Guaranteed Ride Home program is a regional program and consists of the project area previously outlined in Figure 1. The annual budget for the Guaranteed Ride Home program for the two project components outlined below is \$940,192.

### A. GENERAL OPERATIONS AND MAINTENANCE

COG/TPB staff processes all GRH applications received through the Commuter Connections web-based TDM software system or by mail. Using the web based TDM system, COG/TPB staff registers qualifying applicants, produces GRH registration ID cards, and sends ID card and participation guidelines to new registrants. Commuters can obtain information about the GRH program and complete an application on the Commuter Connections website, [www.commuterconnections.org](http://www.commuterconnections.org). Commuters may also call COG's Commuter Connections telephone number, 1-800-745-RIDE, to ask questions about the GRH program and/or request information and an application. The 800 number is equipped with a menu so that callers can choose the menu item that best fits their needs. All GRH questions and requests for information and applications are taken by COG/TPB staff.

COG/TPB staff also mails GRH applications to GRH users who have used the GRH program without formally registering. GRH guidelines permit a commuter to use the GRH service one time as a "one-time exception" before they register. Also, COG/TPB staff mails transit vouchers to GRH users who used transit as part of their GRH trip. All vouchers and invoices from transportation service providers are processed by

COG/TPB staff.

In the event the commuter has not supplied an e-mail address, COG/TPB staff mails a re-registration notice to commuters who could not be contacted by telephone. The notice contains an application which the commuter can complete and send to COG to re-register. The commuter can also call Commuter Connections or visit the Commuter Connections website to re-register.

During FY 2023, staff will assist the Commuter Connections Subcommittee in reviewing the GRH participation guidelines for any recommended changes. These recommendations will be presented to the Commuter Connections Subcommittee for their final review and approval. In the past, recommendations have been made to modify and add participation guidelines to better convey the GRH trip authorization, GRH re-registration, one-time exception rules and restrictions, and to expand the number of trips available for commuters.

COG/TPB staff will continue to respond to the general public and to GRH applicants for registrations and re-registrations to the program. Registered commuters will be notified when their GRH registration is about to expire. Staff will continue to prepare and send new and re-registration GRH ID cards along with corporate rewards coupons, registration letters, and participation guidelines on a weekly basis. Staff will also continue to monitor and maintain the GRH applicant database and server. COG/TPB staff will continue to update and maintain program participation guidelines.

**Cost Estimate:** \$286,095

**Direct Costs (Telephone, Copies, etc.) as Part of Estimate: \$44,683**

**Products:** GRH new and re-registration ID cards, corporate rewards coupons and registration letters *(COG/TPB staff)*

GRH Program participation guidelines. *(COG/TPB staff)*

**Services:** Process application requests from the general public for registration and re-registration to the program. *(COG/TPB staff)*

Notify commuters when registration is about to expire. *(COG/TPB staff)*

Monitor and update GRH applicant database. *(COG/TPB staff)*

**Schedule:** July 1, 2022 - June 30, 2023



**Oversight:**

Commuter Connections Subcommittee

- Provide input and feedback on GRH program participation guidelines and policies.

**B. PROCESS TRIP REQUESTS AND PROVIDE TRIPS**

GRH transportation service is provided by several taxi companies, a Transportation Network Company (TNC), and a rental car company all under contract with COG as well as Metrorail. Commuters make their GRH trip request through a menu option provided on COG’s Commuter Connections 800 telephone number or through the Commuter Connections website. The telephone menu option transfers all calls for GRH trips directly to an operations contractor and the email request produces and sends a notification to the contractor. The contractor reviews and assesses the trip request and approves or denies the request based on the GRH Participation Guidelines. The contractor then arranges the approved trips with the appropriate transportation providers. If a trip request is denied, the commuter is offered an arranged trip at their own expense.

During FY 2023, COG/TPB staff will continue management and monitoring of contract services for day-to-day operations services. Day to day operations include confirming ride request eligibility; dispatching rides through the ride service providers; tracking ride requests in the GRH database; and processing invoices for payment for ride service providers, the daily operations contractor and for the general public for transit vouchers.

Customer service training will be provided to all Guaranteed Ride Home call center agents as needed.

**Cost Estimate:** \$654,097

***Consultant/Contractor Costs as Part of Estimate:***

<i>(Daily Operations contractor)</i>	\$198,000
<i>(GRH Trips - Cab, TNC, and Car Rental Companies)</i>	\$306,490

**Services:**

Process GRH trip requests, approve/deny requests, and arrange rides. *(Daily Operations Contractor)*

Management and monitoring of contract services for day-to-day operations and seven cab, car rental, and TNC ride service providers. This includes processing invoices for payment for contractors and for the general public for transit vouchers. *(COG/TPB staff)*

Customer service training for GRH call center agents. *(COG/TPB Staff and contractor)*

Provide GRH Rides (*Cab, TNC, and Car Rental Companies*)

**Schedule:** July 1, 2022 - June 30, 2023

**Oversight:** Commuter Connections Subcommittee

- Provide input and feedback on GRH program operations.

### III. **MARKETING**

The Marketing program delivers a “brand promise” for Commuter Connections as an umbrella solution for commuters seeking alternative commuting options within the region through regional marketing campaigns and special events and initiatives. The use of media and other forms of communication at high reach and frequency levels are used to communicate the benefits of alternative commute methods to Single Occupant Vehicle (SOV) commuters most likely to shift to non-SOV travel.

Marketing is a regional program and consists of nine project areas listed below. The total annual project cost for the program tasks is \$3,861,353.

#### A. TDM MARKETING AND ADVERTISING

Regional TDM marketing campaigns aim to encourage both current SOV and non-SOV populations to either start or to continue using alternative transportation modes for commuting. Regional TDM marketing campaigns complement other on-going Commuter Connections program services that have been implemented in the region by increasing their overall efficiency and effectiveness.

Outreach for Commuter Connections regional marketing campaigns may include but are not limited in the use of direct mail to households and employers, radio, television, website, social media, web banner, bus and rail, and special event advertisements, and keyword search engine sponsorships. COG/TPB staff and its network members may also participate in promotions at employment sites and special events.

The overall objective of the project will be to continue to brand Commuter Connections and to meet the Mass Marketing and overall Commuter Connections impact goals. A marketing/advertising/public relations contractor will be used to produce and execute the creative, copywriting, and earned media (public relations) plan.

The marketing/advertising/public relations contractor provides expertise to develop the regional marketing campaign. The program builds upon current regional TDM marketing efforts by local, state, and regional agencies to establish a coordinated and continuous year-round marketing effort for regional TDM programs. Campaigns will also include

the strategic development of a DMV mega region outreach campaign as part of the ATCMTD grant to expand the incenTrip program including an earned media strategy. Partnerships between COG and area transit agencies have been established and are maintained to enable the promotion of incentives such as the GRH program to transit riders. COG has also partnered with local jurisdictions to promote various program services through value added media opportunities.

A Marketing Communications Plan and Schedule is issued within the first quarter of the fiscal year that will outline the overall marketing strategy to be used for the marketing campaign. Input on this plan will be provided by the state funding agencies and the Regional TDM Marketing Group members. A Marketing Planning Workgroup will then be formed provide input to the detailed creative development of the regional marketing campaigns.

COG/TPB staff will update and implement a public relations earned media plan and continuously update the SharePoint site for posting marketing and advertising materials for review by the regional Marketing Planning Workgroup members. An outbound email box has also been established at [docomments@mwcoq.org](mailto:docomments@mwcoq.org) for communications on reports and other work program products that require feedback by Commuter Connections committee groups. COG/TPB staff will maintain the primary Commuter Connections website and associated social media sites.

A regional commute alternatives newsletter, *Commuter Connections*, will be published quarterly and distributed to several thousand employers. The focus of the newsletter is on federal, state, regional and local information and/or ideas employers can use to either start, expand or maintain employer-based commute benefit programs. In addition, COG/TPB staff works with the General Services Administration to produce a quarterly Employee Transportation Coordinator (ETC) newsletter insertion into the Commuter Connections newsletter, for distribution to more than 100 Federal ETC's.

COG/TPB staff will continue to maintain and update all Commuter Connections collateral materials and Web based information. The regional Resource Guide and Strategic Marketing Plan will also be updated with input from member agencies.

**Cost Estimate:** \$2,601,792

***Consultant/Contractor Costs as Part of Estimate:***

<i>(Advertising and Marketing Contractor)</i>	\$ 545,000
<i>(Media Buy)</i>	\$ 1,265,625
<i>(Postage/Printing)</i>	\$ 245,500

**Products:** SharePoint postings for marketing and advertising materials for review by workgroup members and all other Commuter Connections committees. (COG/TPB staff)

Earned media plan. *(COG/TPB staff in conjunction with consultant)*

Quarterly employer newsletter and Federal agency Employee Transportation Coordinator newsletter. *(COG/TPB staff in conjunction with consultant)*

Mass Marketing material updates and re-prints. *(COG/TPB staff in conjunction with consultant)*

Commuter Connections website and social media page updates. *(COG/TPB staff in consultation with consultant as needed)*

Creative materials for regional TDM marketing campaigns. *(COG/TPB staff in conjunction with consultant)*

Bus and rail advertising development and placement. *(COG/TPB staff in conjunction with consultant)*

Special event advertising development and placement. *(COG/TPB staff in conjunction with consultant)*

Marketing Communications Plan and schedule. *(COG/TPB staff in conjunction with consultant)*

2023 Strategic Marketing Plan and Resource Guide. *(COG/TPB staff in conjunction with consultant)*

**Services:**

Placement of advertisements including, but not limited to: website advertisement through banner ads and social media sites, placement of keyword search engine sponsorships, radio, print, and television, and value-added spots, as needed. *(Consultant)*

Placement of advertisements in printed and electronic telephone directories. *(COG/TPB staff)*

Staff the Regional TDM Marketing Group. *(COG/TPB staff)*

Track the effectiveness of advertising campaigns through call volumes, internet and social media hits. *(COG/TPB staff)*

Process media placement invoices. *(COG/TPB staff)*

Monitor and adjust the implementation of regional marketing campaigns. *(COG/TPB staff)*

Attend and participate in commuter promotional events and special events, as needed. *(COG/TPB staff)*

Management and oversight of marketing contract. *(COG/TPB staff)*

**Schedule:** July 1, 2022 - June 30, 2023

Marketing Communications Plan and Schedule:  
September 2022

2023 Strategic Marketing Plan and Resource Guide:  
December 2022

**Oversight:** Regional TDM Marketing Group

- Provide input and feedback on marketing plan, collateral materials, and recommendations made by the Marketing Planning Work Group.
- Provide information on current regional TDM marketing efforts by local, state, and regional agencies to establish and coordinate continuous year-round marketing for regional TDM.

## B. BIKE TO WORK DAY

A major marketing activity is the annual Bike to Work day event. Participation in this event has grown steadily each year and includes bicyclists from all jurisdictions in the region. This event is co-sponsored by the Washington Area Bicyclists Association (WABA) and is supported by COG/TPB staff, the state funding agencies and local jurisdictions, and individual sponsoring companies and organizations. Some of the costs of the event are off-set by business and interest-group sponsors who receive publicity for their financial support.

Commuter Connections participation in Bike to Work day includes support for the planning and promotion of the event, the maintenance and management of the event website, and assistance at the various “pit stops” through new pit stop manager training and on the day of the event, development of promotional materials and advertising, and earned media. An “Employer Challenge” is also held which identifies the top five

employers with the most registered participants in the event. A drawing is then held with the five employers to select a winner. The winning employers' registered participants receive a free lunch event sponsored by Commuter Connections.

COG/TPB staff will continue to support and implement a regional Bike To Work Day event and promote the event to employers and commuters. This will be accomplished through management and oversight of the event website, media placements and marketing coordination activities with the marketing/advertising/public relations contractor.

**Cost Estimate:** \$205,446

**Consultant/Contractor Costs as Part of Estimate:**

<i>(Advertising and Marketing Contractor)</i>	\$ 85,000
<i>(Media Buy)</i>	\$ 65,000
<i>(State Funding Agency Sponsorships)</i>	\$ 3,600
<i>(Postage/Printing)</i>	\$ 17,372

**Products:** Earned media plan. *(COG/TPB staff in conjunction with consultant)*

Creative materials for Bike To Work Day Event which may include, but is not limited to logo update, poster, take-away brochure, transit signage, t-shirts, custom banners for each pit stop, radio ad, writing copy for live radio reads, print ad, internet ads, HTML e-mail blasts, and public service announcements. *(COG/TPB staff in conjunction with consultant)*

Regional Proclamation. *(COG/TPB staff)*

**Services:** Coordinate regional pit stops and pit stop managers for Bike to Work Day event in May 2024. *(COG/TPB staff)*

Coordination and management of event website *(COG/TPB staff in conjunction with WABA staff and consultant)*

Bike to Work Day website and social media page updates *(COG/TPB staff in conjunction with consultant)*

Design and distribute event collateral materials to employers and the general public. *(COG/TPB staff in conjunction with consultant)*.

Placement of advertisements; including, but not limited to: website advertisement through social media, banner ads, placement of keyword search

engine sponsorships, radio, and print, as needed. Activities include negotiation of value-added media. *(Consultant)*

Solicitation of corporate sponsors. *(COG/TPB staff in conjunction with consultant).*

Media outreach and coordination of interviews. *(COG/TPB staff in conjunction with consultant)*

Coordination of Employer Challenge. *(COG/TPB staff)*

Process media placement invoices. *(COG/TPB staff)*

Management and oversight of marketing contract. *(COG/TPB staff)*

Staff regional Bike To Work Day Steering Committee. *(COG/TPB staff)*

**Schedule:** July 1, 2022 - June 30, 2023

**Oversight:** Bike To Work Day Steering Committee

- Provide input and feedback on marketing collateral materials, radio advertisements and event logistics.

## C. EMPLOYER RECOGNITION AWARDS

COG/TPB staff will coordinate the annual Commuter Connections Employer Recognition Awards for employers showing commitment towards voluntarily implementing commute alternative programs and telecommuting at their respective worksite(s). COG/TPB staff will also explore additional public relations opportunities for the award-winning agencies to be profiled or highlighted. During FY 2009, a review of the program occurred and recommended changes that were adopted were implemented in FY 2010. An Employer Recognition Awards work group will continue to provide input to the collateral material developed for the awards program.

Coordination activities will include developing and distributing an awards nomination packet and soliciting nominations from employers through local jurisdictions, Chambers of Commerce and directly from the employers. Staff will also work with the marketing contractor to review and classify the award submissions. A selection committee of objective transportation industry professionals will be recruited for the awards selection committee. The selection committee will be chaired by a member of the TPB.

The marketing contractor will work with COG/TPB staff to validate nomination entries

and obtain any clarification needed from nominees. The marketing contractor will facilitate the selection committee process and tally the voting ballots for each nominee. Once the selection committee makes its recommendations, the award winners will be notified. An awards booklet, giveaway, and short video briefs of each of the award winners will be produced for the awards ceremony. The awards ceremony will be held towards the end of the fiscal year. Staff will coordinate all logistics for the event including, but not limited to: securing speakers, writing remarks, securing event venue, and staffing the event. Additionally, COG's Office of Communications along with the marketing contractor will identify media opportunities to highlight the winners.

**Cost Estimate:** \$121,419

**Consultant/Contractor Costs as Part of Estimate:**

(Advertising and Marketing Contractor) \$65,000

(Media Buy) \$ 7,500

(Postage/Printing/Video) \$24,296

**Products:**

Awards nomination printed packet and on-line form.  
(COG/TPB staff in conjunction with consultant).

Awards invitations (COG/TPB staff in conjunction with consultant).

Awards Booklet. (COG/TPB staff in conjunction with consultant).

Award Trophies. (COG/TPB staff)

Giveaway Item. (COG/TPB staff in conjunction with consultant).

Video Briefs. (COG/TPB staff in conjunction with consultant).

Event Photos. (Consultant)

Print Ad. (Consultant in conjunction with COG/TPB staff)

**Services:**

Coordinate placement of program information on the Commuter Connections website (COG/TPB staff)

Coordinate award submissions with local jurisdictions.  
(COG/TPB staff)

Coordinate logistics for awards selection committee.  
(COG/TPB staff in conjunction with consultant)

Facilitate selection committee meeting (Consultant)



Identify and coordinate earned media opportunities.  
(COG/TPB staff in conjunction with consultant)

Placement of print ad. (Consultant)

Process media placement invoices. (COG/TPB staff)  
Coordinate event logistics including recruitment of speakers, writing speaker remarks, securing event venue, and staffing the event. (COG/TPB staff)

Management and oversight of marketing contract.  
(COG/TPB staff)

**Schedule:** July 1, 2022 - June 30, 2023

**Oversight:** Commuter Connections Subcommittee

- Provide input and feedback on project and recommendations made by Employer Recognition Awards work group.

#### D. 'POOL REWARDS

The purpose of the 'Pool Rewards carpool incentive project is to recruit and retain commuters in a carpool through a cash incentive. Commuter Connections research has shown that commuters who are paid to carpool tend to stay in a carpooling arrangement longer than those carpoolers who are not paid. Commuters who currently take transit or a vanpool to work are eligible to receive \$280 per month under the IRS Qualified Transportation Fringe benefit provisions. Carpoolers are not eligible to participate. Carpool incentive programs have been used in a limited fashion in the Washington metropolitan region during large-scale construction projects such as the Wilson Bridge where the program was named "Bridge Bucks." The program proved to be extremely successful in convincing commuters to use an alternative form of transportation other than driving alone during the construction period.

The 'Pool Rewards program began in FY2011 after results were reviewed from a pilot program conducted in FY2010. After measuring the benefits produced from the carpool financial incentive program, comparisons were made from the expected outcomes to the actual outcomes in terms of auto occupancy and vehicle miles of travel, vehicle trips reduced and emission impacts. A follow-up survey conducted in FY 2011 of the original demonstration project participants showed a 93% carpool retention rate of all participants. A survey of new participants was conducted in FY 2011 and showed that 98% of the program participants planned to carpool after the incentive had ended. A survey of all program participants that had completed the program and were paid was conducted in FY 2014 and results showed a 55% carpool/vanpool retention rate. Pool Rewards participants registered during the FY 2015-2017 and FY2018 – 2020 evaluation periods, were

surveyed in FY 2017 and FY 2020 to explore retention in alternative modes. The survey found that 87% of participants were still using an alternative mode and 13% had returned to driving alone to work. These results were used to derive the long-term retention placement factors: 87% continued placement and 13% temporary placement. Continued evaluation will be conducted in order to adjust program guidelines and documentation of program participation from the user's end. Results from the FY 2017 survey along with program participation rates in both the carpool and vanpool incentive programs were used to adjust the program budget.

The current carpool incentive allows each one-time new participating carpooler to earn up to \$130 over a 90-day time frame through a trip-tracking process. In FY 2012 the 'Pool Rewards program was expanded to include vanpools. Newly formed vanpools that originate in either the District of Columbia or in Maryland whose destination is in the Washington DC non-attainment region are eligible to participate. Third-party vanpool providers on contract with COG/TPB provide the vanpool service and each of the 'Pool Rewards eligible vanpools receive an on-going \$200 per month incentive. COG/TPB staff worked with WMATA to develop a monthly mileage reporting system for the Federal Transit Administration's (FTA's) National Transit Database. There will also be continued coordination with Virginia's vanpool incentive program, Vanpool Alliance.

The I-66 Express Lanes project is a public-private partnership between the Virginia Department of Transportation (VDOT), the Department of Rail and Public Transportation (DRPT), and private partner, I-66 Express Mobility Partners, delivering \$3.7 billion of transportation improvements in the I-66 corridor. The Express Lanes are scheduled to open in December 2022.

The I-495 Express Lanes Northern Extension Project ("495 NEXT" or "Project") is a 3-mile extension of the 495 Express Lanes south of Old Dominion Drive to the American Legion Bridge with new and improved connections at the Dulles Toll Road and the George Washington Memorial Parkway. Two new dynamically tolled Express Lanes will run in each direction to help reduce congestion and improve roadway safety as well as provide additional travel choices and improve travel reliability. The Express Lanes are free to HOV 3+ vehicles and transit vehicles. The project is a public-private partnership between the Virginia Department of Transportation (VDOT), and private partner, Transurban. The Express Lanes are scheduled to open in 2025.

The Commuter Connections 'Pool Rewards program will allow for the formation of new carpools in and around the I-66 corridor outside of the Beltway and the I-495 corridor prior, during, and after the peak construction time of the project. Each participant that joins a new carpool will be eligible for an additional incentive during a 90-day reporting period which will be funded through VDOT's approved Transform 66 Transportation Management Plan and I-495 NEXT Transportation Management Plan. The additional incentive for the Transform 66 and I-495 Express Lanes projects will be above and beyond the current \$130 that is available through the regional 'Pool Rewards program. The purpose of the program is to provide an added incentive for commuters to alter their driving behavior prior, during, and after the project construction period. Marketing and advertising for the Transform 66 and I-495 Express Lanes 'Pool Rewards incentive will be separate for this activity.

Those participants receiving payouts from ‘Pool Rewards and participate in other Commuter Connections incentive programs would have the amounts received from ‘Pool Rewards included in the \$600 total Commuter Connections incentive amount allowed each calendar year.

In FY 2023, advertising materials will be updated along with on-line advertising to entice additional project participants. Additionally, marketing will be developed and deployed for the Transform 66 project to promote HOV-2 to HOV-3 in the corridor in anticipation of the new facility opening in December 2022.

**Cost Estimate:** \$216,922

***Consultant/Incentive Costs as Part of Estimate:***

<i>(Advertising and Marketing Contractor)</i>	\$ 6,000
<i>(Advertising and Marketing Contractor- I-66)</i>	\$ 3,500
<i>(Media Buy)</i>	\$20,000
<i>(I-66 Media Buy)</i>	\$60,000
<i>(‘Pool Rewards Incentive Payments)</i>	\$ 6,510 (carpools)
	\$ 36,500 (Virginia I-66)
	\$15,000 (Virginia I-495)
	\$42,000 (vanpools)

**Products:** Marketing materials. *(COG/TPB staff in conjunction with consultant)*

**Services:** Operation of ‘Pool Rewards program which includes registering and verifying participants, monitoring trip logs, supervisor verification, and payments to program participants. *(COG/TPB staff)*

Administer program surveys and obtain supervisor verifications *(COG/TPB staff)*

Media Placements on radio, television, web. Social media, and value-added spots, as needed *(Consultant)*

Process media placement invoices. *(COG/TPB staff)*

Management and oversight of marketing contract. *(COG/TPB staff)*

Report vanpool data to the FTA’s National Transit Database *(COG/TPB staff)*

Update program terms and conditions, and

participation guidelines as needed (COG/TPB staff)

Design and distribute collateral materials for distribution to employers and the general public (COG/TPB staff)

**Schedule:** July 1, 2022 - June 30, 2023

**Oversight:** Commuter Connections Subcommittee

- Provide input and feedback on project recommendations for program continuation and/or expansion.

## E. CAR-FREE DAY

During FY 2023, COG/TPB staff will coordinate with local jurisdictions to implement the regional Car Free Day campaign that will encourage residents to leave their cars behind or to take alternative forms of transportation such as public transit, carpools, vanpools, telework, bicycling or walking.

Car Free Day was first held in FY 2009. Following the 2019 event, Commuter Connections conducted a brief survey of event registrants to examine their use of car-free and car-lite) travel options during the Car Free Day event and their subsequent continued use of these options for commute travel. The analysis only captured impacts for commuting travel. The survey found that 86% of all respondents had used a car-free or car-lite option for a commute trip on Car Free Day. For 16% of these respondents, the Car Free Day option was a different mode than they usually would have used, and 76% who changed mode would have driven alone or carpooled/vanpooled. Participants had an average commute distance of 14.9 miles one-way. These results were used to calculate the “event day” trip reduction impact.

The survey further indicated that 11% of employed respondents had increased their regular average frequency of car-free/car-lite options, with an average weekly trip reduction of 3.32 trips, equating to a daily trip reduction of 0.66. These factors were applied to the participant population to estimate the on-going Car Free Day impacts which are highlighted in the FY2018 – FY2020 regional TDM Analysis Report.

This event will be held on September 22<sup>nd</sup> each year in tandem with World Car Free Day. Evaluation results of the project will include participation and transportation and emission impacts which will be used to make improvements to the annual event. A marketing campaign along with public outreach efforts will be developed to coincide with this worldwide celebrated event.

<b>Cost Estimate:</b>	\$113,747
<b>Consultant/Contractor Costs as Part of Estimate:</b>	
(Advertising and Marketing Contractor)	\$ 33,000

(Media Buy) \$ 45,000  
(Postage/Printing) \$ 19,092

- Products:**
- Marketing collateral which can include but is not limited to development and printing of posters, transit signage, bus shelter signage and other related advertising collateral that will need to be printed. *(COG/TPB staff in conjunction with consultant)*
  - Development and production of radio, internet, and social media ads, and text messages, and HTML e-mail blasts. *(COG/TPB staff in conjunction with consultant)*
  - Earned media plan development and implementation. *(COG/TPB staff in conjunction with consultant)*
  - Update of website and social media pages. *(COG/TPB staff in conjunction with consultant)*
- Services:**
- Implement regional Car Free Day(s) event on September 22, 2022 and promote event to the general public, employers and to the media. *(COG/TPB staff in conjunction with consultant).*
  - Media Placements, including the negotiation of value-added placements. *(Consultant)*
  - Process media placement invoices. *(COG/TPB staff)*
  - Staff regional Car Free Day Steering Committee. *(COG/TPB staff)*
  - Management and oversight of marketing contract. *(COG/TPB staff)*
- Schedule:** July 1, 2022 - June 30, 2023
- Oversight:** Car Free Day Steering Committee
- Provide input and feedback on marketing collateral materials, radio advertisements and event logistics.

## F. CARPOOLNOW MOBILE APPLICATION

During FY 2017, COG/TPB staff launched CarpoolNow, a new rideshare mobile application that gives commuters in the Washington metropolitan region the ability to carpool on-demand and in real-time. The app immediately connects users who are offering a ride with those seeking a ride. It also displays routes, estimates pickup times, and confirms pick-up and drop-off locations.

During FY2018, COG coordinated with Howard County, Maryland on a marketing initiative to support the CarpoolNow app. The marketing initiative was used to encourage commuters to download and use the app and consisted of producing creative materials to be used on traditional and digital media outlets. A driver incentive was also designed, examined and tested. Results from this project were used to expand the marketing of the CarpoolNow mobile app and a \$10 per trip driver incentive to the Washington metropolitan region in FY2019. Drivers receiving the incentive can receive up to \$600 per calendar year. The \$600 total would also be inclusive of any other Commuter Connections incentive program payments.

<b>Cost Estimate:</b>	\$67,350
<b>Consultant/Contractor Costs as Part of Estimate:</b>	
<i>(Advertising and Marketing Contractor)</i>	\$ 6,000
<i>(Media Buy)</i>	\$ 15,000
<i>(Commuter Incentives)</i>	\$ 34,815
<b>Products:</b>	Development and production of creative and marketing services including, but not limited to: radio, internet, newsprint, educational video, SEO blog posts, venue, mobile, social media and text ads. <i>(COG/TPB staff in conjunction with consultant)</i>
	Update of website and social media pages to reflect promotional activities and incentives. <i>(COG/TPB staff in conjunction with consultant)</i>
<b>Services:</b>	Promote mobile app to the general public, employers and to the media. <i>(COG/TPB staff in conjunction with consultant).</i>
	Operation of CarpoolNow driver incentive program which includes registering and verifying participants, monitoring trip logs, supervisor verification, and payments to program participants. <i>(COG/TPB staff)</i>
	Media placements, including the negotiation of value-added placements. <i>(Consultant)</i>
	Process media placement invoices. <i>(COG/TPB staff)</i>

Management and oversight of marketing contract.  
(COG/TPB staff)

**Schedule:** July 1, 2022 - June 30, 2023

**Oversight:** Commuter Connections Subcommittee

- Provide input and feedback on project recommendations for program continuation and/or expansion.

## G. FLEXTIME REWARDS

During FY 2017, COG/TPB staff researched and wrote a Flextime Incentives “White Paper” which was endorsed for release in FY 2018. The White Paper provides speculation on the positive impacts of implementing a flextime incentive program for the Washington D.C. metropolitan region. Research on the subject was examined and flextime impacts within major metropolitan areas of the United States and abroad are examined. This document selects corridors in the Washington D.C. region that may benefit from an incentive program and details the beneficial impacts of implementing a flextime-incentive pilot program.

Based on responses with regards to the likelihood of using a flextime incentive from the 2016 State of the Commute survey, analysis of the region’s top-10 traffic bottlenecks, and to allow for a variety of roadway segments on a regional scale, a pilot program was launched in FY2018 for commuters traveling on the following four corridors:

- The Beltway near the I-270 spur and American Legion Bridge.
- The Beltway between I-95 and MD-193
- I-66 heading eastbound at VA-267
- DC-295 heading southbound at Benning Road.

During FY2017 and FY2018, COG coordinated with the University of Maryland to develop the algorithm using a variety of verification techniques to confirm the legitimacy of a user’s trip. This includes the mandatory use of location services to verify departure and arrival times, as well as verify the route the individual has traveled. This verification helps confirm participants traveling to their registered workplace, particularly for those receiving a cash incentive. It also helps verify that the participant is truly flexing their time and rerouting the trip. Verification techniques used in FY2018 simply included self-reporting by the commuter for inclusion in a monthly or quarterly prize/gift drawings.

Part of the program’s implementation is determining the severity of an incident along a corridor that would require a notification to be sent to registered users. Levels of service during the peak period on all the corridors of interest are already consistently rated “E” – “F” without the presence of an incident. The University of Maryland’s predictive travel model assists in determining which incidents warrant a notification. This model calculates the estimated time of arrival while traveling along corridors in the region and recalculates every time an incident is detected. This will give insight into the severity of an incident that has recently occurred and allow notifications to be pushed appropriately.

Commuters using these four corridors register to participate in the incentive program through an electronic application. In FY2019 it was determined that an \$8 cash incentive would be paid to a commuter each time they received a traffic notification and elected to delay their trip during peak hour travel times in the a.m. and/or the p.m. This cash amount determination was made on previous literature review regarding incentive programs from the Flextime White paper issued by COG/TPB staff. Commuters participating in Flextime Rewards can receive up to \$600 per calendar year. The \$600 total would also be inclusive of any other Commuter Connections incentive program payments.

The applications received from individuals traveling along select corridors are reviewed and either approved or denied by COG/TPB staff. Careful attention is given during this process to determine eligibility associated with implementing an incentive program of this type. Depending on eligibility requirements, existing Commuter Connections account holders may be able to simply opt in to the program and use the Commuter Connections mobile app to participate in the program.

Given that the pilot project focused on four top bottleneck corridors in the region, it is reasonably expected that 35 flextime notifications would be sent during a typical year involving the selected corridors resulting in the following annual incentive costs; however the costs associated with 35 notifications will be dependent on the number of participating individuals choosing to delay or avoid their trip during peak of the peak hour commuting periods in the a.m.( 7 to 8 a.m.) and in the afternoon (5 to 6 p.m.).

The corridors selected for observation were purposely chosen for pilot program implementation in FY2018. Corridors not included as a corridor of interest may still benefit from an incentive program and can still be a candidate for future expansion of the program given overall participation and survey results.

<b>Cost Estimate:</b>	\$108,245
<b><i>Consultant/Contractor Costs as Part of Estimate:</i></b>	
<i>(Advertising and Marketing Contractor)</i>	\$ 12,000
<i>(Media Buy)</i>	\$ 15,000
<i>(Commuter Incentives)</i>	\$ 60,846

**Products:** Development and production of creative and marketing services including, but not limited to: radio, internet, newsprint, educational video, SEO blog posts, venue, mobile, social media and text ads. *(COG/TPB staff in conjunction with consultant)*

Update of website and social media pages to reflect promotional activities and incentives. *(COG/TPB staff in conjunction with consultant)*

**Services:** Operation of Flextime Rewards program which includes registering and verifying participants,



monitoring trip logs, supervisor verification, and payments to program participants. (COG/TPB staff)

Administer program surveys and obtain supervisor verifications as needed (COG/TPB staff)

Promote Flextime Rewards program to the general public, employers and to the media. (COG/TPB staff in conjunction with consultant).

Media Placements, including the negotiation of value-added placements. (Consultant)

Process media placement invoices. (COG/TPB staff)

Management and oversight of marketing contract. (COG/TPB staff)

**Schedule:**

July 1, 2022 - June 30, 2023

**Oversight:**

Commuter Connections Subcommittee

- Provide input and feedback on project recommendations for program continuation and/or expansion.

H. INCENTRIP MOBILE APPLICATION

During FY 2019, COG/TPB staff in collaboration with the University of Maryland, soft-launched incenTrip, a new mobile application that gives commuters in the Washington metropolitan region the ability to avoid both day-to-day congestion and traffic jams caused by traffic accidents, work zones, special events and adverse weather conditions. App users also earn reward points while receiving recommendations on the best travel mode, departure time and/or route recommendations. The app was formally launched in August 2019 at a launch event hosted and conducted by the TPB's officer's and UMD senior project leadership.

The app allows users to earn reward points every time a trip is planned through incenTrip and users can take advantage of multimodal travel options, outsmart traffic jams, and invite their friends to join. With a single click, users can exchange their points for an incentive.

By supporting incenTrip and providing incentives to travelers, Commuter Connections can address congestion, reduce energy use, and emissions. The key innovation of incenTrip is the development of personalized and dynamic incentives that vary based on individual preferences and real-time traffic conditions, which significantly improves the cost-effectiveness of traveler incentives. incenTrip performance can be monitored daily via a customized dashboard. The goal of the incenTrip eco-system is to improve multimodal transportation system performance along congested corridors.

During FY2020, COG fully launched the incentive portion of the incenTrip app following its

testing period during FY2019. A Commuter Connections work group helped develop the points and awards structure for the app. A marketing initiative accompanied the launch of the incentive to encourage commuters to download and use the app and included the production of creative materials to be used to market the product through traditional and digital media outlets. Marketing of the app to both commuters and employers will continue. Support will also be provided to the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant program to expand the incenTrip mobile app functionality and to process the incentive payments and implement marketing campaign activities including a media plan and placement of advertisements.

<b>Cost Estimate:</b>	\$252,737
<b>Consultant/Contractor Costs as Part of Estimate:</b>	
<i>(Advertising and Marketing Contractor)</i>	\$ 20,000
<i>(Media Buy)</i>	\$ 50,000
<i>(Commuter Incentives)</i>	\$157,210

**Products:** Development and production of creative and marketing services including, but not limited to: radio, internet, newsprint, educational video, SEO blog posts, venue, mobile, social media and text ads. *(COG/TPB staff in conjunction with consultant)*

Update of website and social media pages to reflect promotional activities and incentives. *(COG/TPB staff in conjunction with consultant)*

**Services:** Operation of incenTrip rewards program which includes registering and verifying participants, monitoring trip logs, supervisor verification, and payments to program participants. *(COG/TPB staff)*

Promote mobile app to the general public, employers and to the media. *(COG/TPB staff in conjunction with consultant).*

Media Placements, including the negotiation of value-added placements. *(Consultant)*

Process media placement invoices. *(COG/TPB staff)*

Management and oversight of marketing contract. *(COG/TPB staff)*

**Schedule:** July 1, 2022 - June 30, 2023

**Oversight:** Commuter Connections Subcommittee

- Provide input and feedback on project

recommendations for program continuation and/or expansion.

I. MDOT INCENTRIP MOBILE APPLICATION FOR MARYLAND MEGA-REGION

In FY2020, COG/TPB staff in collaboration with the University of Maryland, formally launched incenTrip in the Washington DC non-attainment region. During FY2022, the coverage area of the mobile app was expanded to the “Mega-Region” in Maryland through a FHWA Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Program grant. The focus for this project will be to administer and implement the incenTrip mobile app for commuters traveling to worksites in Maryland locations outside of the Washington DC non-attainment region as part of the expanded “Mega-Region.”

The incenTrip mobile application gives commuters the ability to avoid both day-to-day congestion and traffic jams caused by traffic accidents, work zones, special events and adverse weather conditions. App users also earn reward points while receiving recommendations on the best travel mode, departure time and/or route recommendations. The app allows users to earn reward points every time a trip is planned through incenTrip and users can take advantage of multimodal travel options, outsmart traffic jams, and invite their friends to join. With a single click, users can exchange their points for an incentive.

By supporting incenTrip and providing incentives to travelers, Commuter Connections can help MDOT address congestion, reduce energy use, and emissions in the “Mega-Region.” The key innovation of incenTrip is the development of personalized and dynamic incentives that vary based on individual preferences and real-time traffic conditions, which significantly improves the cost-effectiveness of traveler incentives. incenTrip performance can be monitored daily via a customized dashboard. The goal of the incenTrip eco-system is to improve multimodal transportation system performance along congested corridors.

During FY2023, COG/TPB staff will work with MDOT to help verify the points and awards structure and program participation guidelines for the app as it relates to the current structure in place for the Washington DC metropolitan region. A marketing initiative will also accompany the incentive app in the Maryland “Mega-Region” to encourage commuters to download and use the app. Creative materials will be examined and updated for the “Mega-Region” to be used to market the product to commuters through traditional and digital media outlets. The efforts will be coordinated with the ATCMTD grant and Commuter Connections marketing and advertising activities. Support will also be provided to the technical aspects of the ATCMTD grant program with regards to the program expansion, the development and implementation of digital payments and allowing for incentive points to be used in partnerships with transit and other entities as defined by the ATCMTD stakeholder group. COG/TPB staff will work on processing incentive payments, customer service, and the development and implementation of marketing campaign and outreach activities which will include a media plan and placement of various forms of advertisements in the Maryland Mega-Region.

**Cost Estimate:**

**\$173,695**

**Consultant/Contractor Costs as Part of Estimate:**

<i>(Advertising and Marketing Contractor)</i>	\$ 10,000
<i>(Media Buy)</i>	\$ 50,000
<i>(Commuter Incentives)</i>	\$100,000

- Products:** Development and production of creative and marketing services including, but not limited to radio, internet, newsprint, educational video, SEO blog posts or influencers, venue, mobile, social media and text ads. *(COG/TPB staff in conjunction with consultant)*
- Update of website text and social media pages to reflect promotional activities and incentives and tie-in to MDOT's incenTrip program site. *(COG/TPB staff in conjunction with consultant)*
- Services:** Operation and administration of Maryland's (MDOT) incenTrip rewards program for the Maryland "Mega-Region" outside of the Washington DC non-attainment area. Services include but are not limited to registering and verifying participants, monitoring trip logs, supervisor verification, handling commuter challenges, construction projects, congested corridors and payments through various platforms (already in place or to be developed and implemented) to program participants through MDOT collaboration and oversight. *(COG/TPB staff)*
- Promote mobile app to the general public, employers and to the media. *(COG/TPB staff in conjunction with consultant).*
- Technical consultation and troubleshooting the app with software development team and implementing technical fixes.
- Media Placements, including the negotiation of value-added placements. *(Consultant)*
- Process media placement invoices. *(COG/TPB staff)*
- Management and oversight of marketing contract. *(COG/TPB staff)*
- Schedule:** July 1, 2022 - June 30, 2023

**Oversight:**

Commuter Connections Subcommittee

- Provide input and feedback on project recommendations for program continuation and/or expansion.

## **IV. MONITORING AND EVALUATION**

The Monitoring and Evaluation program will provide overall program and individual project results when appropriate for the various projects in the CCWP that will be used to track progress for the regionally adopted Commuter Connections Transportation Demand Management (TDM) program elements that were originally adopted as Transportation Emission Reduction Measures (TERMS). One project will solely focus on those activities directly related to data collection and analysis for the TDM program elements. Data collection and analysis for the Commuter Connections program elements occur over a three-year period. Results from this project will directly impact the FY 2021 – FY 2023 Regional TDM Program Analysis report for Commuter Connections. Cost effectiveness results are also calculated every three years. Impact and cost effectiveness results will also be used by the State TDM Work Group to make any necessary recommendations for changes to the TDM program elements being operated through Commuter Connections.

The second project area will include the ongoing tracking and monitoring activities for each of the CCWP program areas, including the Commuter Operations Center, Guaranteed Ride Home, Employer Outreach, and Marketing. A direct customer satisfaction survey will be performed to gauge the level of satisfaction for Guaranteed Ride Home. Monthly data collection and quarterly progress reports and an annual progress report will also be produced by COG/TPB staff.

The Monitoring and Evaluation program is a regional program and consists of the two project areas outlined below. The total annual project cost for the program tasks is \$485,000.

### **A. REGIONAL TDM DATA COLLECTION AND ANALYSIS**

Data collection analysis for the Commuter Connections TDM programs occurs over a three-year period. The current cycle began in fiscal year FY 2021 (July 1, 2021) and will conclude in FY 2023 (June 30, 2023).

During FY 2021, the previous data collection cycle's Regional TDM Program Analysis Report was finalized and published and the Placement Rate Study for the new data collection period was completed. In FY 2022, the Framework Methodology Document was updated and published, and data collection activities occurred for the 2022 State of the Commute Report and 2022 GRH Applicant Survey. Draft Technical reports were produced for both data collection activities.

During FY 2023, the final year in the data collection cycle, COG/TPB staff will conduct an

evaluation of the regional Employer Outreach database as specified in the FY 2021–2023 TDM Evaluation Framework Methodology Document. An employer telework survey will also be conducted to gauge the effectiveness of assistance provided to employers to start and expand a telework program in Maryland. A Bike To Work Day survey of the FY 2022 program participants will be conducted, and the 2022 State of the Commute Survey Technical Report will be finalized, and a general public report will be prepared for printing. The 2022 Guaranteed Ride Home Applicant Survey Report will be finalized. The draft FY 2023 TDM Analysis report will also be prepared. Data will also be collected from either information in the regional TDM system database or through participant surveys for Car Free Day and 'Pool Rewards as part of the Mass Marketing TDM program element analysis.

During FY 2023, COG/TPB staff and the contractor will analyze the inputs to the regional Employer Outreach database. This will also entail a preliminary analysis of the model that will be used to determine transportation impacts based on documented employer-based TDM strategies from the 10 local Employer Outreach jurisdictions in the region.

COG/TPB staff and the consultant will also work on conducting an in-depth employer telework survey in Maryland to estimate the impact of telework programs either started or expanded through Commuter Connections during the evaluation period. Results from a separate survey funded by the Virginia Department of Transportation of employers participating in Northern Virginia's Telework! VA program, which is a separately funded program outside of the Commuter Connections Work Program, will also be available. Results from both surveys will be used in the FY 2021 – FY 2023 TDM Analysis Report.

COG/TPB staff and the contractor will also review and update the regional Bike to Work Day participant survey and publish it during the fiscal year. Participants from the 2022 event will be surveyed to determine bicycling patterns before, during, and after the event. Results from the survey will be used in the FY 2021 – FY 2023 TDM Analysis Report as part of the Mass Marketing program element.

The 2022 State of the Commute Survey Technical Report will be finalized, and preparations will be made to develop a general public report for printing. Additional "pull-out sections that provide quick insights and infographics will also be prepared for printing. Results from the survey will be used in the FY 2021–2023 TDM Analysis report and will then be incorporated into the TPB's regional congestion management process and results will be used to support the region's air quality goals.

COG/TPB staff will also be finalizing the in-depth Guaranteed Ride Home (GRH) Applicant survey report. Data collected will be used to determine transportation and emission impacts of the program in the FY 2021–FY 2023 TDM Analysis Report.

Finally, a draft FY2021 – FY2023 TDM Analysis Report will be produced. The purpose of the report is to provide results of an evaluation of the regional TDM program through Commuter Connections. Data collection efforts and transportation and emission impacts are highlighted for all the program elements. Results from the analysis are used to support the region's air quality goals and congestion management process.

Retention rate surveys will also be conducted for Commuter Connections applicants and Guaranteed Ride Home applicants, but not until FY2026. Results from this survey will be used in the FY2026 data collection cycle.

Various presentations on the data collection instruments and reports will be prepared and given to the Commuter Connections TDM Evaluation Group, the Commuter Connections Subcommittee, the TPB Technical Committee, and the TPB, if warranted. The evaluation contractor will also be fulfilling data requests that are received or needed by COG/TPB staff during the course of the fiscal year.

During FY 2023, data collection activities from local sales territories will continue as will the review of employer database records and the classification of employer records into levels of participation.

COG/TPB staff will also provide day to day management and monitoring of evaluation contract services and will report results through monthly data collection activities and quarterly progress reports and an annual progress report.

<b>Cost Estimate:</b>	\$254,361
<b><i>Consultant Costs as Part of Estimate:</i></b> <i>(TDM Evaluation Project Consultant)</i>	\$91,000

- Products:**
- 2022 State of the Commute Final Technical Report and preparation of general public report for printing. (COG/TPB staff in conjunction with consultant).
  - Final 2022 GRH Applicant Survey Report. (COG/TPB staff in conjunction with consultant).
  - Regional evaluation of Employer Outreach database for FY 2021 – FY 2023 TDM Analysis Report. (COG/TPB staff in conjunction with consultant).
  - FY 2022 Bike To Work Day participant data collection and Report. (COG/TPB staff in conjunction with consultant).
  - Maryland Employer Telework Survey data collection. (COG/TPB staff in conjunction with consultant).
  - 2021 - 2023 Draft TDM Analysis Report (COG/TPB staff in conjunction with consultant).
  - Program data collection and/or participant surveys for Car Free Day and 'Pool Rewards.
  - Review of Employer Database Records and Classification

into Levels of Participation in ACT! Database (COG/TPB staff)

**Services:**

Fulfillment of data requests. *(COG TPB Staff)*

Collect monthly Employer Outreach data from ten local sales territories. *(COG TPB Staff)*

Employer Site Survey Coordination (COG TPB Staff)

Management and oversight of TDM Evaluation contract. *(COG/TPB staff)*

**Schedule:**

July 1, 2022 - June 30, 2023

2022 State of the Commute Survey Final Technical Report: November 2022

2022 GRH Applicant Final Survey Report: November 2022

2022 Bike To Work Day Participant Survey Report: January 2023

Employer Outreach Database Analysis: April 2023

Maryland Employer Telework Data Collection: April 2023

Car Free Day and 'Pool Rewards Data Collection: June 2023

2022 State of the Commute Survey General Public Report: Preparation for Printing - June 2023

2021 - 2023 Draft TDM Analysis Report: June 2023

**Oversight:**

TDM Evaluation Group

- Provide input and feedback on data collection activities, survey methodology, and draft reports.

**B. PROGRAM MONITORING AND TRACKING ACTIVITIES**

COG/TPB staff will collect monthly program statistics, produce quarterly progress reports, monthly Executive Summary reports, and produce a FY 2022 annual summary of program statistics of the number and type of commuter traveler requests filled by COG and other client member program sites. Staff will collect and analyze data from the monthly customer satisfaction survey for all GRH program users and produce a



customer satisfaction survey report based on the findings. Survey results will be used to change program guidelines and/or policies as needed.

COG/TPB staff will assist local Employer Outreach sales representatives to conduct employer site surveys. A contractor will be used to provide technical assistance for the electronic surveying process and analysis of results, and data entry assistance for those employers using a paper copy of the survey. Survey tabulation and reporting will be provided by COG/TPB staff. Results from the employer database tabulated surveys are used to estimate the participation rates and impacts for employer-based TDM programs reported from the local sales jurisdictions. COG/TPB staff will also maintain and update the archived Employer Commute Survey database.

COG/TPB staff will also monitor monthly progress for local Employer Outreach sales jurisdictions based on their approved Scopes of Work and contract project goals. Local jurisdiction contract performance monitoring for Employer Outreach goals will also be a part of this activity. COG/TPB staff will oversee a regional monitoring and evaluation program for Employer Outreach which includes data collection activities from local employer outreach sales territories. Quarterly Employer Outreach level of effort verification statements will be produced and distributed by COG/TPB staff. An annual detailed snapshot of overall progress will be provided to appropriate state funding agencies for their respective jurisdictions.

Results from local employer telework sales calls and outreach services will be documented in terms of level of effort and progress and shown in quarterly progress reports. Quarterly documentation will also be provided on level of participation and effectiveness and results from sales and outreach activities for employer-based telework programs. Overall monitoring and evaluating employer-based telework programs throughout the region will continue.

Staff will also evaluate effectiveness of advertising campaigns through call volumes, internet hits, and the annual placement rate study. Marketing campaigns will be monitored through lead analysis and detailed campaign summary results. Campaign summary documents will be produced that will outline campaign specifics such as direct mail distribution points (i.e. zip codes), radio stations, internet and social media advertising outlets used, etc. Event summary reports will also be produced for the FY 2022 regional Bike to Work Day and Car Free Day events.

Monthly program statistics will be collected, and quarterly progress reports will be provided for all program areas in the FY 2023 CCWP and an annual progress report for FY 2022 will be produced.

<b>Cost Estimate:</b>	\$230,639
<b><i>Consultant Costs as Part of Estimate:</i></b>	
<i>(Employer Survey Project Consultant)</i>	\$ 30,000

<b>Products:</b>	Collect monthly program data and produce quarterly progress reports and monthly Executive Summary
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reports for the Commuter Operations Center, Guaranteed Ride Home, Employer Outreach, Marketing, Evaluation, and GRH Baltimore programs. *(COG/TPB staff)*

Produce FY 2022 annual progress report. *(COG/TPB staff)*

Collect and analyze data from monthly GRH customer satisfaction survey for FY 2022 program users, and produce a report showing results. *(COG/TPB staff)*

Quarterly Employer Outreach sales contact data and level of effort verification statement *(COG/TPB staff)*

Annual Employer Outreach Snapshot Analysis and Project Recommendations *(COG TPB Staff)*

FY 2022 Bike to Work Day Event Report *(COG/TPB staff)*

FY 2022 Car Free Day Event Report *(COG/TPB staff)*

Survey reports to Employer Outreach representatives from Employer Commute Survey results. *(COG/TPB staff)*

1<sup>st</sup> Half of the Fiscal Year Regional TDM Marketing Campaign Summary and Lead Analysis Document. *(COG/TPB staff in conjunction with consultant)*

2<sup>nd</sup> Half of the Fiscal Year Regional TDM Marketing Campaign Summary and Lead Analysis Document. *(COG/TPB staff in conjunction with consultant)*

**Services:**

Updating and Maintaining Employer Commute Survey archived database. *(COG/TPB staff)*

Management and oversight of Employer Survey contract. *(COG/TPB staff)*

Data documentation from monthly Employer Outreach Activity Reports from ten local sales territories. *(COG/TPB staff)*

Staff the TDM Evaluation Group *(COG/TPB staff)*

**Schedule:**

July 1, 2022 - June 30, 2023

FY 2022 Car Free Day Event Report: July 2022

FY 2022 4<sup>th</sup> Quarterly Progress Report: July 2022

FY 2022 Annual Progress Report: September 2022

FY 2023 1st Quarter Progress Report: October 2022

FY 2022 2<sup>nd</sup> Half of the Fiscal Year Regional TDM Marketing Campaign Summary Document: December 2022

FY 2023 2<sup>nd</sup> Quarter Progress Report: January 2023

FY 2022 Bike to Work Day Event Report: January 2023

2022 GRH Customer Satisfaction Survey Report: March 2023

FY 2023 3<sup>rd</sup> Quarter Progress Report: April 2023

Employer Outreach Snapshot Analysis: May 2023

FY 2023 1<sup>st</sup> Half of the Fiscal Year Regional TDM Marketing Campaign Summary Document: June 2023

**Oversight:**

Commuter Connections Subcommittee

- Provide input and feedback on data collection activities for GRH customer satisfaction survey, monthly, quarterly, and annual progress reports.

Regional TDM Marketing Group

- Provide input and feedback on campaign lead analysis reports.

Employer Outreach Committee

- Provide input and feedback on quarterly employer outreach verification statement reports and Employer commute survey process, reports and survey result archives.

## V. EMPLOYER OUTREACH

The Employer Outreach program provides and supports outreach efforts in ten jurisdictions located in the region's MSA. This program contains regional and jurisdictional components. COG/TPB's Commuter Connections staff provides overall administration and arranges for sales training and support for the jurisdictional components of the program and technical training on the regional sales contact management database. The local jurisdictions provide outreach to employers and work with employers to develop and implement new or expand existing employer-based alternative commute programs.

The following local jurisdictions provide employer outreach services:

District of Columbia
Frederick County
Montgomery County
Tri-County Council for Southern Maryland
Prince George's County
City of Alexandria
Arlington County
Fairfax County
Loudoun County
Prince William County

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, help reduce traffic congestion, improve air quality and other societal benefits, and support economic development. For this reason, many local governments in the region continue to offer programs that encourage commute options at the employment site. These programs range from marketing efforts and incentive programs conducted through ridesharing programs to "adequate public facilities ordinances" that have trip reduction requirements for affected employers. Additionally, the Commonwealth of Virginia administers funds directly to the local jurisdictions in Northern Virginia to implement the Employer Outreach program and has also allocated funding to the Telework! VA program for employers to either start or expand a telework program and for general marketing. The District Department of Transportation is using the pass-thru dollars for the program to hire a contractor directly. Results from these activities are reported and analyzed under the regional Monitoring and Evaluation program.

The Commuter Connections program's ongoing goal has been to weave existing local employer and government programs into a coherent, voluntary regional network, and to promote ways in which worksite commute alternatives programs may grow, without imposing burdensome mandates upon employers.

Regional Components of the Employer Outreach Program include:

- 1) Maintaining and updating a web-based regional employer/employee sales contact database to facilitate local efforts and avoid duplication.

- 2) Coordination with WMATA's SmartBenefits program sales staff, and/or their assigned consultant(s) and develop a process through which TPB member jurisdictions work collaboratively with WMATA to undertake a targeted outreach to employers to increase participation in WMATA's SmartBenefits program.
- 3) Review of individual local sales contact databases on a continuing basis to ensure quality control.
- 4) Providing bicycling information to area employers to help and support bicycling to work by their employees.
- 5) Coordinating technical training for the regional sales database on an as needed basis.
- 6) Supporting the Employer Outreach Committee of the Commuter Connections Subcommittee which provides guidance to the program.
- 7) COG/TPB staff support for updating and printing customized sales materials and employer case studies both in hard copy and for inclusion on the Commuter Connections website.
- 8) Providing coordinated marketing materials for the program including; but not limited to, customized sales portfolios, employer case studies, Alternative Work Schedule, and Emergency Commute Preparedness information.
- 9) Providing information on voluntary commuting actions that can be taken by employers and the general public to reduce mobile source emissions through the Clean Air Partners program.
- 10) Offering sales training for the sales and service representatives in each of the participating jurisdictions.
- 11) Providing and updating, as needed, the Employer Levels of TDM participation.

The regional components of the program are listed in the two project tasks below. The total annual cost for the regional components of the Employer Outreach program is \$98,548.

Jurisdictional Components of the Employer Outreach Program include:

- 1) Contacting individual employers in each locality, (carried out by the local sales and service representatives) through the regional contact sales database which Commuter Connections maintains and updates.
- 2) Accomplishing local program goals in Maryland jurisdictions via staff, contractors, TMA's, or other entities. A scope of work is submitted to COG to expedite an annual program contract for each locality, and funding is allocated to localities based upon guidance to COG from the state funding agencies.

- 3) COG/TPB support for overseeing pass-thru funding to local sales jurisdictions for the implementation of voluntary transportation demand management strategies at private sector employment sites.
- 4) Providing sales support for the sales and service representatives in DC and Maryland.

The jurisdictional components of the program are outlined in the two project tasks below. The total annual cost of the jurisdictional components of the Employer Outreach program is \$708,063.

### **Regional Component Project Tasks**

#### **A. REGIONAL EMPLOYER DATABASE MANAGEMENT AND TRAINING**

During FY 2023, COG/TPB staff will continue to maintain and update the hardware and software for the computerized regional employer outreach database and monitor the regional web-based database upgrade installed during FY 2018. In addition, COG/TPB staff will coordinate training and provide technical assistance to local sales jurisdictions upon request.

COG/TPB staff will continue to monitor the process through which TPB member jurisdictions work collaboratively with WMATA to undertake a targeted outreach to employers to increase participation in WMATA's SmartBenefits program.

**Cost Estimate:** \$83,548

**Services:** Management and monitoring of Employer Outreach regional database and provision of sales representative database training as needed. *(COG/TPB staff)*

Maintenance and update of regional contact management database. *(COG/TPB staff)*

**Schedule:** July 1, 2022 - June 30, 2023

**Oversight:** Employer Outreach Committee

- Provide input and feedback on technical issues regarding the regional Employer Outreach database.

## B. EMPLOYER OUTREACH FOR BICYCLING

The Employer Outreach for Bicycling program provides information to area employers to help support and encourage bicycling to work by their employees. This information is included in the Employer Outreach materials provided to employers under the Employer Outreach Program.

Specific activities under the Employer Outreach for Bicycling Program include the update of a guide on biking to work (“Biking to Work in the Washington Area: A Guide for Employers and Employees). WABA’s website provides users with 24-hour matching to WABA bike mentors, automating a service that previously consumed considerable staff time, and which was available only during office hours. In FY 2016, a presentation entitled “Walk Wise” was developed to incorporate safe practices for employers to promote both bicycling and walking to the worksite.

COG/TPB staff also provides support and facilitation for other bike-to-work outreach activities including lunch time seminars, association meetings and strategic mailings as needed.

**Cost Estimate:** \$15,000

**Printing as Part of Estimate** \$6,765

**Products:** Regional Bicycling to Work Guide updates.  
(COG/TPB staff)

**Services:** Employer assistance and seminars. (COG/TPB staff)

**Schedule:** July 1, 2022 - June 30, 2023

**Oversight:** Employer Outreach Committee

- Provide input and feedback on bicycling issues or outreach activities at employment sites.

## Jurisdictional Component Project Tasks

### A. MARYLAND LOCAL AGENCY FUNDING AND SUPPORT

Local jurisdictions work with employers to develop and implement new or expand existing employer-based commuter benefit programs such as transit and vanpool benefits, preferential parking for carpools and vanpools, carpool and vanpool formation, and telework and flexible work schedules. Results from these efforts are recorded in the regional employer database.

Maryland jurisdictions will also provide general telework information to the general public, local agencies, and employers. Employer Outreach representatives will also work with employers in Maryland to establish new or expand existing telework programs.

**Cost Estimate:** Pass-thru to Local Jurisdictions: \$487,401  
**Telework component of pass-thru:** \$81,063

**Total Project Budget: \$568,464**

**Services:** New or expanded employer-based TDM programs in Maryland. (*local jurisdictions*).

New or expanded employer telework programs in Maryland. (*local jurisdictions*).

**Schedule:** July 1, 2022 - June 30, 2023

#### **B. DC, MARYLAND, AND VIRGINIA PROGRAM ADMINISTRATION**

This project task includes the management and monitoring of pass-thru funding by COG/TPB staff to local sales jurisdictions in DC and Maryland for contract compliance. It also includes support to DC and Maryland jurisdictions, consultants, or TMA staff in implementing voluntary transportation demand management strategies at private and/or non-profit sector employment sites. This task involves the review and approval of an annual Scope of Work by COG/TPB staff for each of the Maryland sales jurisdictions and day to day contract management. This task also includes COG/TPB staff support for updating and printing employer specific regional employer-based marketing materials as well as providing training opportunities.

COG/TPB staff will also work to promote policy templates and information for small and mid-size employers to adopt and implement Flextime and Telework programs at their work places as a resource.

**Cost Estimate:** \$139,599

**Products:**

Electronic and printed updates of customized sales portfolio materials, employer specific regional marketing materials (General Commuter Connections brochure, Alternative Work Schedules brochure, and Emergency Commute Preparedness brochure), telework policy templates and brochure for small and mid-size employers, and case studies for DC, Maryland and Virginia. (*COG/TPB staff*)



<b>Services:</b>	<p>Sales training offered for sales and service representatives in the region for DC, Maryland and Virginia. <i>(COG/TPB staff/sales training professionals).</i></p> <p>Oversight to local sales jurisdictions in DC and Maryland to implement voluntary transportation demand management strategies at private sector employment sites. <i>(COG/TPB staff)</i></p> <p>Bi-annual sales support conference calls to DC and Maryland jurisdictions. Employer site visits by COG/TPB staff as requested or needed by DC and Maryland jurisdictions. <i>(COG/TPB staff)</i></p> <p>Staff the regional Employer Outreach Committee for DC, Maryland and Virginia. <i>(COG/TPB staff)</i></p>
<b>Schedule:</b>	July 1, 2022 - June 30, 2023
<b>Oversight:</b>	<p>Employer Outreach Committee</p> <ul style="list-style-type: none"> <li>• Provide input and feedback on administrative items such as training, employer-based collateral materials, and case studies.</li> </ul>

## **VI. GUARANTEED RIDE HOME BALTIMORE**

A regional Guaranteed Ride Home (GRH) program was implemented in the Baltimore metropolitan region and in St. Mary's County beginning in FY 2011. The GRH Baltimore program helps to eliminate a major barrier to using transit, carpooling, vanpooling, bicycling or walking to work. Studies have shown that a commuter's fear of being "stranded" at work if they or a family member become ill, or if they must work unexpected overtime, is one of the most compelling reasons commuters do not rideshare or use transit to travel to work. The GRH Baltimore program eliminates this barrier by providing a free ride home in the event of an unexpected personal emergency or unscheduled overtime.

The GRH Baltimore is similar to the Washington metropolitan region's GRH program in offering a free ride home to commuters that carpool, vanpool, use transit, bicycle, or walk to work at least two days per work week. As a result of the GRH program, some single occupant vehicle drivers will switch to a ridesharing or transit commuting alternatives, and current ridesharing and transit users will increase the usage of these alternative commute modes. The program will be able to demonstrate both transportation and emission impacts that could be used as part of the Baltimore region's air quality conformity process. The GRH program is an insurance program for those commuters who do not drive alone to their worksite.

The budget for the Guaranteed Ride Home program includes two projects outlined below, and with a budget of \$200,000.

A. GENERAL OPERATIONS AND MAINTENANCE

Commuter Connections staff at the Metropolitan Washington Council of Governments (COG) will process all GRH applications received by mail and through the Commuter Connections website. Using the GRH software system, COG registers qualifying applicants, produces GRH registration ID cards, and sends ID card and participation guidelines to new registrants. Commuters can obtain information about the GRH program and complete an application on the Commuter Connections website, [www.commuterconnections.org](http://www.commuterconnections.org). Commuters may also call COG's Commuter Connections 800 telephone number, 1-800-745-RIDE, to ask questions about the GRH program and/or request information and an application. The 800 number is equipped with a menu so that callers can choose the menu item that best fits their needs. All GRH questions and requests for information and applications are taken by COG/TPB staff.

COG staff also mails GRH applications to GRH users who have used the GRH program without formally registering. GRH guidelines permit a commuter to use the GRH service one time as a "one-time exception" before they register. Also, COG staff mails transit vouchers to GRH users who used transit as part of their GRH trip. All vouchers and invoices from transportation service providers are processed by COG staff.

In the event the commuter has not supplied their e-mail address, COG/TPB staff mails a re-registration notice to commuters who could not be contacted by telephone. The notice contains an application which the commuter can complete and send to COG to re-register. The commuter can also call Commuter Connections or visit the Commuter Connections website to re-register.

COG/TPB staff will assist the Commuter Connections Subcommittee in reviewing the GRH participation guidelines for any recommended changes. These recommendations will be presented to the Commuter Connections Subcommittee for their final review and approval. In the past, recommendations have been made to modify and add participation guidelines to better convey the GRH trip authorization, GRH re-registration, and one-time exception rules and restrictions.

COG/TPB staff will respond to the general public and to GRH applicants for registrations and re-registrations to the program. Registered commuters will be notified when their GRH registration is about to expire. Staff will continue to prepare and send new and re-registration GRH ID cards, corporate rewards coupons, registration letters, and participation guidelines on a weekly basis. Staff will also continue to monitor and maintain the GRH applicant database and server. COG/TPB staff will continue to update and maintain program participation guidelines and provide annual customer service training to the daily operations contractor and COG/TPB staff assigned to the project.

During FY 2023, data collection activities will continue for a GRH Baltimore Customer satisfaction survey. The purpose of the survey will be to gauge the level of satisfaction from those who have used the program. A report will be developed and finalized from the FY 2022 data collected.

COG/TPB staff will also be finalizing the FY2022 in-depth Guaranteed Ride Home (GRH) Applicant survey report. Data collected will be used to determine transportation and emission impacts of the program.

During FY 2023, COG/TPB staff and its contractor will continue the implementation of a marketing and advertising media campaign to promote the GRH Baltimore program which will be targeted to commuters working in the Baltimore metropolitan region. The media advertising campaign materials developed for the Washington DC region will be adapted for the Baltimore metropolitan region and is funded through the Maryland Transit Administration.

**Cost Estimate:** **\$103,736**

**Consultant Costs as Part of Estimate:**

*(Advertising)* \$1,250

(FY2022 In-Depth GRH  
Baltimore Survey) \$5,000

**Direct Costs as part of Estimate:**

*(Media Buy)* \$50,000

*(Postage/Copies, etc.)* \$ 5,376

**Products:**

GRH new and re-registration ID cards, registration letters, and corporate rewards coupons *(COG/TPB staff)*

GRH Participation Guidelines *(COG/TPB Staff)*

Final 2022 GRH Customer Satisfaction Survey Report. *(COG/TPB staff)*.

Creative materials for regional TDM marketing campaigns.  
*(COG/TPB staff in conjunction with consultant)*

2022 GRH Baltimore and St. Mary's County In-Depth Applicant Survey Report. *(COG/TPB staff in conjunction with consultant)*.

**Services:**

Process application requests from the general public for registration and re-registration to the program. *(COG/TPB Staff)*

Notify commuters when registration is about to expire. (COG/TPB staff)

Monitor and update GRH applicant database. (COG/TPB staff)

**Schedule:** July 1, 2022 – June 30, 2023

2021 GRH Customer Satisfaction Survey Report: March 2022

2022 In-Depth GRH Baltimore and St. Mary's County Applicant Survey Report: November 2022

**Oversight:** Commuter Connections Subcommittee

- Provide input and feedback on GRH program participation guidelines and policies.

**B. PROCESS TRIP REQUESTS AND PROVIDE TRIPS**

GRH transportation service is provided through contracts with COG by several taxi companies, a Transportation Network Company (TNC), a rental car company, and Baltimore's Metro. Commuters make their GRH trip request through a menu option provided on COG's Commuter Connections 800 telephone number or through the Commuter Connections website. The telephone menu option transfers all calls for GRH trips directly to an operations contractor and the email request produces and sends a notification to the contractor. The contractor reviews and assesses the trip request and approves or denies the request based on the GRH Participation Guidelines. The contractor then arranges the approved trips with the appropriate transportation contractor. If a trip request is denied, the commuter is offered an arranged trip at their own expense.

COG/TPB staff will continue management and monitoring of contract services for day-to-day operations services. Day to day operations include confirming ride request eligibility, dispatching rides through the ride service providers, tracking ride requests in the GRH database, processing invoices for payment for ride service providers, the daily operations contractor and for the general public for transit vouchers.

Customer service training will be provided to all Guaranteed Ride Home call center agents as needed.

**Cost Estimate: \$96,264**

***Consultant/ Contractor Costs as Part of Estimate:***

(Daily Operations): \$42,500

(Cab, TNC, and Car Rental Companies) \$36,720

- Services:** Process GRH trip requests, approve/deny requests, and arrange rides. (*Daily Operations Contractor*)
- Management and monitoring of contract services for day-to-day operations, and four cab, car rental, and TNC ride service providers. This includes processing invoices for payment for contractors and for the general public for transit vouchers. (COG/TPB staff)
- Provide GRH Rides (*Cab, TNC, and Car Rental Companies*)
- Customer service training for GRH call center agents. (*COG/TPB staff and contractor*)
- Schedule:** July 1, 2022 – June 30, 2023
- Oversight:** Commuter Connections Subcommittee
- Provide input and feedback on GRH program participation guidelines and policies.

## **ITEM 9 – Action**

March 16, 2022

### Performance-Based Planning and Programming: 2022 Transit Asset Management Targets

**Action:** Adopt Resolution R13-2022 to approve transit asset management targets.

**Background:** At the February 16 meeting, the board was briefed on a draft set of 2022 transit asset management targets for the National Capital Region. The board will be asked to approve the final transit asset management targets.

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

**RESOLUTION TO ADOPT TRANSIT ASSET MANAGEMENT TARGETS  
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 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, providers of public transportation, and metropolitan planning organizations (MPOs); and

**WHEREAS**, the Federal Transit Administration (FTA) issued a final rule on transit asset management to establish a system to monitor and manage public transportation assets to improve safety and increase reliability and performance, under which providers of public transportation receiving federal funds were required to set annual transit asset management targets; and

**WHEREAS**, the Federal Highway Administration (FHWA) and the FTA issued a joint final rule on planning (Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning), under which MPOs shall establish performance targets within 180 days of a State or transit provider setting targets; and

**WHEREAS**, the transit agencies or jurisdictions operating public transportation in the National Capital Region have developed information and targets toward compliance with the law and regulation and have communicated their annual targets for transit asset management to the TPB; and

**WHEREAS**, the transit agencies or jurisdictions operating public transportation coordinated with TPB staff on a method for development of regional targets, and a set of performance targets for each asset class was developed based on the targets adopted by each transit provider; and

**WHEREAS**, these transit asset management targets have been reviewed and recommended for TPB approval by the Regional Public Transportation Subcommittee and the TPB Technical Committee.

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board adopts the following set of targets for the region’s transit assets, as described in the attached materials.

**REGIONAL TARGETS FOR TRANSIT ASSET MANAGEMENT – 2022  
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**

Percentage of revenue vehicles that have met or exceeded useful life benchmark	Regional Assets Total	Regional Target
AB- Articulated bus	95	2.5%
AO- Auto	253	0.0%
BR- Over-the-road bus	214	12.4%
BU- Bus	2616	6.9%
CU- Cutaway bus	112	0.7%
HR- Heavy rail passenger car	866	0.0%
LR- Light rail vehicle	6	0.0%
RL- Commuter rail locomotive	20	0.0%
RP- Commuter rail passenger coach	100	0.0%
VN- Van	693	0.0%
<i>Revenue Vehicle Totals</i>	4975	

Percentage of service vehicles that have either met or exceeded their useful life benchmark		
Automobiles	177	41.8%
Trucks and other Rubber Tire Vehicles	1407	46.7%
Steel Wheel Vehicles	77	25.0%
<i>Service Vehicle Totals</i>	1661	

Percentage of track segments, signals, and systems with performance restrictions (over length in miles)		
CR - Commuter Rail	0	0.0%
HR - Heavy Rail	234	3.5%
SR - Streetcar Rail	5.6	5.0%
<i>Track Segments Totals</i>	239.6	

Percentage of Passenger and Maintenance facilities rated below condition 3 on the condition scale		
Passenger Facilities	113	4.1%
Passenger Parking Facilities	87	4.3%
Maintenance Facilities	106	9.2%
Administrative Facilities	26	8.0%
<i>Facility Totals</i>	332	



# REGIONAL TARGETS FOR TRANSIT ASSET MANAGEMENT

Performance-Based Planning and Programming

2022 Report



National Capital Region  
**Transportation Planning Board**

## **Regional Targets for Transit Asset Management – 2022 Report**

March 16, 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, 23 local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

### **CREDITS**

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Contributing Editors: Andrew Meese

Design: COG Communications Office

Photo Credit: Eric Randall

### **ACKNOWLEDGEMENTS**

Jurisdictional and transit agency staff from across the region.

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## Executive Summary – 2022 Regional TAM Targets

This report presents the transit asset management (TAM) targets developed for the region for adoption by the National Capital Region Transportation Planning Board (TPB) for 2022. The setting of annual TAM targets is one of the requirements of the performance-based planning and programming (PBPP) rulemakings enacted by the federal government in accordance with the MAP-21 and FAST Act surface transportation acts. Once providers of public transportation have each set their TAM targets, MPOs have 180 days to adopt transit asset targets for their metropolitan planning area to comply with requirements.

Transit asset management (TAM) is “a strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively through the life cycle of such assets.” In accordance with federal requirements, providers of public transportation must adopt annual targets for the performance of their transit assets. Initial TAM targets were adopted by the region’s providers of public transportation in January 2017, following which TPB staff in consultation and coordination with the region’s providers proposed a set of TAM targets for the region that summarized those reported by all agencies in table or matrix format. This summary table of TAM targets was adopted by the TPB on June 2017 as the initial set of regional TAM targets.

Subsequently, the regional TAM targets were developed in accordance with the FTA guidance, which suggests that the MPOs adopt a single regional target for each asset class. The regional targets were developed by calculating the total number of each asset class and the associated target based on the targets of each the region’s providers of public transportation. Figure 5 (Page 13) shows the approved 2020 TAM targets for the region, adopted by the TPB in February 2020.

FTA guidance is for MPOs to approve a new set of TAM targets with each adoption of a new Transportation Improvement Program (TIP) OR Metropolitan Transportation Plan (MTP). The TPB will be adopting a new Plan and TIP in June 2022, so a new set of TAM targets is being adopted in March 2022 to allow inclusion in those products.

# 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) 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 then 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.

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

The federal *Statewide and Metropolitan Planning Rule*, published May 27, 2016, provides direction and guidance on requirements for implementation of PBPP, including specified measures and data sources, forecasting performance, target-setting, documentation in the statewide and metropolitan long-range transportation plans and Transportation Improvement Programs (TIPs), and reporting requirements.

States measure performance and set targets on a statewide basis and providers of public transportation measure performance and set targets for their transit system. Depending upon the area of performance, targets may be set annually, biennially, or every four years. States and providers of public transportation must also develop supporting strategic plans for monitoring and improving performance in order to achieve their selected targets. In addition to quantitative targets, periodic narrative reports on performance are also required. Target-setting is based on an agency's strategic plan and science-based methodology for forecasting performance based on measured trends and the funding available and programmed for projects that will affect performance.

The MPO is responsible for collecting this information to calculate measures and set targets for the metropolitan planning area as appropriate. MPOs have up to 180 days to adopt targets following the targets being set by state DOTs or providers of public transportation. MPOs must coordinate with the state DOTs and providers of public transportation in setting the metropolitan area targets, which should be based on the strategic plans and funded projects of the cognizant agencies.

# Introduction to Transit Asset Management (TAM) Performance and Target Setting

This report presents the transit asset management (TAM) targets being adopted by the National Capital Region Transportation Planning Board (TPB) for 2022. The setting of TAM targets is one of the requirements of the PBPP rulemaking.

The final Transit Asset Management rule was published in the Federal Register on July 26, 2016 and became effective October 1, 2016.<sup>1</sup> Transit asset management (TAM) is “a strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively through the life cycle of such assets.”

Under the final TAM rule, transit providers must collect and report data for four performance measures, covering rolling stock, equipment, infrastructure, and facility condition. For these measures, transit providers have to annually set targets for the fiscal year, develop a four-year TAM plan for managing capital assets, and use a decision support tool and analytical process to develop a prioritized list of investments.

Each provider of public transportation is required to adopt annual targets for the performance of their transit assets. An initial reporting of targets was required by January 1, 2017. Subsequently, mandatory annual target-setting and reporting began with the 2019 fiscal year, with providers required to set targets within four months of the end of the previous fiscal year. Most regional transit providers are on a July-to-June fiscal year; accordingly, they have to set targets for the new fiscal year by the end of October. Only the District of Columbia transit services use the federal fiscal year calendar (October to September) and have until the end of February to set TAM targets for the new fiscal year.

Once providers of public transportation have all set their TAM targets, MPOs have 180 days to adopt transit asset targets for their metropolitan planning area to comply with requirements. Initially, the TPB adopted the first set of transit asset targets for the region in June 2017. Subsequent sets of regional TAM targets were adopted for 2019 in February 2019 and for 2020 in February 2020.

## Applicability to Regional Providers

The final TAM rule applies to all recipients and subrecipients of federal transit funds (e.g., Section 53XX funds) that own, operate, or manage capital assets used in the provision of public transportation and requires accounting for all assets used in the provision of public transportation service, regardless of funding source, and whether used by the recipient or subrecipient directly, or leased by a third party.

The federal TAM rulemaking defines two tiers of providers of public transportation. Tier 1 providers are those that operate rail service or more than 100 vehicles in regular service. Tier 2 providers are those operating less than 100 vehicles in regular service. Tier 1 providers must set transit asset targets for their agency, as well as fulfilling other additional reporting and asset management requirements. Tier 2 providers can set their own targets or participate in a group plan with other Tier

---

<sup>1</sup> <https://www.gpo.gov/fdsys/pkg/FR-2016-07-26/pdf/2016-16883.pdf>

2 providers whereby targets are set for the group as a whole. Note that a parent organization can operate several services, such as bus service and paratransit service, that combined exceed 100 vehicles.

The region has seven Tier 1 providers of public transportation as defined in the federal rulemaking:

1. WMATA: Metrorail, Metrobus, MetroAccess
2. District of Columbia: Streetcar, Circulator
3. Fairfax County: Connector, Community and Neighborhood Services
4. Montgomery County: Ride On
5. Prince George's County: TheBus, Call-A-Bus
6. Potomac and Rappahannock Transportation Commission (PRTC): OmniRide
7. Virginia Railway Express (VRE)

The region has twelve Tier 2 providers as defined in the federal rulemaking, including several small paratransit providers and non-profit providers:

#### **Northern Virginia**

1. Alexandria: DASH, DOT
2. Arlington: ART
3. Loudoun County Transit
4. Virginia Regional Transit (VRT)
5. The Arc of Greater Prince William
6. Every Citizen Has Opportunities, Inc. (ECHO)
7. Endependence Center of Northern VA
8. Weinstein Jewish Community Center
9. Prince William Area Agency on Aging

#### **Suburban Maryland**

11. Charles County: VanGo
12. Frederick County: TransIT

All of the Tier 2 providers in the region have chosen to participate in a group plan with their respective state agency: the Maryland Transit Administration (MTA) or the Virginia Department of Rail and Public Transportation (DRPT). Accordingly, there are nine reporting entities in the TPB's metropolitan planning area for 2022.

Providers of public transportation operating within the region but based outside of the TPB's metropolitan planning area, such as MTA Commuter Bus and MARC commuter rail, are not included.

The following schedule for TAM requirements was published in the final rulemaking in July 2016, and subsequently modified by FTA through issued guidance in February and April 2017<sup>2</sup>.

- **By January 1, 2017:** Providers of public transportation were required to establish initial performance targets.
- **By June 30, 2017:** MPOs were required to adopt transit asset targets for the metropolitan region within 180 days.
  - Subsequently, regional transit asset targets shall be adopted with every new long-range plan or Transportation Improvement Program (TIP).

---

<sup>2</sup> February 2017 guidance: <https://www.transit.dot.gov/TAM/gettingstarted/htmlFAQs>

April 2017 guidance: <https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/metropolitan-planning-organization-responsibilities>



- **Starting October 2017:** Providers of public transportation report performance data and targets in the National Transit Database (NTD) within four months after fiscal year end:
  - Optional reporting for FY 2017 data and FY 2018 targets.
  - Mandatory reporting for future years, beginning with FY 2018 data and FY 2019 targets by October 31, 2018 (if fiscal year July-June).
  - Starting October 2019, submit a narrative report describing changes in the condition of the provider’s transit system from the previous year and progress made during the year to meet the performance targets.
  
- **By October 2018:** Providers of public transportation must develop and submit to FTA their initial four-year strategic TAM Plans. Subsequently, these plans must be updated every four years.

## TAM Performance Measures

There are four transit asset performance measures, two of which are age-based and two of which are condition-based (see Figure 1):

1. Rolling stock (Age)
2. Equipment: (non-revenue) service vehicles (Age)
3. Infrastructure: rail fixed-guideway track, signals, and systems (Condition)
4. Stations/Facilities (Condition)

Within each of the performance measures, assets are further divided into asset classes. For example, distinct asset classes for buses can be articulated buses, standard buses, or minibuses. Each asset class is measured separately for performance and for target-setting. National Transit Database Form A-90 is the means by which TAM targets are reported to the FTA (see Figure 2), with target and performance for each asset class listed. Note that many of these asset classes are not represented in the National Capital Region

For the age-based performance measures, providers set their own standard — the useful life benchmark (ULB) — for each asset class. The ULB is the anticipated useful lifetime of the asset. Accordingly, each provider in the region can set a different standard for its buses as well as different targets for the anticipated percentage of buses that will exceed those standards, to reflect different degrees of usage and operating conditions, variations in maintenance efforts, etc. This affects the feasibility of comparison among agencies and the integration of data to measure regional performance and set regional targets.

Providers of public transportation measure their performance in accordance with the definitions and requirements of federal rulemaking, including the TAM final rule and the final rule on National Transit Database (NTD) Asset Inventory Reporting. The FTA also published a Guideway Performance Assessment Guidebook and a Facility Performance Assessment Guidebook to provide guidance to providers of public transportation on how to collect data and measure performance for these assets.

**Figure 1 – TAM Performance Measures**

	Performance Measure	Asset Classes
<b>Rolling stock (Age)</b>	Percentage of revenue vehicles within a particular asset class that have met or exceeded useful life benchmark (ULB).	40 foot bus, 60 foot bus, vans, automobiles, locomotives, rail vehicles
<b>Equipment - (non-revenue) service vehicles (Age)</b>	Percentage of vehicles that have met or exceeded their ULB.	Cranes, prime movers, vehicle lifts, tow trucks
<b>Infrastructure-rail fixed-guideway track, signals, and systems (Condition)</b>	The percentage of track segments, signal, and systems with performance restrictions.	Signal or relay house, interlockings, catenary, mechanical, electrical and IT systems
<b>Stations/ Facilities (Condition)</b>	The percentage of facilities, within an asset class, rated below 3 on the TERM scale.	Stations, depots, administration, parking garages, terminals

**Figure 2 – TAM Performance Measures Form - National Transit Database (A-90) Screenshot**

Records - NTD Report Packages  
**FY 2018 Reporting - 25651 - Full Operating USOA 2018 - 2019**

Summary News **Related Actions**

**Transit Asset Management Performance Measure Targets (A-90)**  
 25651 - Full Operating USOA 2018 - 2019 (Full Reporter: Operating) - RY18 Original Submission (Working Data)

There are currently no open issues on this form.

1) Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark

Performance Measure	2018 Target (%)	2018 Performance (%)	2018 Difference	2019 Target (%)	N/A
AB - Articulated Bus					<input type="checkbox"/>
BR - Over-the-road Bus					<input type="checkbox"/>
BU - Bus					<input type="checkbox"/>
CU - Cutaway					<input type="checkbox"/>
DB - Double Decker Bus					<input type="checkbox"/>
HR - Heavy Rail Passenger Car					<input type="checkbox"/>
MV - Minivan					<input type="checkbox"/>
OR - Other					<input type="checkbox"/>
VN - Van					<input type="checkbox"/>

2) Equipment - Percent of service vehicles that have met or exceeded their useful life benchmark

Performance Measure	2018 Target (%)	2018 Performance (%)	2018 Difference	2019 Target (%)	N/A
Automobiles					<input type="checkbox"/>

<sup>3</sup> <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/ntd/A-90.pdf>

## 2022 Regional TAM Targets

Targets are the threshold for the maximum percentage of assets at or exceeding acceptable standards.

### TRANSIT PROVIDER TAM TARGET-SETTING

Following the establishment of initial TAM targets by the providers of public transportation in January 2017, TPB staff in consultation and coordination with the region's providers developed a set of TAM targets for the region that summarized those reported by all agencies in table or matrix format. The summary of 2022 TAM targets for the nine providers of public transportation in the region that are reporting entities are shown in Figure 3.

Starting in 2019, the regional TAM targets were developed in accordance with the FTA guidance, which suggests that the MPOs adopt a single target for each asset class in the region. The regional targets calculate the total number of each asset class and the associated target based on the targets of each provider of public transportation. Figure 4 shows the formally adopted 2022 TAM targets for the region.

**Figure 3 – Summary of Providers' 2022 TAM Targets**

Reporting Entity	Rolling Stock	Service Vehicles	Rail Infrastructure	Station/ Facility Condition
WMATA	0% Rail, 5% Bus <sup>a</sup>	44% <sup>c</sup>	3.5%	5% <sup>f</sup>
DDOT*	0% Rail, 0% Bus	n/a	5%	0% <sup>g</sup>
Ffx. Co.	10%	10% <sup>d</sup>	n/a	0%
Mont. Co.	5%	50% <sup>d</sup>	n/a	0%
Pr. Geo. Co.*	34%	n/a	n/a	0%
PRTC	11% <sup>b</sup>	25% <sup>d</sup>	n/a	0% <sup>g</sup>
VRE	0%	0% <sup>e</sup>	n/a	0%
Maryland Tier 2 (MTA)	18% <sup>a</sup>	44.0% <sup>e</sup>	n/a	0% <sup>g</sup>
Virginia Tier 2 (DRPT)	15% <sup>a</sup>	25% <sup>e</sup>	n/a	10% <sup>g</sup>

a: 40-foot buses; b: 45-foot buses; c: autos; d: trucks; e: service vehicles; f: passenger, g: maintenance/administrative facilities

\* Previous year's data

**Figure 4 – 2022 Regional TAM Targets**

Percentage of revenue vehicles that have met or exceeded useful life benchmark	Regional Assets Total	Regional Target
AB- Articulated bus	95	2.5%
AO- Auto	253	0.0%
BR- Over-the-road bus	214	12.4%
BU- Bus	2616	6.9%
CU- Cutaway bus	112	0.7%
HR- Heavy rail passenger car	866	0.0%
LR- Light rail vehicle	6	0.0%
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Percentage of service vehicles that have either met or exceeded their useful life benchmark		
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Trucks and other Rubber Tire Vehicles	1407	46.7%
Steel Wheel Vehicles	77	25.0%
<i>Service Vehicle Totals</i>	<i>1661</i>	

Percentage of track segments, signals, and systems with performance restrictions (over length in miles)		
CR - Commuter Rail	0	0.0%
HR - Heavy Rail	234	3.5%
SR - Streetcar Rail	5.6	5.0%
<i>Track Segments Totals</i>	<i>239.6</i>	

Percentage of Passenger and Maintenance facilities rated below condition 3 on the condition scale		
Passenger Facilities	113	4.1%
Passenger Parking Facilities	87	4.3%
Maintenance Facilities	106	9.2%
Administrative Facilities	26	8.0%
<i>Facility Totals</i>	<i>332</i>	

## 2020 TAM Targets: Performance vs Targets

Along with reporting targets for the upcoming year, starting in 2019 transit providers were also required to report performance against the previous year's targets, via Form A-90. The matrix of transit providers' 2020 TAM targets can be compared with their reported performance for 2020, the results of which are shown in Figure 8.

**Figure 5 – 2020 TAM Targets: Performance vs Targets**

Reporting Entity	Rolling Stock	Actual	Service Vehicles	Actual	Rail Infrastructure	Actual	Station/Facility Condition	Actual
WMATA	0% Rail, 0% Bus	0% Rail, 3% Bus	11% <sup>d</sup>	31%	2.1%	1.69%	7% <sup>f</sup>	7.1%
DDOT	0% Rail, 0% Bus	0% Rail, 0% Bus	n/a	n/a	5%	-	0% <sup>g</sup>	0%
Arl. Co.	0%	0%	n/a	n/a	n/a	n/a	0%	0%
Fairfax Co.	0%	-	12% <sup>d</sup>	-	n/a	n/a	0%	-
Mont. Co.	11%	14%	34% <sup>d</sup>	40%	n/a	n/a	22% <sup>g</sup>	22%
Pr. Geo. Co.	4%	25%	43% <sup>d</sup>	25%	n/a	n/a	0%	0%
PRTC	8% <sup>b</sup>	19%	0% <sup>e</sup>	50%	n/a	n/a	0% <sup>g</sup>	0%
VRE	0%	0%	0% <sup>e</sup>	0%	n/a	n/a	0%	0%
Maryland Tier 2 (MTA)	13% <sup>a</sup>	17%	15% <sup>d</sup>	30%	n/a	n/a	24% <sup>g</sup>	4%
Virginia Tier 2 (DRPT)	10%	-	25% <sup>e</sup>	-	n/a	n/a	10% <sup>g</sup>	-

a: heavy-duty buses; b: 45-foot buses; c: autos; d: trucks; e: service vehicles; f: passenger; g: maintenance/administrative facilities

## **ITEM 10 – Information**

March 16, 2022

### Draft 2022 Update of the Bicycle and Pedestrian Plan for the National Capital Region

#### **Background:**

The board will be briefed on the draft 2022 Bicycle and Pedestrian Plan for the National Capital Region, which, when finalized, will succeed the existing plan approved by TPB in 2015. This update follows development and TPB approval of the National Capital Trail Network in 2020, as well as recent enhancements to the bicycle and pedestrian projects database supporting the plan. The update also incorporates emerging aspects such as micromobility and evolving pedestrian and bicycle facilities design.

# BICYCLE AND PEDESTRIAN PLAN FOR THE NATIONAL CAPITAL REGION

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## Draft 2022 Update

Andrew Meese  
TPB Program Director, Systems Performance Planning

Michael Farrell  
TPB Senior Transportation Planner

Transportation Planning Board  
March 16, 2022

# Overview

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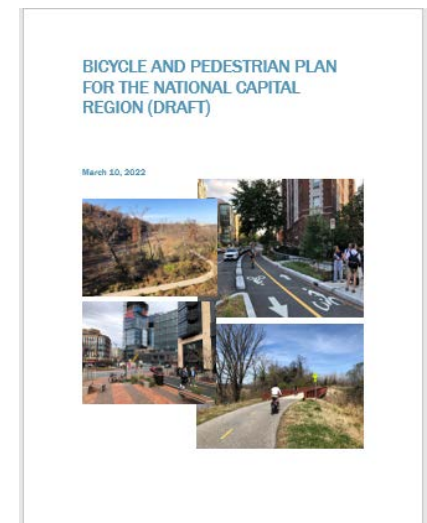
- This briefing is on the **DRAFT** 2022 Bicycle and Pedestrian Plan for the National Capital Region
  - When finalized, this plan will succeed the existing plan approved by TPB in 2015
  - Follows development and TPB approval of the National Capital Trail Network in 2020
  - Utilizes recent enhancements to the plan-supporting bicycle and pedestrian projects database
  - Incorporates emerging aspects of bike/ped planning
- Draft plan was included with today's meeting materials





# Why Develop a Regional Bike/Ped Plan?

- Important and growing as components of transportation in the region
- Bicycling and walking support many TPB goals – environmental, land use, health, equity
- Specialized information in more detail than in Visualize 2045
  - Bicycling and walking trends
  - Safety, Complete Streets, and Green Streets
  - Best/recommended practices, evolving design
- Describe and analyze a planned regional bike/ped network
  - Compiled from agency/jurisdictionally approved plans; includes both funded and unfunded projects



# What's in the Draft Plan?

## Continuing but Enhanced Content

- Local, regional, state, & federal context for bike/ped planning
- Related COG/TPB policies & activities: Complete Streets, Green Streets, Equity
- Pedestrian and bicycle safety; Street Smart
- Existing facilities/types for walking & bicycling; micromobility
- Best/recommended practices

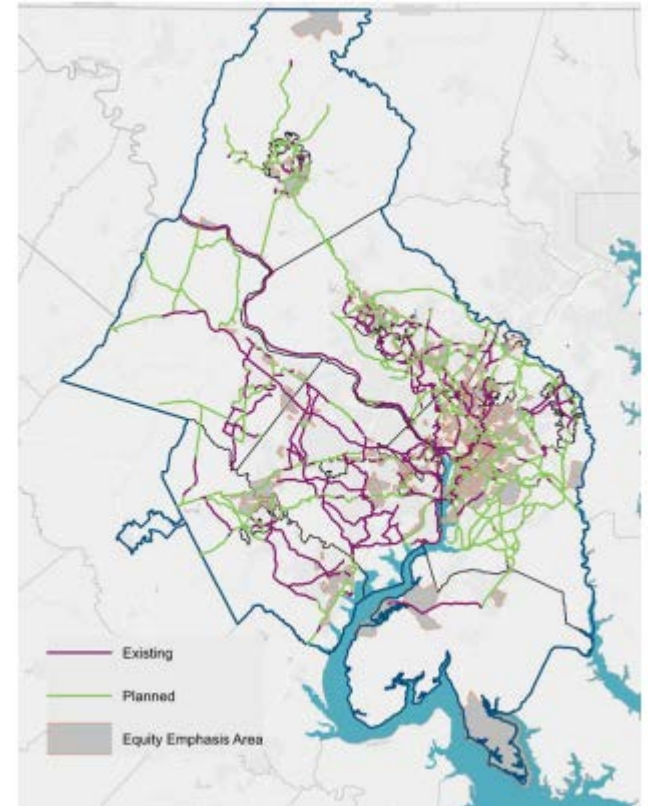
## New for 2022

- New federal legislation: IIJA/BIL
- Regional Roadway Safety Program
- 2017/2018 Regional Travel Survey information
- Evolving/emerging facility types
- National Capital Trail Network
- “Fresh start” new 2045 bike/ped network (listings, maps, analyses)
- Coming soon: 2045 bike/ped network interactive dashboard



# Planning Context (Chapter 1)

- TPB Plans/Programs – Vision, Visualize 2045, TIP
- Complete Streets and Green Streets policies
- National Capital Trail Network
  - Encouragement & funding programs
    - TLC, TAP, TAFA, RRSP, Commuter Connections, Bike-to-Work Day
- Federal guidance & transportation legislation
- State/local/WMATA plans



2020 National Capital Trail Network Map  
(Source: COG/TPB)

# Biking/Walking in the Region (Ch. 2)

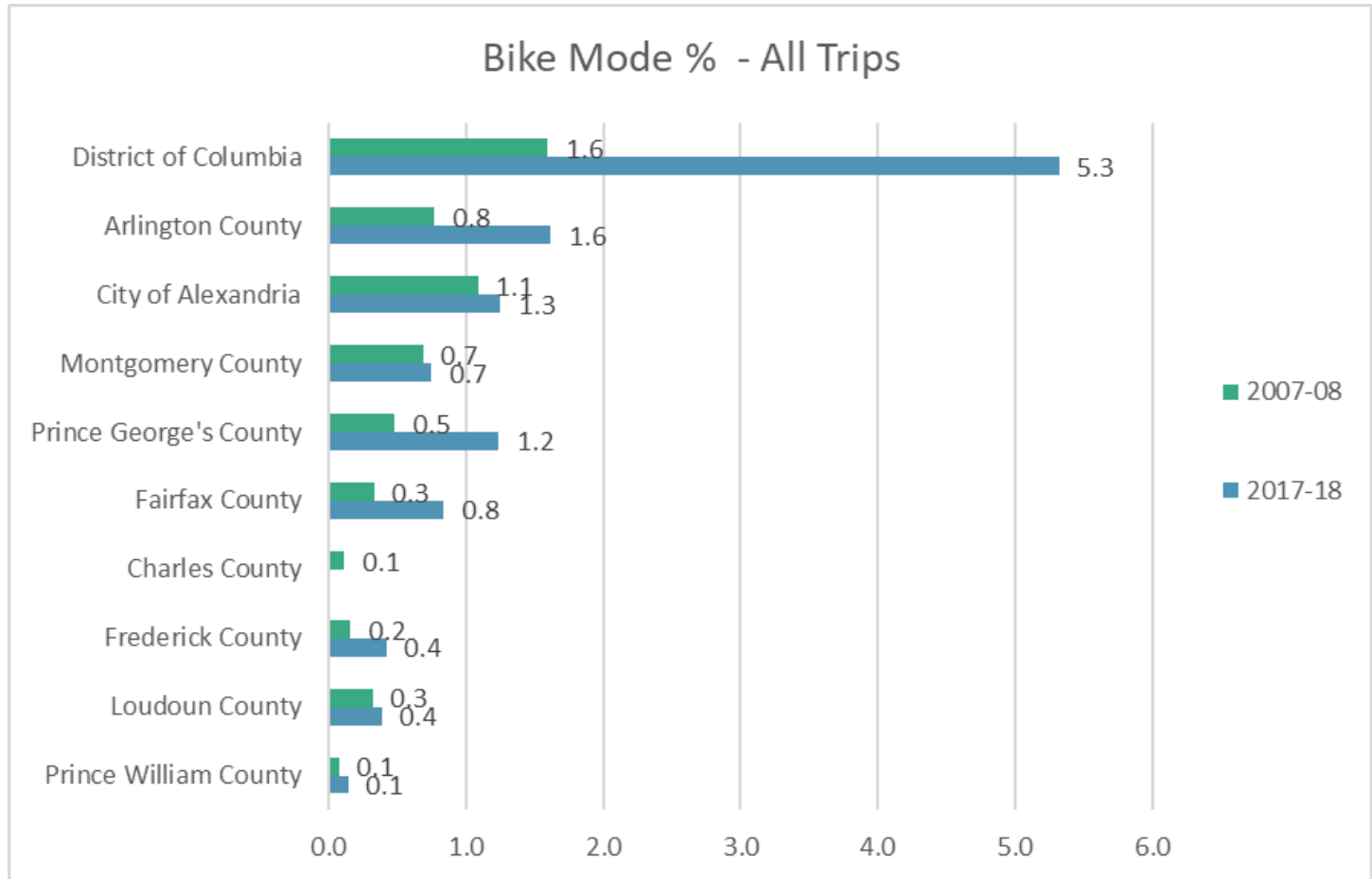
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- Mode share & travel patterns, drawing on:
  - TPB's Regional Travel Survey
    - Significant increase of bicycling in the region's core
  - US Census Bureau American Community Survey
  - National Household Travel Survey
  - Commuter Connections State of the Commute survey
  - WMATA's Passenger Rail Survey

**62% of  
Metrorail  
Passengers  
Walk to the  
Station**



# Example: Bike Mode - % of All Trips

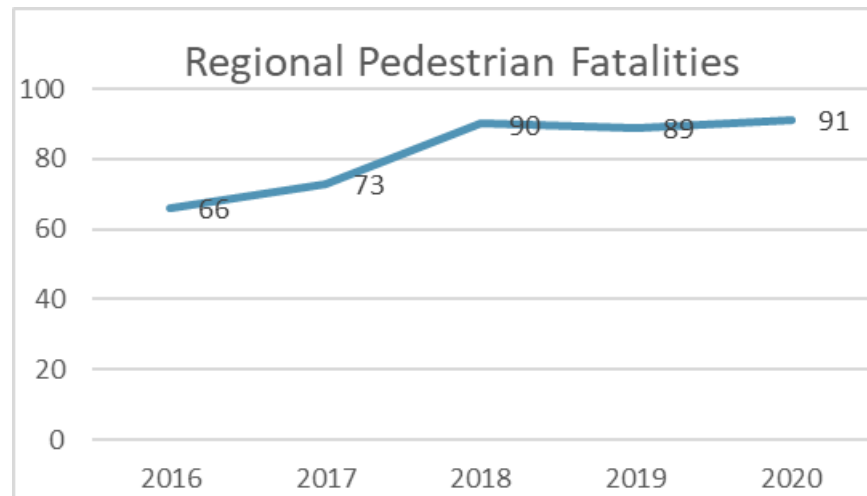


Source: COG/TPB 2007/2008 & 2017/2018 Regional Travel Survey (RTS) staff analysis.



# Pedestrian & Bicyclist Safety (Chapter 3)

- Pedestrian & bicyclist fatality/serious injury crash trends
- Engineering, education and enforcement
- Pedestrian & bicyclist safety remains a serious concern and challenge – staff and committees are actively working on this through programs such as the Regional Roadway Safety Program and Street Smart



Source: COG/TPB staff compilation of District of Columbia, Maryland, and Virginia safety data.



# Bicycling/Walking Facilities (Chapter 4)

- Facility types
- Pedestrian access to transit
- Bike parking
- Capital Bikeshare and other bikesharing
- Shared micromobility



# Best/Recommended Practices (Ch. 5)

---

- Detailed discussion of recommended practices at the local level, developed with Bicycle & Pedestrian Subcommittee input, e.g.:
  - Good bike/ped design/accommodation in all transportation projects; facility design and construction standards
  - Provide/improve access for persons with disabilities
  - Interjurisdictional coordination & connectivity; circulation between and within Activity Centers
  - Appropriate roadway widths, curb radii, crossing distances, speeds
  - Bikesharing, micromobility, supporting facilities
  - Education, enforcement, and encouragement
  - Integration of equity into planning





# The 2045 Network (Chapter 6)

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- Planned network and project list: 2,500 miles, 1,650 projects
  - New “Project Infotrak” database enables mapping, linking with the Transportation Improvement Program & Visualize 2045
- “Buffer” analysis of 1,880-mile network of low-stress facilities
  - “Low stress” = shared use paths/protected bicycle lanes/boulevards
  - 76% of the population and 87% of the jobs will be within a half mile of low-stress network
  - 94% of Activity Centers, 80% of Equity Emphasis Areas, and 86% of Transit Access Focus Areas have a planned bike/ped facility
- Projected \$5 billion cost (estimated based on mileage)
- Full project list in appendix



# The Planned 2045 Network & the NCTN

	Low-Stress Network (Draft Bicycle and Pedestrian Plan)	National Capital Trail Network
Miles (Planned)	1,880*	779**
Miles (Existing)	N/A	644
% Population within ½ Mile	75%	71%
% Jobs within ½ Mile	86%	76%
Miles (Total)	1,880	1,423

\*1,880 of the draft Bicycle and Pedestrian Plan’s overall 2,500 planned miles are considered to be on the “Low-Stress Network” (2021 estimates).

\*\* “Planned” miles of the National Capital Trail Network (2020 estimates, subject to updates/technical corrections) are also included in the planned draft Bicycle and Pedestrian Plan network.

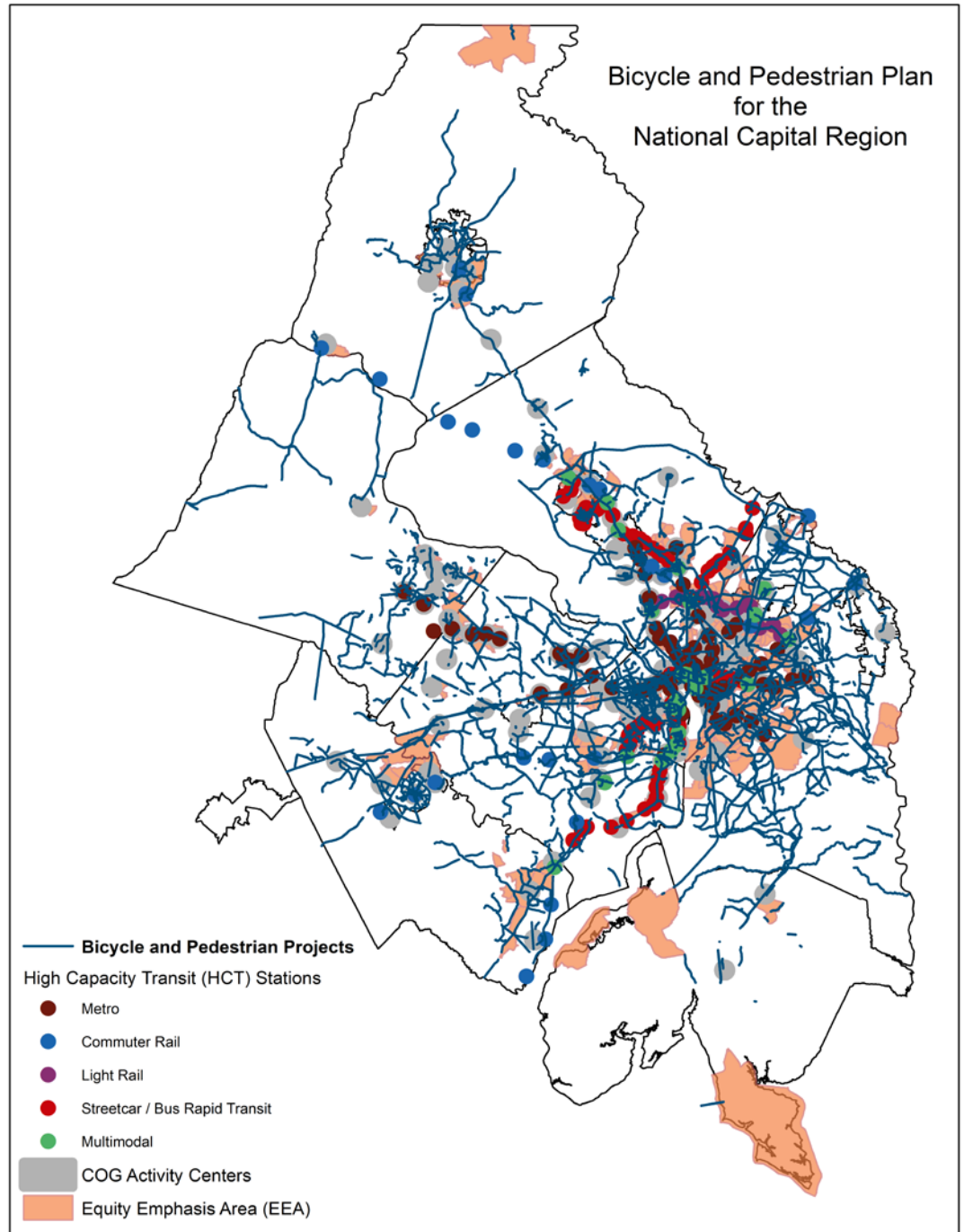
Source: COG/TPB.



# Map of the 2045 Network (DRAFT)

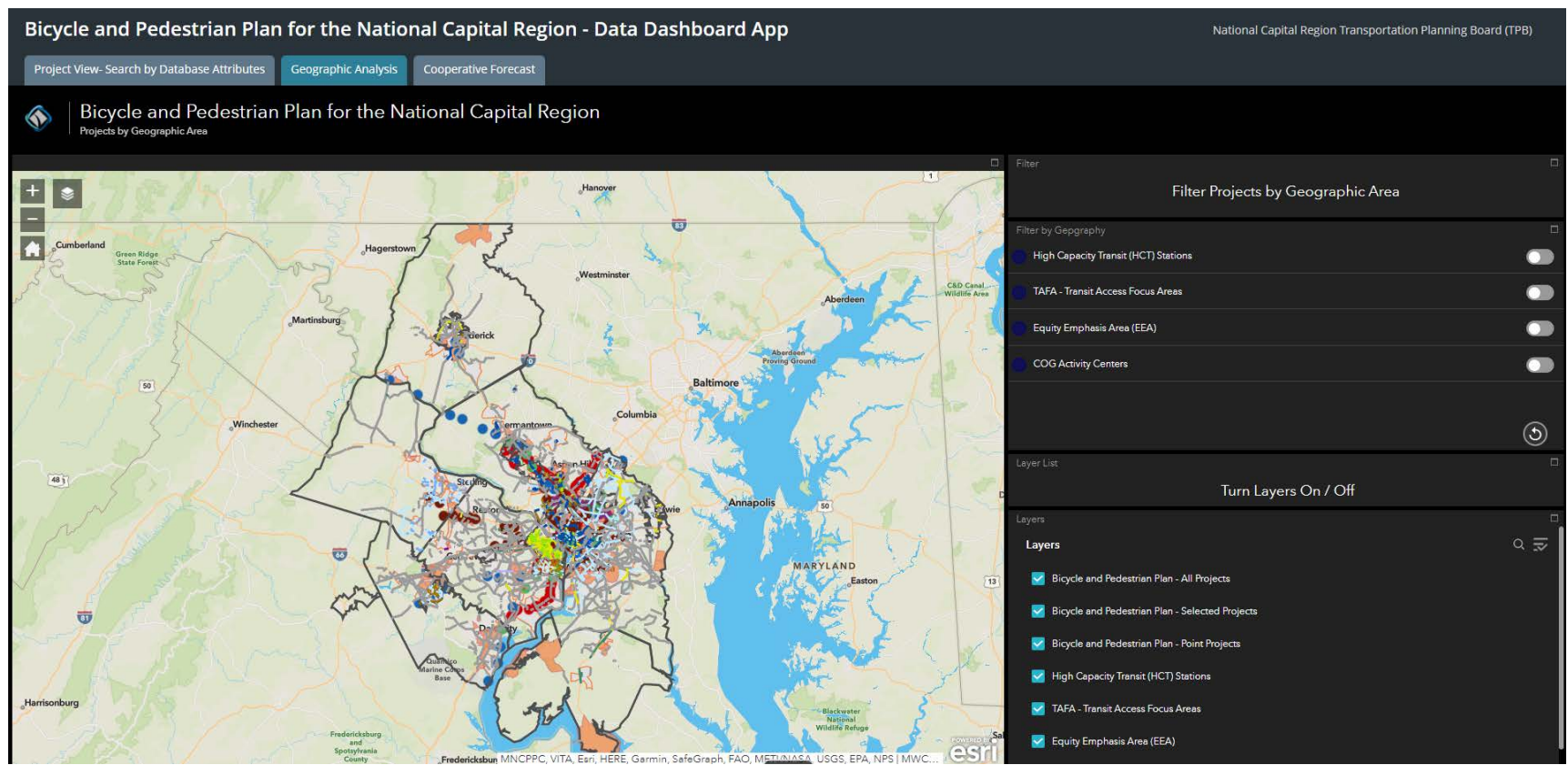
Source: COG/TPB

## Bicycle and Pedestrian Plan for the National Capital Region



# Data Dashboard App (Coming Soon)

- On-line tool will allow map-based analysis and visualization



# Outlook

---

- Bike/ped plan development has been coordinated with development of the Visualize 2045 update
- Draft presented to committees including Access for All, Community Advisory Committee, TPB Technical Committee, and Bicycle & Pedestrian Subcommittee
- Now accepting comments on this version, slated to return with a revised draft for the May 18 TPB meeting
  - Staff will incorporate changes/technical corrections as feasible, and finalize/deploy the data dashboard
  - Moving forward, the plan database will be updated periodically/more frequently
- TPB will be asked to approve the final plan at the May 18 meeting



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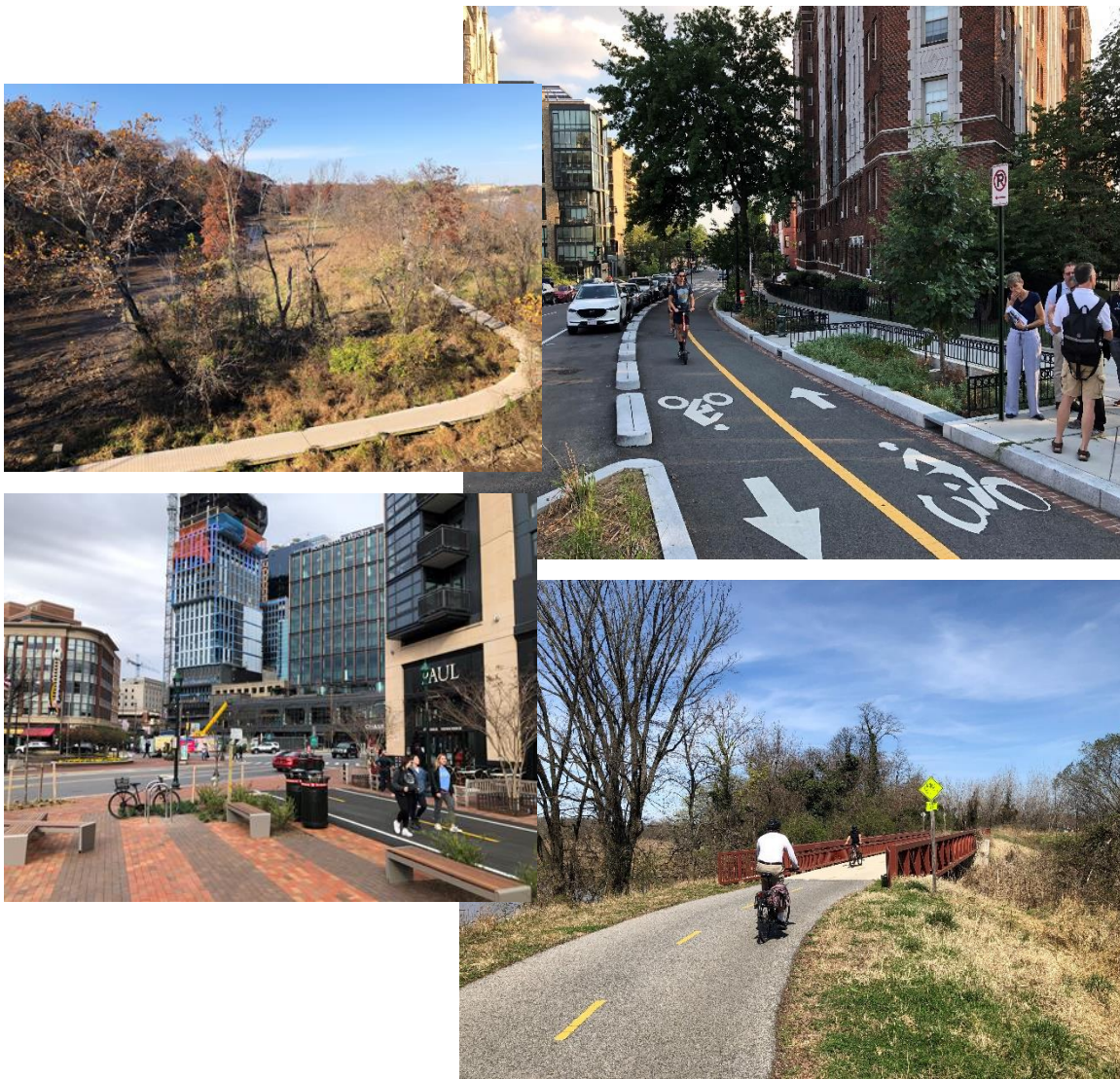
Washington, DC 20002



National Capital Region  
Transportation Planning Board

# BICYCLE AND PEDESTRIAN PLAN FOR THE NATIONAL CAPITAL REGION (DRAFT)

March 10, 2022



**DRAFT 2022 Bicycle and Pedestrian Plan for the National Capital Region  
March 10, 2022**

**BICYCLE AND PEDESTRIAN PLAN FOR THE NATIONAL CAPITAL REGION**

Prepared by Bicycle and Pedestrian Subcommittee of the TPB Technical Committee  
Adopted on Month Date, Year

**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).

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## EXECUTIVE SUMMARY

### Purpose

This *Bicycle and Pedestrian Plan for the National Capital Region* identifies the capital improvements, studies, actions, and strategies that the region proposes to carry out by 2045 for major bicycle and pedestrian improvements in state, local, and agency plans, and shows how implementation of these improvements, actions, and strategies will advance the goals of the region's long range transportation plan, *Visualize 2045*. It serves as a resource for planners and the public.

### Overview

This plan is an update to the 2015 *Bicycle and Pedestrian Plan for the National Capital Region*.

The National Capital Region Transportation Planning Board (TPB), composed of governments and agencies from around metropolitan Washington, has developed this plan with the support of its Bicycle and Pedestrian Subcommittee. The plan incorporates the goals for walking and bicycling from the *TPB Vision (1998)*, the current *Visualize 2045* long range plan, and other TPB planning documents and policies.

In addition to the *TPB Vision*, *Visualize 2045*, and its predecessor plans, the *Bicycle and Pedestrian Plan for the National Capital Region* draws on and has been shaped by regional, federal, and state guidance on bicycle and pedestrian facilities, and a wealth of state and local bicycle, pedestrian, and trail plans from around the region.

In contrast to the fiscally constrained element of the long range plan, the *Bicycle and Pedestrian Plan* includes both funded and unfunded projects. Projects in this plan may not yet have funding identified to support their implementation.

### Planning Context

A number of federal, state, and local activities, as noted above, provide the planning context (Chapter 1) for this document. At all levels the trend is to require or strongly encourage the routine inclusion of pedestrian and bicycle facilities in all transportation, a policy sometimes known as "complete streets".

The TPB has also endorsed an initiative to improve walk and bike access to transit, and to build a connected, regional long-distance "National Capital Trail Network".

Jurisdictions and agencies around the region maintain active bicycle and pedestrian planning and coordination programs. Within this context, the TPB incorporates bicycle and pedestrian

considerations into overall regional transportation planning, the bike-to-work components of the Commuter Connections program, and the Transportation-Land Use Connections, Transit Within Reach, and Regional Roadway Safety technical assistance programs. The region's Access for All Committee advises the TPB on issues relating to minority, low-income, and disabled communities, which often relate to pedestrian access and safety.

The Transportation Planning Board and the Council of Governments support bicycling and walking and their health, community, pollution reduction, and congestion reduction benefits for the region.

## **Bicycling and Walking in the National Capital Region**

The state of bicycling and walking in the Washington region (Chapter 2) includes success stories, challenges, and opportunities for improvement. Data from the 2017/2018 Regional Travel Survey, the U.S. Census, surveys, and other sources provide an understanding of where bicycling and walking are found throughout the region, as well as who is walking and bicycling. These data may point to opportunities for increasing these activities, and support the need to consider bicycling and walking in overall roadway and transit planning and engineering.

### **Safety**

Bicycle and pedestrian safety (Chapter 3) is a key challenge for the region. The plan describes the scope of the safety problem, its geographic and demographic distribution across the region, and the legal rights and responsibilities of drivers, pedestrians, and bicyclists.

Unfortunately, bicycle and pedestrian safety issues are found throughout the region. The region and member agencies are actively pursuing a number of engineering, enforcement, and educational strategies to reduce deaths and injuries.

### **Existing Facilities**

The Washington region benefits from numerous popular bicycle and pedestrian facilities in place in our communities (Chapter 4). The region's transit agencies have also worked to provide access and accommodation of bicycling and walking to and on their systems. A goal of this plan is to complement and augment the existing system of facilities.

### **Recommended Best Practices**

Convenient and safe bicycle and pedestrian access is a key goal of the TPB's *Vision* and the Council of Governments' *Region Forward 2050* plans. To help achieve this, the Bicycle and Pedestrian Subcommittee developed a set of recommended best practices (Chapter 5) for the design and implementation of bicycle and pedestrian facilities, as well as for the

incorporation of bicycling and walking considerations into overall roadway and transit design. Best practices are based upon national and state laws and guidelines.

## **Planned Bicycle and Pedestrian Facilities and Improvements**

Improvements included on the plan's list of regional bicycle and pedestrian projects (overview in Chapter 6 and the full listing in Appendix A) were identified, submitted, and reviewed by agency staffs of TPB member jurisdictions.

The Bicycle and Pedestrian Plan for the National Capital Region includes 1650 bicycle and pedestrian facility improvement projects from across the region. If every project in the plan is implemented, in 2045 the region will have added approximately 138 miles of protected bicycle lanes, 30 miles of buffered bicycle lanes, 363 miles of standard bicycle lanes, and over 1700 miles of shared-use path. The overall network length will increase by approximately 2500 miles.

If it implements the projects in this plan, by 2045 the region will have approximately 3600 miles of bike lanes and shared use paths, over three times the current total.

The Washington region is a national leader in design and services. Treatments such as protected bike lanes, protected intersections, HAWK signals, and floating bus stops were developed or refined here. The Washington region has also been a national leader in micromobility, including Capital Bikeshare and numerous e-scooter and e-bike rental services.

## **Costs**

Total estimated cost of projects in the draft plan is about \$5 billion (2021 dollars). Total plan cost was imputed based on planned facility mileage and project types. Project-level cost estimates, if provided, should be considered as order-of-magnitude planning estimates and in most cases do not reflect engineering-level estimates.

## **Project Infotrak**

Development of the *Bicycle and Pedestrian Plan for the National Capital Region* has benefited from a recently developed on-line project database, Project Infotrak, a resource separate from the printed document. Agency staff are able to view, enter, and edit their project listings on-line in the database. Project Infotrak will facilitate keeping the regional list accurate and up-to-date, and it eliminates the duplication of records and that formerly existed between the Transportation Improvement Program and bike-ped project databases.

A public access version of the list of bicycle and pedestrian projects, and an interactive map of those projects, will be made available on the COG web site.

## Outlook

For over 20 years successive regional plans have called for convenient, safe bicycle and pedestrian access, walkability in regional activity centers and the urban core, reduced reliance on the automobile, increased walking and bicycling, inclusion of bicycle and pedestrian facilities in new transportation projects and improvements, and implementation of a regional bicycle and pedestrian plan, developing specific strategies to make it happen. Today the region is well on its way to making that vision a reality. The *Bicycle and Pedestrian Plan for the National Capital Region* provides a blueprint for providing bicycle and pedestrian access to virtually all of the region's developed areas.

## INTRODUCTION

This section briefly describes the role of walking and bicycling within the region's transportation system and transportation planning. It also provides a summary of the development and organization of this Bicycle and Pedestrian Plan for the National Capital Region.

### Bicycling and Walking in the National Capital Region

The Washington region is nationally known for the quality, beauty, and extent of its bicycle paths. Its walkable core neighborhoods attract residents and visitors alike. The region has a strong foundation of walking and bicycling facilities to build upon.

Taken together, bicycling and walking are a significant and growing mode of transportation in the Washington region. According to the Transportation Planning Board's 2017-2018 Regional Travel Survey walking and bicycling account for 11% of all trips in the Washington region, up from 9% in 2008. Bicycling to Work in the District of Columbia tripled in ten years, from 1.6% in 2008 to 5.3% in 2018.



**Figure 1: Green Bike Lane/TPB/Michael Farrell**

Recent years have seen progress for bicyclists and pedestrians. Several major new trails and bridges have opened, and most local governments have adopted bicycle, pedestrian, and/or trail plans. Most of the transit agencies in the region have added bike racks to their buses. Bicycle or pedestrian coordinators and trail planners are now found at most levels of government. In accordance with federal guidance and state and local Complete Streets policies, pedestrian and bicycle facilities are routinely provided as part of larger transportation projects. Employers are investing in bike facilities at work sites, and developers are including paths in new construction. Capital Bikeshare, which launched in September 2010, has been a dramatic success, and now features over 5000 bicycles at over 600 stations.

---

**Walking and  
Bicycling account  
for 11% of all trips  
in the region**





**Figure 2: NOMA/Gallaudet Metro Station and Metropolitan Branch Trail/TPB/Michael Farrell**

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### The NOMA/Gallaudet Metro Station Incorporates a Shared-Use Path and Bicycle Parking

Bicycling and walking could reach a greater potential in the Washington region, however. Many trips currently taken by automobile could be taken by bicycle. The median work trip length for auto commuters in the Washington Metropolitan Statistical Area is nine miles.<sup>1</sup> But for non-work trips, which are more than ¾ of all trips, the median distance is only 3.1 miles.

Many people who live far from their jobs, but closer to transit or a carpool location could walk or bike to transit or the carpool instead of driving.

Destinations such as schools, shopping, and recreational facilities are often close enough to walk or bicycle. Bicycling and walking have considerable potential to displace automobile trips if suitable transportation, design, safety, parking, school siting, and land development policies are followed.

## Bicycling, Walking and the Transportation Planning Board

The National Capital Region Transportation Planning Board (TPB) has long recognized the benefits of bicycling and walking in the region's multi-modal transportation system. The Transportation Planning Board's *Transportation Vision for the 21<sup>st</sup> Century*, adopted in 1998, emphasizes bicycles and pedestrians in its goals, objectives, and strategies.

---

### The Region has a Growing Network of Shared-Use Paths

Since then, the TPB has adopted a regional trails plan, known as the National Capital Trail Network, prioritized pedestrian, and bicycle initiatives in its long range transportation plan, and promoted the adoption of "Complete Streets" policies, which have led to the incorporation of pedestrian and bicycle accommodations in nearly every new transportation project.

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<sup>1</sup> 2017-2018 Regional Travel Survey,



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**Complete Streets in Action: The Woodrow Wilson Bridge Trail opened in 2009**

**Figure 3: Woodrow Wilson Bridge/TPB/Michael Farrell**

## COMPLETE STREETS

The National Capital Region Transportation Planning Board adopted a Complete Streets policy in May 2012. The policy defined a complete street as one that safely and adequately accommodates motorized and nonmotorized users, including pedestrians, bicyclists, motorists, freight vehicles, emergency vehicles, and transit riders of all ages and abilities, in a manner appropriate to the function and context of the facility.

The TPB endorsed the concept of Complete Streets and encouraged its member governments, if they had not already done so, to adopt a Complete Streets policy.

All three States and 91% of the local governments in the Washington region now have Complete Streets policies.

---

**All three States and 91% of local governments have a Complete Streets Policy**

## Plan Development and Organization

This plan is intended to help fulfill the goals of *Visualize 2045* and the *TPB Vision* for bicyclists and pedestrians. It includes performance measures that will show progress towards regional goals.

This plan has been prepared by the National Capital Region Transportation Planning Board, the federally designated Metropolitan Planning Organization (MPO) for the Washington region. The TPB is composed of representatives from the 24 cities and counties, including the District of Columbia, that are members of the Metropolitan Washington Council of

**DRAFT 2022 Bicycle and Pedestrian Plan for the National Capital Region  
March 10, 2022**

Governments (COG), the three state-level transportation agencies, the Washington Metropolitan Area Transit Authority (WMATA), the Metropolitan Washington Airports Authority (MWAA), four federal agencies, the General Assemblies of Maryland and Virginia, and private transportation service providers.

This document presents the long-range Bicycle and Pedestrian Plan for the Washington Region through the year 2045. The plan includes a list of regional projects identified by the TPB member jurisdictions, accompanied by recommended best practices and a description of existing facilities and regional trends for bicycling and walking. This plan includes both funded and unfunded projects. It recommends referring to state and national design guidelines for bicycle and pedestrian facilities.

This update of the *Bicycle and Pedestrian Plan for the National Capital Region* seeks to reflect the goals, objectives, and strategies of the 1998 *TPB Vision, Visualize 2045*, and the approved *National Capital Trail Network*, while building on information from previous plans.

Pedestrian access and safety receive enhanced attention in this update, reflecting increased involvement in transportation safety planning by the TPB. Though pedestrian planning takes place primarily at the county, city and neighborhood level, there is a role for regional pedestrian planning, in safety, public education, and connections to transit and between jurisdictions. This plan documents how the planned projects will serve activity centers, selected high capacity transit stations, and low income and minority areas.

**PROJECT INFOTRAK**

Development of the *Bicycle and Pedestrian Plan for the National Capital Region* has benefited from a recently developed on-line plan project database, Project Infotrak, a resource separate from the printed document. Agency staff are able to view, enter, and edit their project listings on-line in the database. Projects that can be mapped have associated GIS layers. GIS mapping enables better analysis of how the network of planned projects will serve regional goals.

Project Infotrak will facilitate keeping the regional list accurate and up-to-date, and eliminates the duplication of records that formerly existed between the Transportation Improvement Program (TIP) and bicycle and pedestrian project databases. New TIP projects that include bicycle and pedestrian accommodation are automatically added to the list of bicycle and pedestrian projects.

A public access version of the list of bicycle and pedestrian projects, and an interactive map of those projects, will be made available on the COG web site.

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## CHAPTER 1: PLANNING CONTEXT

There are numerous plans, policies, and goals in the region that both affect and are affected by the level of walking and bicycling. This section describes the role of walking and bicycling in regional, federal, state, and local planning and policies.

### Regional Planning

#### THE VISION OF THE TRANSPORTATION PLANNING BOARD

The National Capital Region Transportation Planning Board (TPB) is the Metropolitan Planning Organization for the Washington region. It brings key decision-makers together to coordinate planning and funding for the region's transportation system.

The TPB's official vision statement for the region, the *Transportation Vision for the 21st Century*, adopted in 1998, is meant to guide regional transportation investments. It lays out eight broad goals, with associated objectives and strategies to help the region reach them.

---

**The Vision of the  
TPB calls for more  
Walking and  
Bicycling**

The *Vision* is supportive of pedestrians and bicyclists. It calls for:

- Convenient, safe bicycle and pedestrian access
- Walkable regional activity centers and urban core
- Reduced reliance on the automobile
- Increased walk and bike mode share
- Including bicycle and pedestrian facilities in new transportation projects and improvements
- Implementation of a regional bicycle and pedestrian plan

Other goals of the *Vision* affect bicyclists and pedestrians, such as: maintaining the existing transportation system, reducing per capita vehicle miles traveled, linking land use and transportation planning, and achieving enhanced funding for transportation priorities.

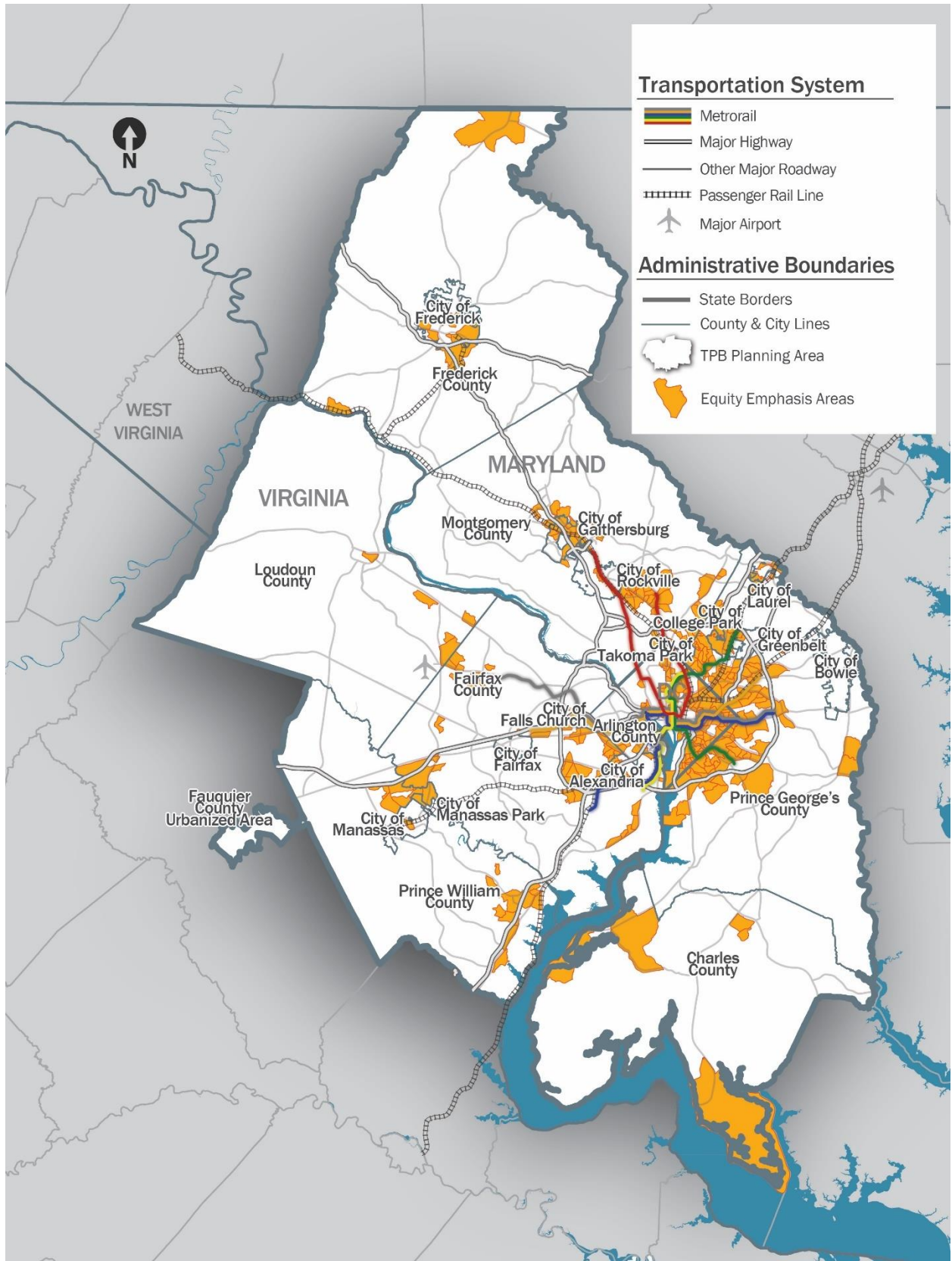


Figure 4: National Capital Region Transportation Planning Board Membership Area

## Visualize 2045

*Visualize 2045*, which was approved by the Transportation Planning Board in October 2018 and amended in 2020, is the current federally mandated, long-range transportation plan for the National Capital Region. An updated version of *Visualize* is slated for public release in mid-2022.

*Visualize 2045* contains both projects that the region expects to be able to fund (the constrained element) and unfunded (aspirational) elements.

### Financially Constrained Element

Federal regulations require the TPB to develop a long-range transportation plan identifying the projects expected to be funded within a minimum planning horizon of 20 years. The TPB must demonstrate that there is funding available for those projects. The total expenditures cannot exceed the total anticipated funding. The TPB must also analyze the plan for its effect on the region's air quality.

This kind of plan is known as a financially constrained long-range plan. Future population growth, congestion, and travel mode shares are forecast based on the transportation network for which funding is available.

The constrained element predicts 45% growth in walk and bike trips by 2045, much greater than the expected 23% increase in population and 20% increase in vehicle-miles traveled.

### Aspirational Element

*Visualize 2045* also represents a new kind of long-range planning effort in this region. For the first time, in addition to projects that the region's transportation agencies expect to be able to afford between now and 2045, the plan includes aspirational projects, programs, and policies that go beyond financial constraints.

The latest information on the 2022 update to the plan can be found at the [Visualize 2045 web site](#). In addition, an [interactive companion](#) is available to view *Visualize 2045* projects and initiatives in a story map.

*Visualize 2045* proposes seven aspirational initiatives which, if enacted, would have the potential to significantly improve the region's transportation system performance compared

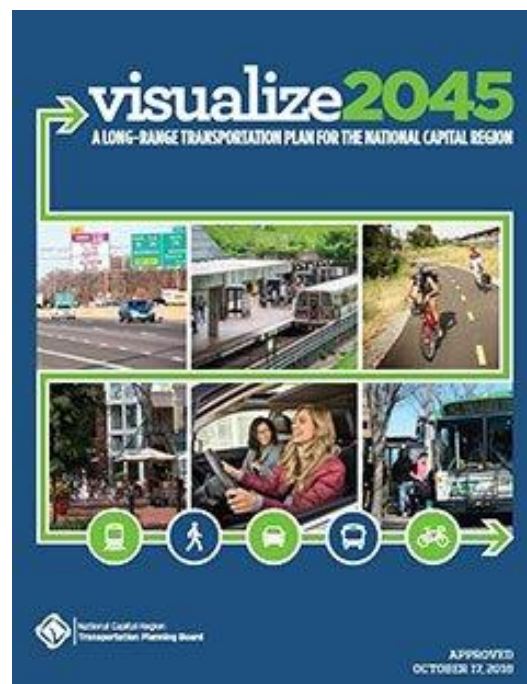


Figure 5: Visualize 2045

## **DRAFT 2022 Bicycle and Pedestrian Plan for the National Capital Region March 10, 2022**

to current plans and programs. *Visualize* goes beyond earlier strategic plans, in that it identifies specific locations in need of improvements.

The seven Aspirational Initiatives are:

- Bring Jobs and Housing Closer Together
- Expand Bus Rapid Transit and Transitways
- Move More People on Metrorail
- Provide More Telecommuting and Other Options for Commuting
- Expand Express Highway Network
- **Improve Walk and Bike Access to Transit**
- Complete the **National Capital Trail Network**

Most of these initiatives imply a greater role for walking and bicycling. Bringing jobs and housing closer together echoes longstanding TPB goals and makes walking and bicycling for transportation more feasible. Increased transit service and improving walk and bike access to transit mean more walking and bicycling. Completing the National Capital Trail Network would provide a continuously connected, high quality regional and long distance bicycle and pedestrian network.

Projects that will advance the aspirational initiatives receive favorable consideration for the competitive grant and technical assistance funds that TPB administers, such as the *Transportation-Land Use Connections* and *Transportation Alternatives* programs. Additionally, *Visualize* identifies specific trails and transit stations to be prioritized for improvements.

## **EQUITY**

In July 2020, the TPB adopted Resolution R1-2021 to establish equity as a fundamental value and integral part of all TPB work activity. TPB and its staff has committed that our work together will be anti-racist and will advance equity. Equity, as a foundational principle, will be woven throughout TPB's analyses, operations, procurement, programs, and priorities to ensure a more prosperous, accessible, livable, sustainable, and equitable future for all residents. This will recognize that past actions that have been exclusionary or had disparate negative impacts on people of color and marginalized communities, including institutionalized policies and practices that continue to have inequitable impacts today, and commits to act to correct such inequities in all our programs and policies.

Also, in July 2020, the TPB adopted Resolution R3-2021, which established the Regional Roadway Safety Program, a competitive technical assistance program directed at improving roadway safety.<sup>2</sup> The resolution also specified that TPB would promote transportation safety in an equitable, anti-racist manner. At a minimum, this means that TPB's programs are evaluated in part based on their effects on poor and minority populations.

Low income and minority populations in the Washington region are disproportionately killed or injured on the roadways, especially as pedestrians. One explanation is the historic legacy

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<sup>2</sup> <https://www.mwco.org/transportation/planning-areas/management-operations-and-safety/roadway-safety/regional-safety-program/>

## **DRAFT 2022 Bicycle and Pedestrian Plan for the National Capital Region March 10, 2022**

of postwar suburban development and road building, which often gave a low priority to the needs of people on foot or taking transit. As low income people move into the suburbs, they too often find themselves in an unsafe environment for walking.

This plan, when implemented, will make the transportation system safer and easier to use for people on foot. It will serve the Equity Emphasis Areas (minority and low-income areas), by providing access to a regional network of high quality walking and bicycling facilities, by making it easier to walk to transit, and by making it safer to walk everywhere.

When the planned network of bicycle and pedestrian facilities is complete, 80% of the Equity Emphasis Areas in the region will have high quality facility, usually a shared-use path, built within their boundaries.

### **TRANSIT ACCESS FOCUS AREAS**

At its July 2020 meeting, the TPB adopted Resolution R4-2021 to approve a regional list of 49 Transit Access Focus Areas (TAFAs). The TAFAs include Metrorail stations, commuter rail, light rail, and selected bus transit centers. The TAFAs are rooted in the region's long-range transportation plan, *Visualize 2045*, and its aspirational initiative to **Improve Walk and Bike Access to Transit**.

TPB was able to identify those stations that had the greatest potential for increasing ridership through improved pedestrian access, based on the stations' effective half-mile walksheds given their existing pedestrian network, and on their density of people and jobs.

The TPB approved 49 TAFAs and also asked member jurisdictions to:

***...Prioritize projects, programs, and policies that will implement improvements in the Transit Access Focus Areas. All projects, programs, and policies must be implemented in an environmentally sensitive and sustainable manner, consistent with the TPB Vision.***

### **NATIONAL CAPITAL TRAIL NETWORK**

The National Capital Trail Network, which was adopted by the TPB in July 2020, is a trails plan for the National Capital Region. It will be a continuous network of long-distance, mostly off-street facilities, designed for non-motorized use. The network will provide healthy, low-stress access to open space and clean, inexpensive, reliable transportation for people of all ages and abilities.<sup>3</sup>

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<sup>3</sup> The National Capital Trail Network benefited from concurrent trails planning work for the urban core and inner suburbs done by the Capital Trails Coalition, an effort housed at the Washington Area Bicyclist Association and funded by a grant from REI. The Capital Trails Coalition also promotes the completion of the trail network within the urban core and the inner suburbs. The Capital Trail Network plan took nearly three years to develop. National Park Service and TPB staff participated in the plan development. To keep the task of creating a regional trail plan manageable, the footprint of the Capital Trail Network was limited to the urban core and inner suburbs, which is the Washington Area Bicyclist Association service area.



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When complete, the National Capital Trail Network will include over 1400 miles of shared use paths and other low-stress facilities, of which 645 miles already exist, and 780 miles are planned.

*Visualize 2045* calls for the completion of the National Capital Trail Network. The network will provide high-quality bicycle and pedestrian access for most of the region's people and jobs. 70% of the region's population lives within a half-mile of the network, and 98% of the jobs are within two miles of the network. 136 of the region's 141 Activity Centers are within a half-mile of the network, as are 308 of the 351 Equity Emphasis Areas.

When the TPB adopted the trail network, it also asked its member jurisdictions to:

*“Prioritize projects, programs, and policies that will implement portions of the National Capital Trail Network. All projects, programs, and policies must be implemented in an environmentally sensitive and sustainable manner, consistent with the TPB Vision”.*

The network will be used to prioritize funding for the Transportation Alternatives Program and the Transportation – Land Use Connections (TLC) Program.

The network was developed using the following facility types and design criteria:

- Off-Street Paths:
  - 10'+ wide for new construction.
  - 8' minimum for existing facilities
  - Narrower in short segments if necessary
  - Paved, or firm surface such as crushed limestone
  - Designed for non-motorized users (<20 mph design speed)
- On-street:
  - Protected from moving traffic (i.e., parked cars, curb, flexposts)
  - Short, unprotected connections where necessary for connectivity
  - Traffic-calmed, low-stress “bicycle boulevards” are also acceptable
- Connectivity
  - Directly connected to the regional network
  - Suitable for both transportation and recreation
  - Existing or planned facilities are acceptable
  - Planned facilities must be in an approved plan

To develop this network TPB staff gathered information from the Capital Trails Coalition and from jurisdictions which the Capital Trails Coalition plan did not include, including Charles, Frederick, Loudoun, and Prince William Counties. The network will be updated regularly to reflect the adoption of new agency bicycle and pedestrian plans.

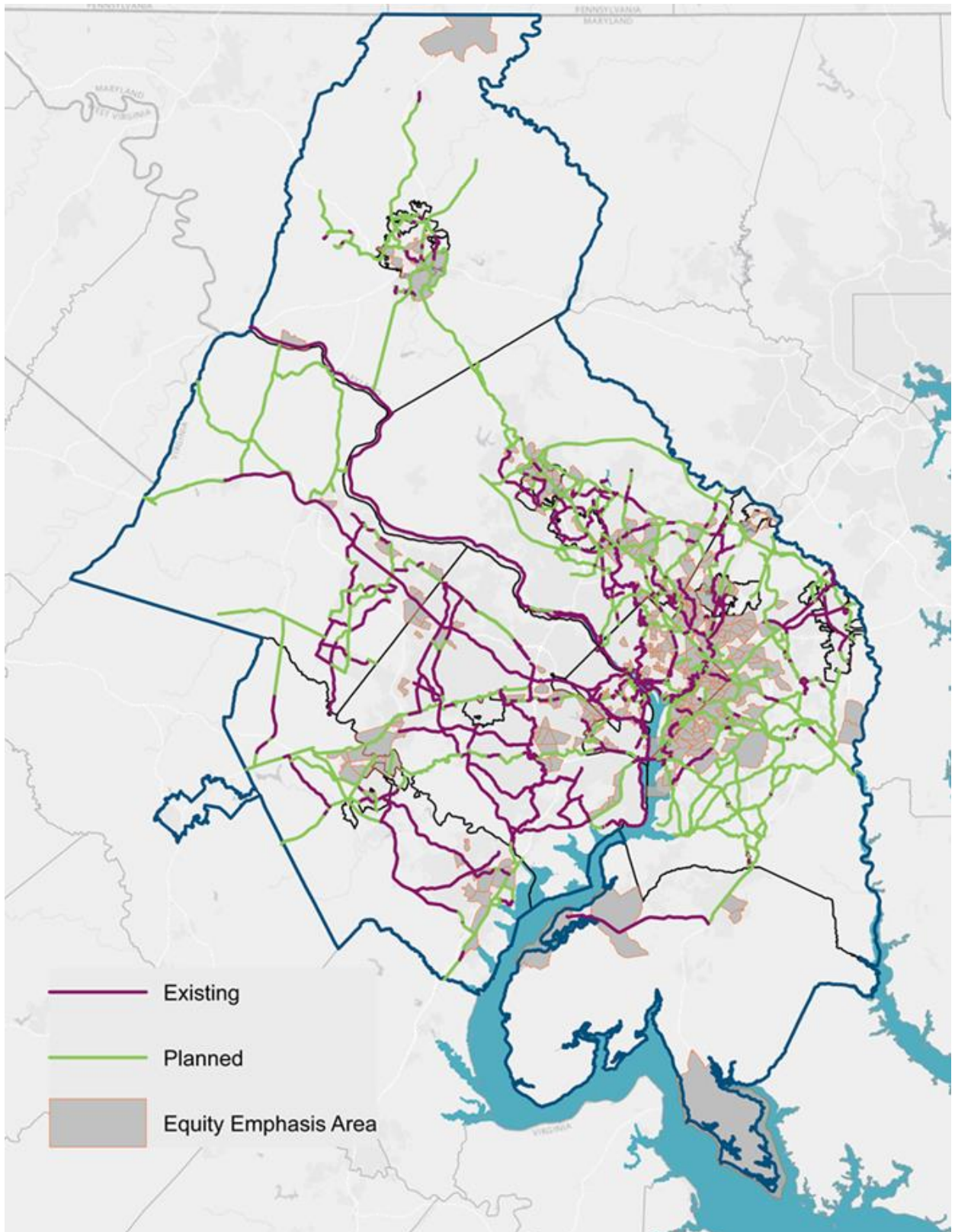


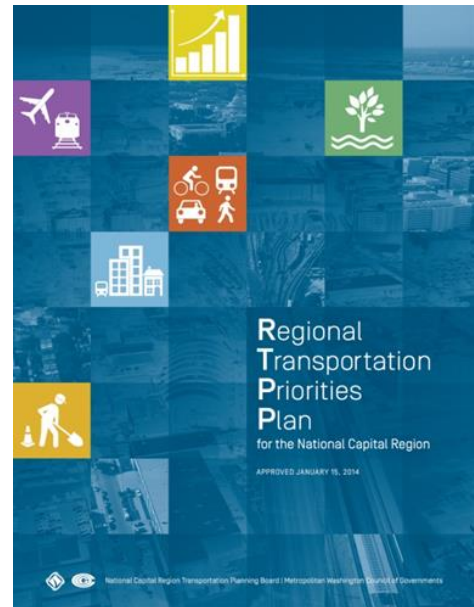
Figure 5: National Capital Trail Network (Source COG/TPB 2022)

## REGIONAL TRANSPORTATION PRIORITIES PLAN

In January 2014, the TPB approved, the *Regional Transportation Priorities Plan* (RTPP). The RTPP built on the *Vision* goals by identifying strategies with the greatest potential to respond to our most significant transportation challenges. The strategies were intended to be complementary, to make better use of existing infrastructure, and to be "within reach" both financially and politically. The RTPP is a precursor to *Visualize 2045*

Bicycle and pedestrian modes are prominent in the RTPP. It calls for:

- **Improved access to transit stops and stations**, connecting them to nearby neighborhoods and commercial areas with sidewalks, crosswalks, and bridges.
- **Incentives to use commute alternatives** such as transit, carpool, vanpool, bicycling, walking, telework, and living closer to work.
- **Expanded pedestrian and bicycle infrastructure**, including
  - Sidewalks, crossings, traffic calming
  - Bicycle lanes/paths, bicycle parking, bikeshare
  - Workplace amenities for bicyclists.
- Growth concentrated in **Walkable, Bikeable Activity Centers**
- **Improved circulation** within activity centers through enhanced
  - Pedestrian and bicycle infrastructure
  - Local bus service
  - Street connectivity.



**Figure 6: Regional Transportation Priorities Plan**

## COMPLETE STREETS

In May 2012 the TPB approved a *Complete Streets Policy for the National Capital Region*. The policy defines a Complete Street as a “facility that safely and adequately accommodates motorized and non-motorized users, including pedestrians, bicyclists, motorists, freight vehicles, emergency vehicles, and transit riders of all ages and abilities, in a manner appropriate to the function and context of the facility”. The TPB endorsed the concept of Complete Streets, provided a sample policy template, and urged its members who had not already adopted such a policy to do so.

The significance of Complete Streets is that future pedestrian and bicycle projects are likely to be built as part of larger transportation projects. Therefore, far more such projects are likely to be built. Moreover, designing and building with pedestrians and bicyclists in mind from the start is far more cost-effective than retrofitting after the fact.

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As of 2021 all three State departments of transportation and 91% of local jurisdictions (including DC) had adopted a Complete Streets policy. Complete Streets is now standard practice.

Under Complete Streets, accommodation for pedestrians and bicyclists is now typically provided as part of larger transportation projects. Prior to the adoption of Complete Streets and precursor policies, these may have been seen as optional amenities.

**GREEN STREETS**

In February 2012 the TPB adopted a voluntary regional Green Streets Policy. The policy defines a Green Street as an “alternative to conventional street drainage systems designed to more closely mimic the natural hydrology of a particular site by infiltrating all or a portion of local rainfall events”. A green street

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**DC’s Urban Forestry Program Helps Keep DC Cool and Green**

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**Green Streets** Environmentally Friendly Landscapes for Healthy Watersheds



uses trees, landscaping, and related environmental site design features to capture and filter stormwater runoff within the right of way, while cooling and enhancing the appearance of the street.<sup>4</sup>

Green Streets benefit pedestrians and bicyclists by cooling and beautifying the street, making it a more pleasant place to walk or bike. Green Streets treatments may compete with pedestrians and bicyclists for space but can often be placed in traffic calming features such as bulb-outs and landscaped islands. Road diets and traffic calming projects can free up space for Green Streets treatments.<sup>5</sup>



Watershed Management Division  
Department of Environmental Protection  
255 Rockville Pike, Suite 120  
Rockville, MD 20850  
[www.montgomerycountymd.gov/watershedrestoration](http://www.montgomerycountymd.gov/watershedrestoration)

A warming climate means that reducing urban temperatures will be even more important for maintaining the walkability and bikeability of urban areas.

**Figure 7: Green Streets/Montgomery County Department of Environmental Protection**

Green Streets are mostly an urban phenomenon. Greening the streets and sidewalks is an effective mitigation for urban challenges such as the heat island effect, stormwater runoff, and combined sewage

<sup>4</sup> <https://ddot-urban-forestry-dcgis.hub.arcgis.com/>

<sup>5</sup> <https://ddot.dc.gov/GreenInfrastructure>

overflow.<sup>6</sup> Inner suburban places such as Arlington, Hyattsville, and Wheaton that face similar issues have also been working to green their streets.<sup>7</sup>

As of 2020, half the local governments had adopted a Green Streets policy, particularly the more urbanized jurisdictions. Less dense suburban and rural areas already benefit from significant green space, and are less likely to pursue Green Streets policies.

## **AIR QUALITY AND BICYCLING**

Walking and bicycling are near zero emission modes of transportation. At the same time, cleaner air helps pedestrians and bicyclists, who are more vulnerable than motorists to smog and particulate pollution. During “code red” air quality days people are typically urged to avoid outdoor exercise.

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**Poor air quality discourages Walking and Bicycling**

Fortunately, the metropolitan Washington region has made tremendous progress in its air quality thanks to decades of actions at the federal, state, and local government levels<sup>8</sup>. The number of bad air days (code orange or worse) fell by 97% between 1997 and 2020.<sup>9</sup> The region had zero code red days in 2021, and only eight code orange days.<sup>10</sup> The number of bad days for fine particulates has fallen to zero. These declines have come even as population and vehicle miles traveled have grown.

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**Fortunately, air quality in the region is much improved**

Within transportation, reductions in emissions of NO<sub>x</sub> and VOCs have resulted mostly from federal requirements for cleaner, more fuel-efficient vehicles and for cleaner-burning fuels. Efforts to reduce roadway congestion and to encourage less driving have also contributed.

### **Bicycling and Greenhouse Gases**

Progress on greenhouse gas emissions, while significant, has been much less than for NO<sub>x</sub>, Volatile Organic Compounds, and particulates.<sup>11</sup> Transportation and mobile sources account for a large share of greenhouse emissions.<sup>12</sup>

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**Bicycling is the most energy-efficient form of transport**

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<sup>6</sup> <https://www.montgomerycountymd.gov/DEP/Resources/Files/brochures/GreenStreetsHandout.pdf>

<sup>7</sup> <https://potomac.org/blog/2020/3/1/dc-green-streets>

<sup>8</sup> <https://www.mwcog.org/environment/data-and-tools/air-quality-progress-dashboard/>

<sup>10</sup> <https://www.mwcog.org/environment/data-and-tools/air-quality-progress-dashboard/>

<sup>11</sup> <https://www.mwcog.org/documents/2017/09/23/air-quality-trends-air-quality-air-quality-data-featured-publications/>

<sup>12</sup> <https://www.mwcog.org/documents/2018/02/08/metropolitan-washington-community-wide-greenhouse-gas-emissions-inventory-summary-featured-publications-greenhouse-gas/>

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Walk and bike trips do not contribute significantly to greenhouse gas emissions. Increased walking and bicycling could help reduce the region's greenhouse gas emissions.

Bicycling is the most energy-efficient mode of transportation. Accounting for the life-cycle carbon emissions of the vehicle, a bicycle emits 1/30 the greenhouse gases of a fossil fuel vehicle, and 1/10 the emissions of an electric vehicle.<sup>13</sup>

To the extent that the region can divert motorized trips to walking and bicycling, it can help reduce these emissions. Active transport is part of the regional strategy to reduce greenhouse gas emissions.

## **TRANSPORTATION IMPROVEMENT PROGRAM**

The Transportation Improvement Program (TIP) is a federal obligation document which describes the planned schedule in the next four years for distributing federal, state, and local funds for state and local transportation projects. The TIP represents the intent of transportation agencies to construct or implement specific projects in the short term and identifies the anticipated flow of federal funds and matching state or local contributions. It is a multimodal list of projects that includes highway projects, rail, bus and streetcar projects, and bicycle and pedestrian improvements. It also includes roadway and transit maintenance projects, operational programs, and many other transportation-related activities.

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**The Transportation Improvement Program includes \$1.475 billion for pedestrian and bicycle projects.**

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<sup>13</sup> <https://theconversation.com/cycling-is-ten-times-more-important-than-electric-cars-for-reaching-net-zero-cities-157163>

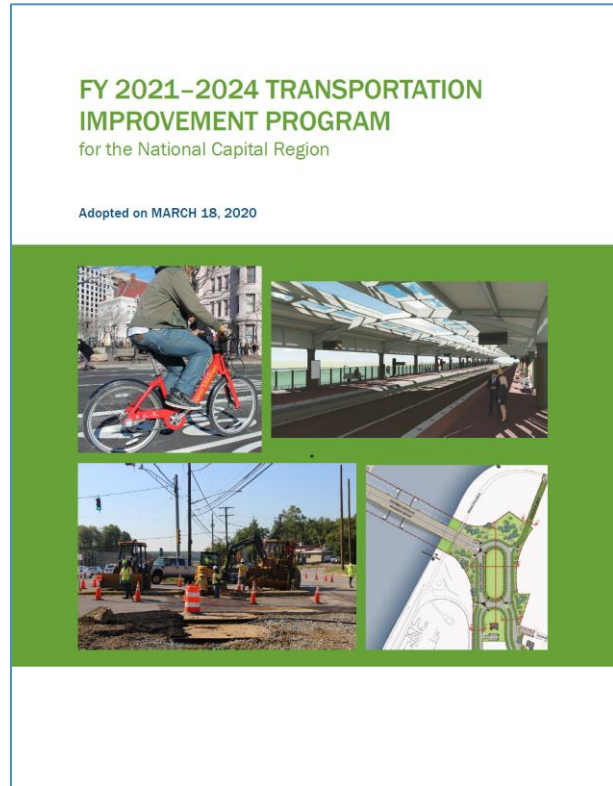
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The TPB's FY 2021–2024 TIP contains over 300 project records and more than \$15 billion in funding across the region. The TIP is a dynamic budget document and is amended and modified on a weekly/monthly basis.

The TIP includes \$1.475 billion for pedestrian and bicycle projects, or roughly 10% of total funding .

Funding for bicycle and pedestrian projects in the TIP has increased sharply. For example, the six-year Fiscal Year 2013-2018 TIP included \$313 million for bicycle and pedestrian projects. Annual bike/ped project funding in the current TIP is seven times what it was in the FY 2013-2018 TIP.

The TIP does not provide a complete picture of the region's planned investments in bicycle and pedestrian infrastructure, however, because projects not utilizing federal surface transportation funding often are not required under federal law to be reflected in the TIP. Every submitting agency reported that their jurisdiction has a Complete Streets policy, which implies pedestrian and bicycle accommodation, the cost of which is not always calculated or reported.



**Figure 8: FY 2021-2024 TIP**

## BICYCLE AND PEDESTRIAN SUBCOMMITTEE

The Bicycle and Pedestrian Subcommittee of the TPB Technical Committee advises the TPB, TPB Technical Committee, and other TPB committees on bicycle and pedestrian considerations in overall regional transportation planning. It meets six times per year.

One of the Subcommittee's most important functions is information exchange, both at its regular meetings and at sponsored training events. Training events are held at least twice per year. They address issues of interest to the TPB member agencies, including both emerging topics such as shared micromobility (e-scooters) and ongoing challenges such as bicycle and pedestrian counts, street design for all users, trail signage, and emergency services. Recent training and coordination events have included a Vision Zero Arterial Design webinar and a series of workshops on shared micromobility.

The Subcommittee also coordinates TPB bicycle and pedestrian planning efforts which require inter-jurisdictional coordination. It developed a vision for a regional circumferential bicycle route, or "bicycle beltway", which ultimately became the National Capital Trail Network, and advised the development of the regional Bicycle and Pedestrian Plan.

## Street Smart Pedestrian and Bicycle Safety Campaign

Since 2002, the Metropolitan Washington Council of Governments' Street Smart program has worked to protect vulnerable road users by raising awareness about pedestrian and bicycle safety. The region-wide public safety campaign educates drivers, pedestrians, and bicyclists on about safe use of roadways in the District of Columbia, suburban Maryland, and Northern Virginia.

The campaign integrates several components, including broadcast and outdoor advertising, media relations, digital media, and outreach events. It is meant to complement, not replace, the efforts of state and local governments and agencies to build safer streets and sidewalks, enforce laws, and train better drivers, bicyclists, and pedestrians. The campaign is advised by an advisory group comprising participating TPB member jurisdictions and agencies.



Figure 9: Street Smart Ad

## ACCESS FOR ALL ADVISORY COMMITTEE

TPB and its member jurisdictions have committed, through their Complete Streets policies, to creating a transportation system that will serve users of all ages and abilities. To help achieve that goal, the Access for All Advisory Committee (AFA) advises the TPB on transportation issues, programs, policies, and services important to traditionally underserved communities, including low-income communities, underrepresented communities, people with limited English proficiency, people with disabilities, and older adults. The committee identifies issues of concern to traditionally underserved populations in order to determine whether and how these issues might be addressed within the TPB process.



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The Access for All Advisory Committee has provided input on practices related to shared micromobility and e-scooters, such as sidewalk riding and parking, which can have an adverse effect on disabled pedestrians. The Committee has also provided input on innovative bicycle facility designs such as protected bike lanes, floating bus stops, and other features that affect curbside access and crosswalks.

The jurisdictions and e-scooter firms have altered practices, regulations, and designs in response to input from the disabled community, but more work needs to be done. This is an ongoing and iterative process, as new facility designs and vehicle types are fielded and designs are adjusted to reflect experience and user feedback.

### **BICYCLING, WALKING, AND THE REGIONAL TRAVEL DEMAND MODEL**

Data relevant to walking and bicycling are gathered as part of the regional household travel survey, and are incorporated into regional transportation modeling and forecasting.

TPB uses a “four-step” travel demand model. Trip generation of both motorized person trips (person-trips in cars, buses, and trains) and non-motorized person trips (walk and bike). Only motorized person trips continue through the model to trip distribution, mode choice, and trip assignment.

Motorized transport planning and modeling focusses on facility capacity relative to forecast traffic volumes, with capacity constraints and congestion limiting system performance and effective access to destinations.

In contrast, in pedestrian and bicycle planning, the main constraint on access is not pedestrian or bicycle congestion, but whether a destination can be reached safely by nonmotorized means, i.e., connectivity. With some exceptions, such as dense activity centers or heavily used transit stations, a standard sidewalk, bike lane, or trail width is usually sufficient to serve anticipated volumes.

This plan focuses on access. It uses a GIS buffer analysis to determine the share of population, jobs, activity centers, transit access focus areas, and equity emphasis areas, that will be served by a planned bicycle and pedestrian facility that is safe for people of all ages and abilities.

### **Regional Encouragement and Funding Programs**

To help reduce automobile traffic, congestion and air pollution, COG and TPB have developed several programs to encourage bicycling and walking in the Washington region. TPB offers technical assistance and funding for construction to its member governments, while the regional Commuter Connections program offers incentives to commuters to encourage them to use transit, carpooling, and walk/bike to get to work.

## **COMMUTER CONNECTIONS**

As part of the Commuter Connections program, every year on the third Friday in May the TPB sponsors a regional Bike to Work Day. This event has grown into one of the largest of its kind in the country, attracting thousands of riders at dozens of “pit stops” or rallying points around the region. The event is meant to encourage first-time riders to try bicycling to work.

The Commuter Connections program also supports publication of *Biking to Work in the Washington Area: A Guide for Employers and A Guide for Employees*, which provides tips for employees and employers. For employees, there are tips on safe cycling, laws, equipment and clothing, and transit connections. For employers, the guide explains the benefits of bicycling to the employer, the types of bicycle parking, and the ways an employer can encourage an employee to bike to work.

Commuter Connections produces a regional Bike Route map, plus an on-line bike routing application. Google Maps offers both pedestrian and bicycle routing. Other tools and resources for bicycle commuters are listed on the bicycling resources section of the Commuter Connections web site.

People sometimes drive to work because they need to be able to get home quickly in an emergency. To meet that need and help get more people out of their cars, the Commuter Connections program offers a free taxi ride home in an emergency for commuters who regularly (twice a week) carpool, vanpool, bike, walk or take transit to work. Commuters who sign up for the Guaranteed Ride Home program may use it up to four times per year.

## **TRANSPORTATION-LAND USE CONNECTIONS PROGRAM**

The Transportation Land Use Connections (TLC) Program provides short-term consultant services to local jurisdictions for small planning projects that promote mixed-use, walkable communities and support a variety of transportation alternatives. The program provides consultant assistance of \$30,000 to \$60,000 for planning projects, and up to \$80,000 for design or preliminary engineering projects.

Since 2007 dozens of pedestrian and transit access planning projects have been funded through the TLC program. The program has proven popular with local jurisdictions.

In addition to providing technical assistance, the TLC Program includes a Peer Exchange Network and provides support for the TPB's project selection role under the federal Transportation Alternatives Set Aside (TAP).

## **TRANSPORTATION ALTERNATIVES**

The Transportation Alternatives Set-Aside (TA Set-Aside) Program provides federal funds for small-scale projects such as pedestrian and bicycle facilities, trails, safe routes to school (SRTS) projects, community improvements, and environmental mitigation. These kinds of projects are considered "alternatives" to traditional highway construction.

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Under federal law, the TPB is responsible for selecting projects using sub-allocations of each state's TA Set-Aside funding.

The TPB encourages applications that support regional transportation priorities, including projects focused on Activity Centers, access to transit, regional trails, access for disadvantaged communities, and ADA improvements.

Past recipients of TLC assistance for design often go on to apply for TA funding for construction.

## **TRANSIT WITHIN REACH**

To encourage more projects that will provide pedestrian and bicycle access to high capacity transit, TPB launched the Transit Within Reach technical assistance program in Spring 2021.

The Transit Within Reach Program funds design and preliminary engineering projects to help improve bike and walk connections to existing high-capacity transit stations or stations that will be open to riders by 2030. The program places special emphasis on projects that improve access in TPB Transit Access Focus Areas (TAFAs), which have been identified as prime locations for small capital improvements— such as sidewalks, trails, crosswalks— that will make it safer and easier to walk or bike to those train stations and bus stops.

The program complements the Transportation Land-Use Connections (TLC) Program, which also funds technical assistance for local governments throughout the region. The TLC Program promotes access to transit, but its projects address other topics as well.

## **REGIONAL ROADWAY SAFETY PROGRAM**

TPB Resolution R3-2021 adopted in July of 2020 established and funded the Regional Roadway Safety Program. It is similar in structure to the TLC program, and funds projects to reduce fatal and injury crashes. Many of these projects focus on bicycle and pedestrian safety.

Studies, planning, and design projects are eligible. The program provides consultant assistance of up to \$60,000 for studies or planning projects, and up to \$80,000 for design or preliminary engineering projects.

## **Federal Policies**

### **ROUTINE ACCOMMODATION OF WALKING AND BICYCLING**

U.S. Department of Transportation guidance issued in 2000 calls for bicycling and walking facilities to be incorporated into all transportation projects unless exceptional circumstances

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exist. Further guidance issued in March 2010 urged agencies to go beyond the minimum standards to provide safe and convenient facilities for pedestrians and bicyclists, set mode share targets, and collect data on walk and bike trips. Bicycling and walking are to have equal importance to other transportation modes. Transportation projects using federal funds may not sever an existing bicycle or pedestrian route, unless an alternate route exists or is provided.

The US DOT headquarters in Washington sets an example for other employers by encouraging employee bicycling.

Federal and State policies have evolved over the last few decades, from not requiring (or in some cases prohibiting) the use of transportation funds for pedestrian or bicycle facilities, towards requiring the provision of such facilities. These federal and state guidelines and policies have led to an increase in the number of pedestrian and bicycle facilities provided, with many facilities provided as part of larger transportation projects rather than as stand-alone projects.

Federal and State policies are also evolving away from encouraging single-use cul-de-sac development patterns typical of the last half of the 20<sup>th</sup> Century, to encouraging mixed use development and a connected street grid that is far more accessible to pedestrians and bicyclists.<sup>14</sup>

## **AMERICANS WITH DISABILITIES ACT**

The Americans with Disabilities Act (ADA) is a federal civil rights statute that prohibits discrimination against people who have disabilities. Under the ADA, designing and constructing facilities that are not usable by people with disabilities constitutes discrimination. Public rights of way, including pedestrian facilities, are required by federal law to be accessible to people with disabilities.

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**The ADA Requires that  
all New and Altered  
Pedestrian Facilities be  
made Accessible**

Both new and altered pedestrian facilities must be made accessible to persons with disabilities, including those who are blind or visually impaired. The courts have held that if a street is to be altered to make it more usable by the general public, it must also be made more usable for those with disabilities.

Government facilities which were in existence prior to the effective dates of the ADA and which have not been altered are not required to be in full compliance with facility standards developed for new construction and alterations. However, they must achieve 'program access.' That is, the program must, when viewed in its entirety, not deny people with disabilities access to government programs and services. For example, curb ramps may not be required at every existing walkway if a basic level of access to the pedestrian network can

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<sup>14</sup> Southworth, Michael and Eran Ben-Joseph, *Street Standards and the Shaping of Suburbia*, Journal of the American Planning Association, Volume 61, Number One, Winter 1995.

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be achieved by other means, e.g., the use of a slightly longer route. Municipalities should develop plans for the installation of curb ramps and accessible signals such that pedestrian routes are, when viewed in their entirety, accessible to people who are blind or visually impaired within reasonable travel time limits.<sup>15</sup>

Design standards for the disabled, such as smoother surfaces, adequate width, and limits on cross-slope, are also beneficial for the non-disabled pedestrian. Good design for persons with disabilities is good design for all.

More information on the Americans with Disabilities Act is available from the US Access Board.

**UNIVERSAL DESIGN**

Good pedestrian design for all is also good for the disabled. The disabled and low-income are more likely to use transit and walk, or use mobility devices on sidewalks than the general population. Narrower streets, shorter crossing distances, traffic calming, lower traffic speeds, wider, ADA-accessible sidewalks, street trees, and amenities such as benches, are all good for disabled and elderly pedestrians. Compact urban design and a connected street and pedestrian grid reduces pedestrian travel distances is helpful for all pedestrians but is especially important to the elderly and disabled. The elderly and disabled may lack the physical agility and stamina needed to navigate substandard facilities, dodge traffic, and walk long distances.<sup>16</sup> The elderly, disabled, and low-income also suffer from disproportionately high pedestrian fatality rates.

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<sup>15</sup> American Council for the Blind, *Pedestrian Safety Handbook: A Handbook for Advocates*. [www.acb.org](http://www.acb.org)

<sup>16</sup> <https://ggwash.org/view/83714/zero-vision-in-dc-vision-zero-is-a-disability-rights-issue>

## MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

The *Manual on Uniform Traffic Control Devices for Streets and Highways*, or MUTCD defines the standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public travel.

The MUTCD includes standard pedestrian and bicycle signs and signals. These standard designs are widely used by departments of transportation in the Washington region.<sup>17</sup>

Parks departments may have their own signing standards or practices, which for facilities not located on a public roadway may be different from the MUTCD. The National Park Service adheres to the MUTCD for bike signs located on roadways.<sup>18</sup>

The MUTCD is published by the Federal Highway Administration (FHWA) under 23 Code of Federal Regulations (CFR), Part 655, Subpart F. It can be found at <http://mutcd.fhwa.dot.gov/>.

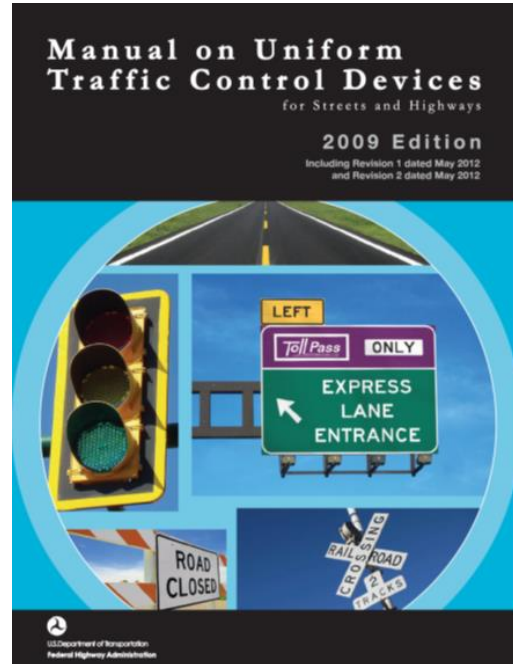


Figure 10: MUTCD

## THE FAST ACT

Under the FAST Act (Fixing America's Surface Transportation Act) the federal transportation legislation signed in December 2015, bicycle and pedestrian projects remained broadly eligible for nearly all funding categories, either for projects incorporated into something larger, or for stand-alone bicycle and pedestrian projects.

The FAST Act built on MAP-21 (Moving Ahead for Progress in the 21st Century Act), which was enacted in 2012, to strengthen the role of Metropolitan Planning Organizations in regional planning. MPOs now have an enhanced role in transportation safety planning and goal setting, and more control over Transportation Alternatives funds, which are often used for walking and bicycling projects.

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**Most Federal Transportation Funds may be used for Bicycle and Pedestrian Projects**

<sup>17</sup> <https://mutcd.fhwa.dot.gov/hm/2003/part9/part9b.htm>

<sup>18</sup> [https://www.nps.gov/subjects/transportation/upload/UPDATED\\_NPS\\_Guidebook\\_July2018\\_Final\\_UpdateSept2018-High-Res\\_WEB-2.pdf](https://www.nps.gov/subjects/transportation/upload/UPDATED_NPS_Guidebook_July2018_Final_UpdateSept2018-High-Res_WEB-2.pdf)

## **Transportation Alternatives**

The FAST Act established a set-aside of STBG (Surface Transportation Block Grant) funding for Transportation Alternatives. These set-aside funds include projects and activities such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

The FAST Act required FHWA to distribute 50 percent of Transportation Alternatives (TA) funds to areas based on population (suballocated), with the remainder available for use anywhere in the State.

States and MPOs for urbanized areas with more than 200,000 people are required to conduct a competitive application process for the use of TA funds; eligible applicants include tribal governments, local governments, transit agencies, school districts, and a new eligibility for nonprofit organizations responsible for local transportation safety programs.

Under federal transportation legislation, large MPOs, including the Transportation Planning Board, play an enhanced role in project selection for a portion of program funds sub-allocated to large metropolitan regions. For the National Capital Region, this program offers an opportunity to fund regional priorities and complement regional planning activities.

In the National Capital Region, the TA Program is framed as a complementary program to the TPB's Transportation/Land-Use Connections (TLC) Program, which provides technical assistance for small planning studies to TPB member jurisdictions, and a potential implementation tool for the bicycle and pedestrian components of the Visualize 2045 plan.

## **INFRASTRUCTURE INVESTMENT & JOBS ACT OF 2021**

The current federal transportation legislation, the Infrastructure Investment and Jobs Act (IIJA), was signed in November 2021. The IIJA increases funding for trails, walking, and bicycling, while emphasizing the importance of connectivity, equitable access, and safety.

### **Active Transport Programs<sup>19</sup>**

**Transportation Alternatives (TA)** is the biggest dedicated source of funds for pedestrian, bike, and trails. IIJA increases funding and restricts transfers of TA funding to other purposes. It also increases Recreational Trails funding.

IIJA authorizes a number of new funding programs relevant to walking and bicycling, including:<sup>20</sup>

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<sup>19</sup> Rails to Trails Conservancy presentation, December 9, 2021

<sup>20</sup> <https://www.mondaq.com/unitedstates/government-contracts-procurement-ppp/1110054/infrastructure-investment-and-jobs-act-summary-of-key-programs-and-provisions>

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- **Healthy Streets Program.** A competitive grant program that funds grants to states, local governments and tribes to deploy cool pavements and porous pavements and to expand tree cover.
- **Reconnecting Communities Pilot Program.** This program funds projects that remove, retrofit or mitigate previously constructed barriers to mobility, access or economic development to restore community connectivity. State and local governments are eligible applicants.
- **Active Transportation Infrastructure Investment Program.** A competitive grant program for infrastructure improvements that create safe and connected active transportation facilities, including adding sidewalks, bikeways and pedestrian trails. Eligible entities include government entities.
- **Safe Streets and Roads for All Competitive Grant Program.** A competitive grant program for local governments to implement "vision zero" plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.
- **Carbon Reduction Formula Program.** States may use the funds for projects that reduce transportation emissions, including **trails and paths for bicyclists and pedestrians**. States must develop carbon reduction plans and coordinate and consult with urbanized and rural areas.

Bicycle and pedestrian projects remain broadly eligible for most federal transportation funding, including Surface Transportation Block Grants, Congestion Mitigation and Air Quality, and the Highway Safety Improvement Program.

## **State Planning**

### **DISTRICT OF COLUMBIA**

As the center of the Washington region, a major employment center, and one of its most walkable and bikeable jurisdictions, the District of Columbia's policies have a significance larger than its population would suggest.

Reflecting its urban character, the District of Columbia is doing much to encourage walking and bicycling. The District of Columbia Department of Transportation intends to create a "walk-centric, bike-centric" city. DDOT's 2010 "Action Agenda" called for safety, sustainability, and increasing livability and prosperity by creating great spaces that are the "living room" of the city.

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**The District of Columbia is to become a "walk-centric, bike-centric" city.**



Streetscaping projects and traffic calming projects are a high priority. By providing pedestrians with plenty of well-designed, safe, and comfortable space, the city hopes to increase retail sales and property values. Business Improvement Districts have considerable input into transportation projects.

Due to the built-up character of the District of Columbia, DDOT aims to shift travel from less space-efficient modes, such as single occupant vehicles, to more space efficient modes, such as walking, bicycling, and public transportation.

DDOT's strategy for shifting auto trips to transit, walk, and bike trips encompasses both transportation and land development elements. The District of Columbia encourages mixed use development projects that promote and support non-auto mobility. Reduced auto parking, increased bike parking, on-site car and bike sharing, and transportation demand management plans will reduce auto trips generated by new development.

On a citywide basis there will be car sharing, bike sharing, new transit service, streetcars, reduced off-street parking requirements, required off-street bike parking, and rapid construction of new pedestrian and bicyclist infrastructure. The Bicycle Master Plan (2005) and Pedestrian Plan have been succeeded by the pedestrian and bicycle elements of the city's latest transportation plan, MoveDC.

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**An average District resident can reach 32,269 jobs and 117 destinations such as grocery stores, hospitals, and schools, in a 20-minute walk.**

## **MoveDC Update**

In December 2021 DDOT released the most recent version of the District's Transportation Plan, MoveDC. MoveDC continues in the same direction as previous planning documents, but in greater detail, and with more ambitious goals and methods. MoveDC is a 25 year plan. It proposes to (among other things):

Improve safety for all, especially vulnerable road users, by

- Implementing road diets to make streets safer.
- Making intersections safer for pedestrians
- Using Complete Streets principles to make streets and sidewalks safer for all users
- Designing public space to be people-focused
- Installing more car-free streets and plazas
- Expanding street tree coverage
- Making more efficient use of curb space
- Expanding the bicycle network

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**DDOT's Bicycle Lane Program has built 95 miles of bicycle lanes in the District since 2001**

## **EXPANDING THE MULTIMODAL NETWORK**

MoveDC identifies a bicycle priority network within the city, as well as pedestrian, transit, freight, and auto priority networks. DC recognizes that while every street should serve all permitted users, not every street can serve all users equally well.

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MoveDC proposed adding twenty miles of protected bike lanes per year for three years, **building more trails in the (National) Capital Trail Network**, as well as adding more public and private bike parking, expanded access to bike sharing and micromobility, and signed neighborhood bike routes.

MoveDC will fill major gaps in the regional bicycle network, and improve connections between the District, Maryland and Virginia. MoveDC proposes a new bicycle and pedestrian crossing of the Potomac River at the Long Bridge, and three new crossings of the Anacostia. Other bridges that currently have outmoded bicycle and pedestrian facilities will be upgraded.

## MARYLAND

Maryland adopted its first Bicycle and Pedestrian Access Plan in 2002. Under that plan the State made numerous advances in promoting bicycling and walking. MDOT invested more than \$283 million in non-motorized transportation projects to improve bicycling and walking conditions over the last decade. The proportion of total highway expenditures dedicated to bicycle or pedestrian programs increased from 2% to 4% over the last decade.

**“Maryland will be a great place for biking and walking that safely connects people of all ages and abilities to life’s opportunities.”**

The State also created a number of grant programs, including the **Maryland Bikeways Program**, which provides \$3 million per year in technical assistance to a wide range of bicycle network improvements, and the **Maryland Bikeshare Program** provides grants to communities interested in adding a bikeshare system.

Maryland State Highway Administration adopted Complete Streets policy in 2012.

The current Maryland Twenty-Year Bicycle and Pedestrian Master Plan (2019) calls for a Complete Streets approach. Complete Streets in Maryland means that the state transportation network will address the needs of all users, regardless of travel mode. It does not, however, mean that all users will have equal priority on all roadways. Design is to be appropriate for the land use and context, including Urban Centers, Towns and Suburban Centers, Rural and Agricultural Areas, and Natural Areas.



**Figure 11: 2040 Maryland Bicycle and Pedestrian Master Plan 2019 Update**

The initial focus will be to support biking and walking in urban centers and main streets. MDOT will pilot a Bicycle and Pedestrian Prioritization Area (BPPA) program to foster collaboration with local jurisdictions and support

the development of connected bicycle and pedestrian networks in high need locations.

Maryland has also published *Accessibility Policy and Design Guidelines for Pedestrian Facilities along State Highways* (2010), *Bicycle Policy and Design Guidelines* (2015), the *Maryland Context-Driven Design Guide* (2020), a *Strategic Trails Implementation Plan* (2009), a bicyclist education video, and other materials designed to share information on best practices with respect to the engineering, education, and enforcement aspects of walking and bicycling.

A Bicycle and Pedestrian Advisory Committee advises State government agencies on issues directly related to bicycling and pedestrian activity including funding, public awareness, safety and education.

## **VIRGINIA**

In 2004, the Virginia Department of Transportation released its Policy for bicycle and pedestrian accommodation, which commits VDOT to routinely accommodating pedestrians and bicyclists as part of all new construction and reconstruction projects, unless exceptional circumstances exist.<sup>21</sup>

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**“VDOT will initiate all highway construction projects with the presumption that the projects shall accommodate bicycling and walking.”**

Since 2004 VDOT has developed a process to ensure that bicycle and pedestrian accommodations are provided in accordance with the policy. The Bicycle and Pedestrian Accommodations Decision Process gives designers a step by step process to determine if bicycle / pedestrian accommodations are appropriate for the characteristics of a particular roadway, and a Bicycle and Pedestrian Accommodations list and a design guide provides project managers with a menu of possible accommodations. A series of implementation guidance documents for localities have also been developed to improve communication between agencies regarding planning and accommodation of pedestrians and cyclists under terms of the 2004 policy.

VDOT maintains all roads in Virginia outside of urban areas, including thousands of miles of residential streets originally built by developers. In view of the importance of secondary streets for vehicular, pedestrian, and bicycle movement, VDOT has revised its Secondary Street Acceptance Requirements (SSAR) to mandate higher levels of street connectivity in urban areas, as well as adequate pedestrian accommodation. New streets and developments are required to connect to the surrounding streets and future developments in a way that adds to the capacity of the transportation network.

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**Virginia requires new developments to connect with the surrounding streets**

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<sup>21</sup> [www.virginiadot.org](http://www.virginiadot.org)

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The policy divides Virginia into “compact”, suburban, and rural areas, with graduated connectivity requirements for each. Narrower streets, traffic calming and “context-sensitive” design are encouraged where appropriate.

New development proposals initially submitted to counties and VDOT after June 30, 2009, must comply with the requirements of the SSAR. Cul-de-sac development patterns have long been an obstacle to walking or bicycling in suburban areas. More direct, traffic-calmed secondary streets will allow more people to walk or bike to local destinations.

Virginia has adopted a fairly stringent set of requirements mandating accommodation of pedestrians and bicyclists on both public roads and private developments which are accepted by the State for maintenance, which in Virginia means almost all development. Since these requirements have gone into effect, many additional bicycle and pedestrian facilities have been built.

### **Virginia State Bicycle Policy Plan**

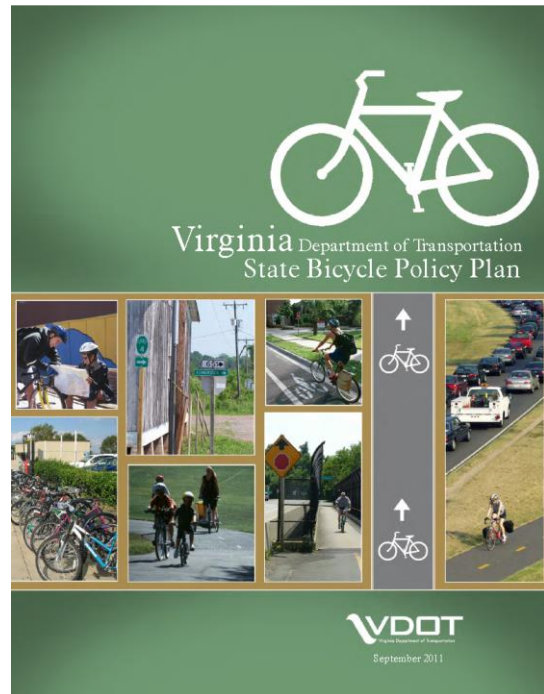
VDOT completed a State Bicycle Policy Plan in September 2011, which incorporates the policies discussed above. The plan calls for increased bicycling for all trip purposes, and a transportation system that “accommodates and encourages” bicycling by providing facilities for bicyclists of all ages and abilities. It also calls for better data gathering and benchmarking of bicycling, coordination with various stakeholders, and recommends a number of strategies to improve implementation of VDOT’s 2004 policy for bicycle and pedestrian accommodation.

The plan provides some guidance on bicycle facilities to be used. Bicycle lanes and paved shoulders are recommended over other bicycle facilities. Restriping travel lanes, or “road diets” are recommended as a way to provide bicycle lanes within the current right of way. Actuated traffic signals that detect bicycles, and bicycle compatible drain grates should be used on all roads where bicycles are permitted. A signed bike route should have at least a bicycle level of service “C”.

### **Virginia State Pedestrian Policy Plan**

VDOT completed the Pedestrian Policy Plan. Released in September 2014, this document is a complement to the Bicycle Policy Plan.

The plan establishes a vision for the future of walking in Virginia and advances the walking element of the Commonwealth Transportation Board’s Policy for Integrating Bicycle and



**Figure 12: Virginia State Bicycle Policy Plan**

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Pedestrian Accommodations consistently, appropriately and cost-effectively. The plan addresses implementation of both the Bicycle and the Pedestrian Policy Plans.

**Northern Virginia Bikeway Study**

This study and network map, which were completed in 2004 and updated in 2015, used latent demand analysis to determine the most promising portions of a network of regionally significant bicycle routes in Northern Virginia. As of 2015, 108 miles of the 544 mile network had been built.

**Local Bicycle and Pedestrian Planning**

The Washington Region is fortunate to host a community of agencies and consultants that are advancing the national practice of bicycle and pedestrian planning.

Planning for Active Transportation has become mainstream in the Washington region. Nearly every jurisdiction has completed a bicycle or pedestrian plan, and nearly all of them have bicycle, pedestrian, or trail planners. Larger agencies with ambitious programs, such as DDOT, have many people working full time on active transportation.

Table 1 shows local and state plans and studies and the year published. Jurisdictions and agencies drew projects from these individual plans and submitted them for incorporation into the Regional Bicycle and Pedestrian Plan. Local plans may include unfunded projects.

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**Table 1: Bicycle and Pedestrian Plans in the National Capital Region**

<b>Jurisdiction/Agency</b>	<b>Plans/Studies</b>	<b>Year(s)</b>
Arlington County	Arlington Master Plan -Pedestrian Element, Bicycle Element	2011, 2019
City of Alexandria	Transportation Master Plan – Pedestrian and Bicycle Chapter	2016
District of Columbia	District of Columbia Bicycle Master Plan, District of Columbia Pedestrian Master Plan, MoveDC	2005, 2009, 2014, 2021
Charles County	Charles County Bicycle and Pedestrian Master Plan	2012
City of Fairfax	Bike Fairfax City Plan	2021
City of Falls Church	Bicycle Master Plan	2015
Fairfax County	Fairfax County Bicycle Master Plan	2014
Frederick County	Frederick County Bikeways and Trails Plan	2018
City of Gaithersburg	Transportation Plan, Bikeways and Pedestrian Plan	2010
Greenbelt	Greenbelt Bicycle and Pedestrian Master Plan	2013
Town of Herndon	Bicycle Network Master Plan	2019
City of Laurel	Bikeway Master Plan	2009
Loudoun County	Loudoun County Bicycle and Pedestrian Master Plan	2003
City of Manassas	City of Manassas Transportation Master Plan	2019
Maryland Department of Transportation	Maryland Twenty Year Bicycle and Pedestrian Master Plan SHA Complete Streets Policy	2019, 2014, 2012, 2008
M-NCPPC – Prince George's County	County Master Plan of Transportation – Bikeways and Trails	2009
Montgomery County	Montgomery County Bicycle Master Plan	2018
National Capital Planning Commission	Comprehensive Plan for the National Capital - Transportation	2020
National Capital Region Transportation Planning Board	Bicycle and Pedestrian Plan for the National Capital Region	2006, 2010, 2014, 2021
National Park Service	Paved Trails Plan Active Transportation Guidebook	2016 2018
Prince William County	Transportation Plan – Nonmotorized	2016
City of Rockville	Bikeway Master Plan	2017
Virginia Department of Transportation	Virginia Pedestrian and Bicycle Policy Plans	2014, 2011
Virginia Department of Transportation, Northern Virginia Office	Northern Virginia Regional Bikeway and Trail Network Study	2015
WMATA	Metrorail Bicycle & Pedestrian Access Improvements Study Station Area Planning Guide Bust Stop Amenity Reference Guide	2010 2017 2019

## PLANNING FOR A “LOW STRESS” NETWORK

**Montgomery County will increase the share of bike trips that can be accomplished entirely on low stress streets from 16% to 50%.**

Most bicycle and pedestrian plans involve designating a bicycle and pedestrian network, and then determining the appropriate facility type and priority for implementation. Some agencies, however, are starting to take a slightly different approach, by first analyzing the “level of stress” for bicyclists or pedestrians on their existing street network, and then using the results to prioritize those improvements.

For example, the Montgomery County has adopted the goal of a “low-stress” bicycle network, accessible to people of all ages and abilities. While about 75 percent of the roads in the county are already low-stress, they are often surrounded by high speed and high volume roads or difficult intersections, effectively creating islands of bikeability and walkability, cut off from most useful destinations.

The goal is to connect these islands of bikeability and increase the share of bicycle trips that can be accomplished entirely on low-stress facilities from 16% to 50%. The County will also sharply increase the percentage of residences within two miles of a high-capacity transit station that have low-stress bike access to that station, as well as the percentage of schools and other public facilities that are easily accessible by bike.



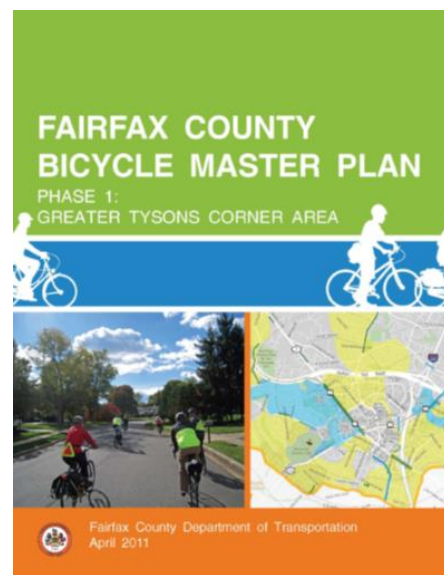
**Figure 13: Montgomery County Bicycle Plan**

## METRORAIL SILVER LINE ACCESS

Since 2010 one of the most significant changes in the region has been the extension of the Metrorail to Tysons Corner in Fairfax County towards Dulles Airport and beyond. This Metrorail extension is generating new, walkable development.

Tysons, already the second-largest commercial center in the region, is undergoing a dramatic transformation from an auto-oriented commercial “edge city” to a mixed-use urban downtown. The four new Metrorail stations in Tysons provide the foundation for this shift. Pedestrian and bicycle access is critical to making a redeveloped Tysons work.

Other Silver Line stations along the Dulles Tollway serve park and ride commuters, but also incorporate



**Figure 14: Tysons Area Plan**

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some development and pedestrian and bicycle access, in an area which has been overwhelmingly oriented towards driving. A future phase of the Silver Line will extend into Loudoun County, which is preparing station-area pedestrian and bicycle access plans.

**Safe Routes to School**

Safe Routes to School is a national movement that encourages students to travel to and from school by walking or bicycling. Safe Routes to School efforts are supported by parents, schools, community leaders, Safe Routes to School coordinators and local, state, and federal governments to improve the health and well-being of children by enabling and encouraging them to walk and bicycle to school. The Safe Routes to School movement in the United States grew rapidly with a federal funding program starting in 2005. In 2012, Safe Routes to School was incorporated into the Transportation Alternatives program, but Safe Routes to School programs continue to grow.

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**DC Schools Teach  
Students How to  
Ride Bikes**

In the Washington region, Safe Routes to School programs have flourished. The majority of school systems in the region have access to a Safe Routes to School coordinator either within the school district or in the department of transportation.

**WMATA BICYCLE AND PEDESTRIAN ACCESS PLANNING**

In recent years WMATA has become a regional leader in pedestrian and bicycle access and safety, both on and off WMATA property. WMATA's priorities include signage and crosswalk striping on and around stations, designated and improved bicycle access routes into stations, resurfacing deteriorated sidewalks, lighting, and high security bicycle parking.

**METRORAIL ACCESS NEEDS**

Improving pedestrian and bike access at and around stations is often a more cost-effective way to boost ridership than to add car parking or connecting bus service. Approximately 45% of Metrorail customers live within walking or bicycling distance from a station (up to 3 miles).

**TRANSIT ORIENTED AND JOINT DEVELOPMENT**

Walkable and bikeable station areas will have a positive and mutually reinforcing impact on Metro's Joint Development programs and local government's encouragement of Transit Oriented Development (TOD). Bringing more people out into the streetscape will increase visibility and safety of those on foot and bike, while also demonstrating the viability of similar future developments.



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In its 2010 *Metrorail Bicycle and Pedestrian Access*

*Improvements Study* WMATA identified pedestrian and bicycle access problems at its Metrorail stations. A number of the projects identified as part of that process, totaling \$25 million, have been funded in WMATA's Capital Improvement program. A few examples of completed projects are shown in Figure 15.

WMATA also identified "hot spots" of short distance auto access, i.e., places where people live close enough to walk to Metro, but do not, and studied those areas to find out what was missing.

WMATA's 2017 *Station Area Planning Guide* provides concise, clear design guidance for station site and access planning at Metrorail stations. The guide is meant to enhance user access and promote transit-oriented development around the station.

Access hierarchies are provided for different station types. Intended users include WMATA, jurisdictional planners, related government agencies, and WMATA's real estate partners.

MEDICAL CENTER BEFORE AND AFTER, REPLACING OLD RACKS



VIENNA STATION BEFORE AND AFTER, NEW ACCESS POINT



FRANCONIA – SPRINGFIELD BEFORE AND AFTER, NEW SIDEWALK TO IMPROVE SAFETY



**Figure 15: Access to Metrorail/WMATA**

### **METROBUS ACCESS**

Bus stops are often located in areas that lack safe crossings or sidewalks. There have been efforts over the years to inventory and improve conditions. WMATA published a Bus Stop Amenity Reference Guide in 2019, which together with previous bus stop siting and design guidelines will continue to improve access and conditions for bus riders.

## **Outlook**

Policies in the Washington region have become more favorable to walking and bicycling over the last three decades, and the change has only accelerated since 2015. Bicycling and walking have become an integral part of transportation planning at all levels. The Federal, State, and local policy context has changed in ways that make it more likely that the goals of these plans will be met. Pedestrian and bicycle accommodation is no longer an optional "amenity"; it is built into nearly every project and new development. The effects of the policy changes have become evident in the way people live, work, and travel in our region.

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Implementation of walk and bike friendly policies is likely to accelerate. As the cleanest, most energy efficient modes of transportation, walking and bicycling play a significant role in addressing the challenge of climate change, while continuing to address the issues of congestion, health, air quality, safety, access, and economic development.

## CHAPTER 2: BICYCLING AND WALKING IN THE WASHINGTON REGION

### Introduction

This chapter discusses bicycling and walking trip mode shares in the Washington region. It draws on a number of sources, including the TPB's Regional Travel Survey, the US Census Bureau's American Community Survey, the National Household Travel Survey, the Commuter Connections State of the Commute survey, WMATA's Passenger Rail Survey, and various bicycle and pedestrian counting programs. It compares walking and bicycling in the Washington region with national trends, as well as trends in other major metropolitan areas.

### Data Sources

The data sources each have their own strengths and weaknesses, and the samples and information tracked are different. The US Census Bureau's American Community Survey has the largest sample size, but it does not track non-work trips. The TPB's Regional Travel Survey is the best source for non-work trips, but it is conducted only once every ten years. The Commuter Connections *State of the Commute* survey, which is conducted every three years, surveys employed adult residents, and asks questions about demographics and attitudes towards the commute not found in other sources, though the sample size limits geographic specificity at sub-regional levels.

### OVERVIEW

Residents of the Washington region walk and bicycle slightly more than in the nation as a whole. Bicycling has grown faster in the Washington region than in other large metropolitan areas.

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**Nationally, 12% of all trips are made on foot or by bike**

The walk and bike modes are more common than the census commute mode numbers would lead one to believe. Work trips account for about one quarter of all trips and walking and biking are more common for other purposes. According to the National Household Travel Survey 12% of all trips taken in the U.S. are on foot or by bike.<sup>22</sup>

Geography/urban design, age, race, ethnicity, gender, and car ownership can affect the decision to walk or bicycle.

People living in households without cars are more likely to walk or bicycle than those that have one, and those living in households with only one car are more likely to walk or bicycle than those owning two. Whites are more likely to bicycle than African-Americans or Hispanics.

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<sup>22</sup> [https://nhts.ornl.gov/assets/FHWA\\_NHTS\\_Brief\\_Bike%20Ped%20Travel\\_041520.pdf](https://nhts.ornl.gov/assets/FHWA_NHTS_Brief_Bike%20Ped%20Travel_041520.pdf)

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Men are more than twice as likely to bike to work as women, 0.7% to 0.3%. <sup>23</sup>

Regionally, bicycling and walking are concentrated in the urbanized areas of the Washington region, especially areas near downtown D.C. and certain Metro stations, as well as college campuses and military bases.

In the past decade walk mode share for all trips in the Washington region has stabilized, while bike mode share has grown, especially in the urban core.

There is potential to convert short auto trips to walk or bike. Transit and walking are interdependent, with 80% of bus and 60% of Metrorail access trips on foot. Pedestrian access to Metrorail has grown over the last decade, while motor vehicle access has fallen. Bicycling to transit is less common than walking and varies greatly by Metro station, with the highest rates of bicycle access found west of the Anacostia River.

**Trips in the Urban Core are Mostly Short Enough to Walk or Bike**

**US CENSUS BUREAU INFORMATION**

The US Census Bureau’s American Community Survey data is the best source of information on work trips. The five-year rolling averages are reasonably accurate down to the census tract level. At a national level, in 2019 2.7% of Americans walked to work, and 0.5% bicycled to work. In the Washington region 3.3% of workers walked to work, while 0.9% bicycled to work.

**Bicycling is growing faster in the Washington region than in other large Metro Areas**

	Pedestrian Commuting in the Ten Largest Metropolitan Areas <sup>24</sup>	% Walk to Work 2000 Census	% Walk to Work 2006-2008	% Walk to Work 2008-2012	% Walk to Work 2015-2019
1	New York	5.55%	6.2%	6.2%	5.9%
2	Boston	4.12%	4.8%	5.3%	5.4%
3	San Francisco	3.25%	4.2%	4.3%	4.7%
4	Philadelphia	3.88%	3.7%	3.7%	3.6%
5	Washington	3.10%	3.0%	3.2%	3.3%
6	Chicago	3.13%	2.9%	3.1%	3%
7	Houston	1.62%	1.5%	1.4%	3%
8	Los Angeles	2.56%	2.6%	2.7%	2.5%
9	Detroit	1.83%	1.5%	1.4%	1.4%
10	Dallas-Fort Worth	1.48%	1.3%	1.2%	1.2%
	United States	2.93%	2.8%	2.8%	2.7%

**Table 2: Pedestrian Commuting in Large Metropolitan Areas**

<sup>23</sup>[https://data.census.gov/cedsci/table?q=coummute%20mode%20united%20states&text=S0801&g=0100000US\\_0500000US51179&tid=ACST1Y2019.S0801](https://data.census.gov/cedsci/table?q=coummute%20mode%20united%20states&text=S0801&g=0100000US_0500000US51179&tid=ACST1Y2019.S0801)

<sup>24</sup> 2000 US Census, 2006-2008, 2008-2012 American Community Survey, 2015-2019 American Community Survey

	Bicycle Commuting in the Ten Largest Metropolitan Areas	% Bike to Work 2000	% Bike to Work 2006-2008	% Bike to Work 2008-2012	% Bike to Work 2015-2019
1	San Francisco	1.12%	1.4%	1.7%	1.9%
2	Boston	0.38%	0.7%	0.9%	1.1%
3	Washington	0.30%	0.5%	0.6%	0.9%
4	Los Angeles	0.63%	0.7%	0.9%	0.7%
5	Chicago	0.31%	0.5%	0.6%	0.7%
6	New York	0.30%	0.4%	0.5%	0.7%
7	Houston	0.30%	0.3%	0.3%	0.7%
8	Philadelphia	0.33%	0.5%	0.6%	0.6%
9	Detroit	0.18%	0.2%	0.2%	0.2%
10	Dallas--Fort Worth	0.14%	0.2%	0.2%	0.1%
	United States	0.38%	0.5%	0.6%	0.5%

**Table 3: Bicycle Commuting in Large Metropolitan Areas**

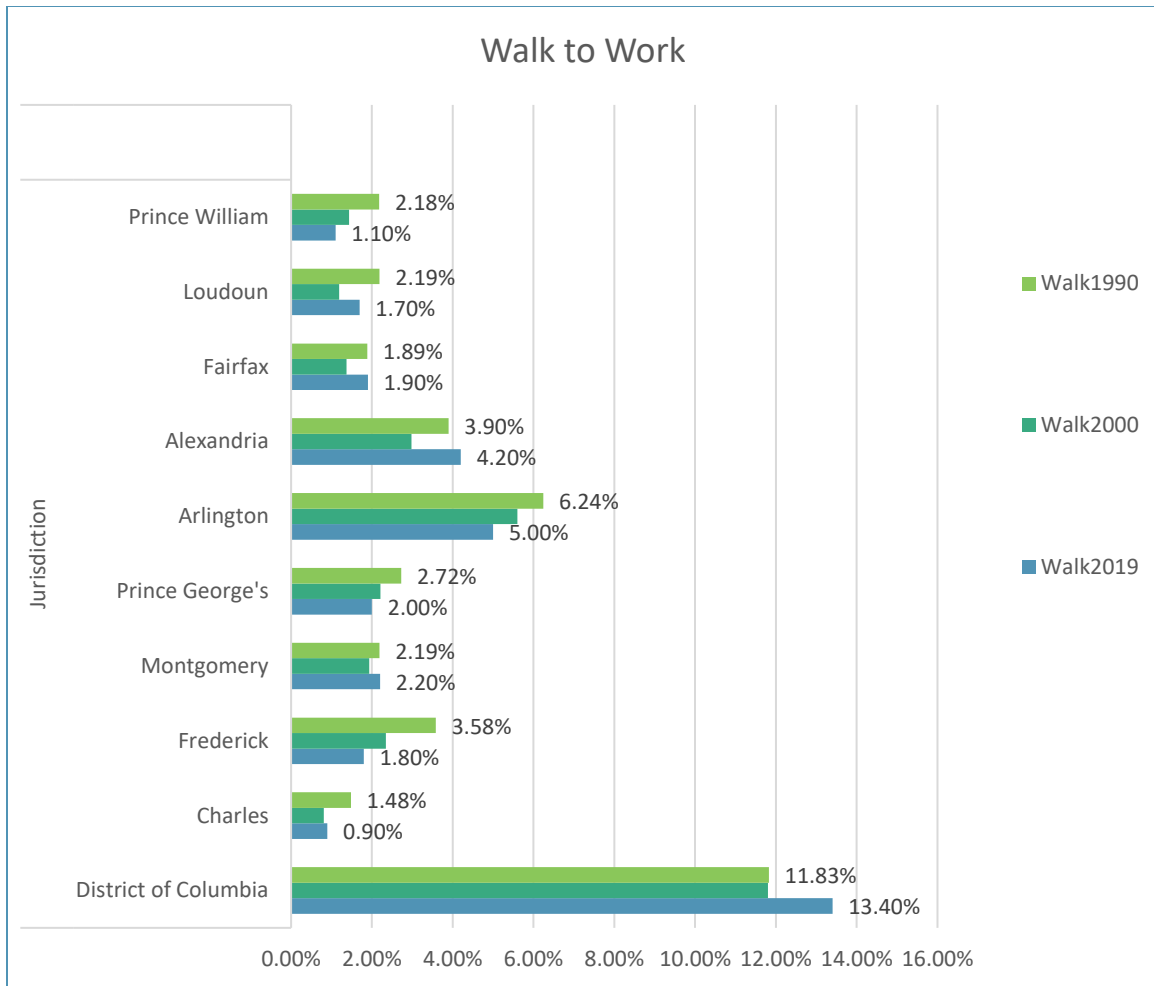
### Long Run Trends

Throughout the second half of the 20th Century, driving increased, while walking bicycling, and public transportation declined. In 2000 2.93% of Americans walked to work, and 0.38% bicycled. By comparison, in 1960 9.9% of workers walked to work.<sup>25</sup> The number of people driving alone rose from 73.2% in 1990 to 75.7% in 2000, while use of public transportation fell by 0.5%.

In the 21st Century, solo driving, transit, walking and bicycling mode shares have stabilized. 76.3% of workers drove alone in 2019, which is essentially the same as in 2000, and public transportation grew from 4.7% to 5%.

The 20th Century trend towards less walking and bicycling also applied to the Washington Metropolitan Statistical Area (MSA). From 1990 to 2000, the walk to work mode share fell from 3.9% to 3.1%. In the first two decades of the 21<sup>st</sup> Century walk mode share rose slightly, to 3.3%, while bike mode share tripled, to 0.9%.

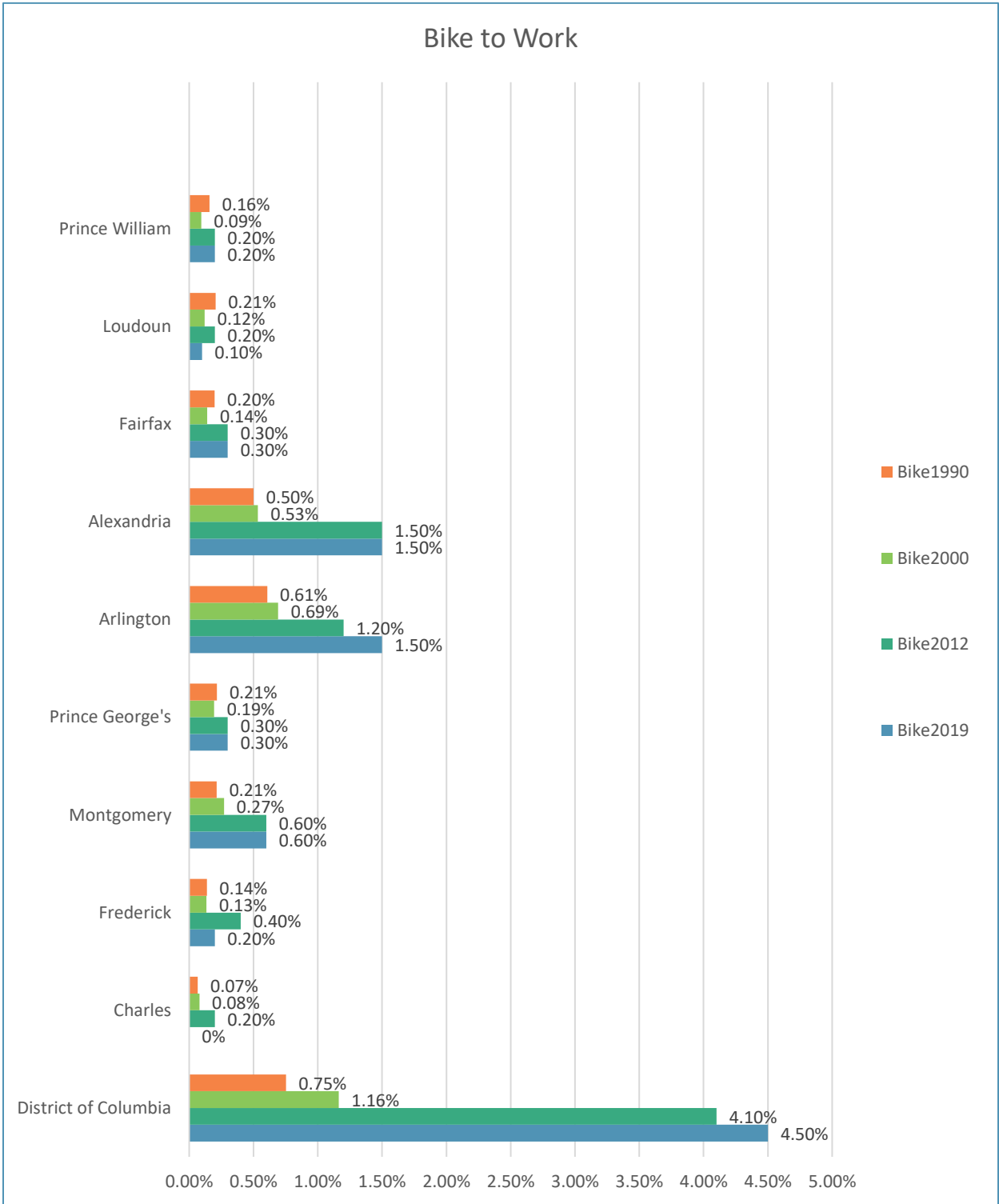
<sup>25</sup> 1960 Census of Population, Characteristics of Population, United States Summary



**Figure 8: Walk to Work Washington MSA/US Census Bureau**

The urban core of the Washington region, consisting of the District of Columbia, Arlington, and Alexandria saw major gains in bicycling between 1990 and 2019. The District of Columbia increased its bicycle commute mode share by a factor of six, and Arlington and Alexandria tripled theirs.

Montgomery County also tripled its bike commute mode share, to 0.6%.



**Figure 9: Bike to Work Washington MSA/US Census Bureau**

## **Mode Share by Census Tract**

The Census Bureau provides an application that shows American Community Survey five-year data at the census tract level, including walk commuting numbers.<sup>26</sup>

Walking and bicycling are hyper-local, with big differences between census tracts even within the same city or county.

In the Washington region, bicycling and walking are concentrated in the neighborhoods surrounding downtown D.C., Capitol Hill, and North Arlington. Downtown DC and the surrounding neighborhoods show the highest walk mode shares, as much as 52%, while those a little further out have the highest bike mode shares. Outside DC, North Arlington, Old Town Alexandria, downtown Bethesda, and the City of Frederick have the highest (non-campus) walk mode shares.

College campuses and military bases such as University of Maryland, Ft. Myers, the National Institute of Health, George Mason, Howard, Georgetown and Gallaudet all have high walk and bike mode share.

Census tracts abutting major facilities such as the W&OD, the C&O, and the Mt. Vernon Trails tend to show higher levels of bicycling than the surrounding suburban tracts. However, the highest bike mode share by far is in the ring of neighborhoods within easy biking distance of downtown DC, on where bike commute mode share is on the order of 10-15%. A dense network of on-street bicycle facilities, and proximity between housing and employment, seems to be more predictive of bicycling than an isolated trail.

## **NATIONAL HOUSEHOLD TRAVEL SURVEY**

The Federal Highway Administration's Household Travel Survey is the best national source for non-work trips. It includes trips made by all modes of travel, and for all purposes.

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**9% of weekday walk/bike trips in the US are trips to work**

According to the 2017 National Household Travel Survey (NHTS), Americans ages 5+ reported more than 42.5 billion trips by walking or biking. These trips averaged 1 mile in length and 16 minutes in duration and comprised almost 12% of all trips annually (across all modes and purposes).<sup>27</sup>

Only 9% of weekday non-motorized trips were commute trips. Another 2% were work-related. Weekend work trips were only 4% of the total. 37% of weekday trips were social/recreational, as were 49% of weekend trips.

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<sup>26</sup> <https://data.census.gov/cedsci/>. A training video is also available at <https://www.census.gov/data/academy/data-gems/2020/how-to-access-data-for-your-neighborhood.html>.

<sup>27</sup> [https://nhts.ornl.gov/assets/FHWA\\_NHTS\\_Brief\\_Bike%20Ped%20Travel\\_041520.pdf](https://nhts.ornl.gov/assets/FHWA_NHTS_Brief_Bike%20Ped%20Travel_041520.pdf)



## **2017/2018 REGIONAL TRAVEL SURVEY**

The TPB's once-in-a-decade Regional Travel Survey (RTS) helps paint a detailed picture of the daily travel patterns of people who call this region home. The survey, which has been conducted approximately every ten years since 1968, collects demographic and travel information from a randomly-selected representative sample of households in the region and adjacent areas. It is the primary source of observed data used to estimate, calibrate, and validate the regional travel demand model, which is used for the travel forecasting and air quality conformity analysis of the region's



**Figure 9: Core, Inner Suburbs, Outer Suburbs/TPB Regional Travel Survey Presentation**

long-range transportation plan. The survey data are also used to analyze travel trends and for other key program activities. Over 16,000 households responded to the 2017/2018 survey.

The initial results of the 2017/2018 RTS were made available in a series of presentations.<sup>28</sup> TPB staff have prepared tabulations that provide insights on travel patterns in the region.<sup>29</sup>

The Regional Transportation Data Clearinghouse (RTDC) RTS Tabulations are an online resource for the RTS data to be used by practitioners, researchers, and other stakeholders.

### **Mode Shares in 2017/2018**

The RTS shows that commute trips are only about a quarter of the total trips in the region. Drive alone is less significant for all trips than it is for commuter trips, and walk is more significant.

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<sup>28</sup> <https://www.mwcog.org/documents/2020/01/21/regional-travel-survey-presentations-regional-travel-survey-tpb-travel-surveys/>

<sup>29</sup> <https://www.mwcog.org/documents/2021/02/11/regional-travel-survey-tabulations-regional-travel-survey/>

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**Table 4: All Trips/RTS**

	TPB Region	
<b>Travel Mode</b>	<b>N</b>	<b>%</b>
Drive Alone	40784	39.9
Drive Others	13141	15.8
Auto Passenger	15429	21.5
Rail Transit	5895	5.0
Bus Transit	2080	2.0
<b>Walk</b>	<b>10555</b>	<b>9.6</b>
<b>Bike</b>	<b>1292</b>	<b>1.4</b>
Ride-Hail/Taxi	1200	1.0
School Bus	2022	3.4
Other	461	0.4

**Table 5: Commute Trips/RTS**

	TPB Region	
<b>Travel Mode</b>	<b>N</b>	<b>%</b>
Drive Alone	10046	62.2
Drive Others	507	3.4
Auto Passenger	627	4.1
Rail Transit	3541	17.6
Bus Transit	861	4.6
<b>Walk</b>	<b>766</b>	<b>3.8</b>
<b>Bike</b>	<b>480</b>	<b>2.6</b>
Ride-Hail/Taxi	255	1.3
School Bus	9	0.1
Other	54	0.2

**Median Trip Distances**

People will travel farther for work. For non-commute purposes, the median distances that people walk or bicycle are short.

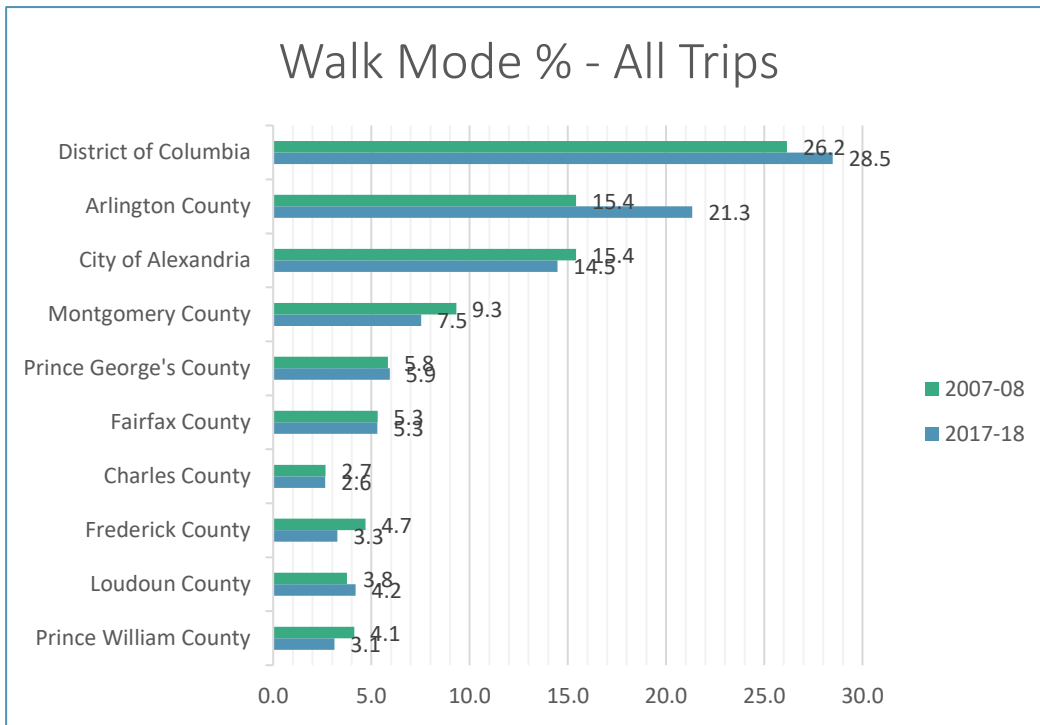
**Table 6: Trip Distances in Miles/RTS**

<b>Travel Mode</b>	All	Commute	Non-commute
Drive Alone	4.3	9.3	3.1
Rail Transit	8.6	9.3	6.9
Bus Transit	3.3	4.5	2.9
<b>Walk</b>	<b>0.3</b>	<b>0.7</b>	<b>0.3</b>
<b>Bike</b>	<b>1.6</b>	<b>3.0</b>	<b>1.0</b>
Ride-Hail/Taxi	3.6	4.6	3.3

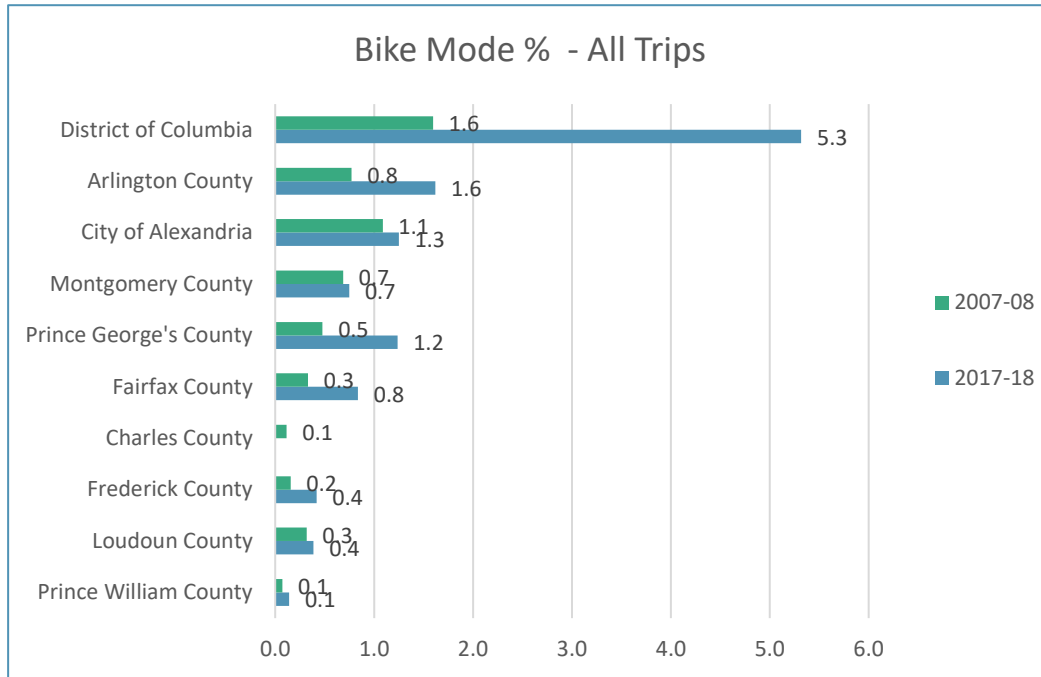
**Changes Since the 2007/2008 Survey**

- Bike mode share increased from 0.6% to 1.4% for all trips in the region.
- Walk mode share increased slightly, from 9.1% to 9.3%
- Dramatic increase in bicycle trips in the urban core
- Rail transit declined, and bus transit was stable.
- The differences between the urban core and the outer suburbs are becoming sharper. Walk/bike/ride hail increased in the urban core, while drive alone increased in the outer suburbs.

**Bike mode share in DC increased from 1.6% to 5.3%**



**Figure 10: Walk Mode/RTS**



**Figure 11: Bike Mode/RTS**

## BICYCLE/PEDESTRIAN COUNTS

Historically agencies have relied on manual counts of pedestrians and bicyclists, often carried out by volunteers. Manual counts have a number of disadvantages, notably cost, an inherently limited time window, unrepresentative counts due to weather events, and a lack of data on cyclists’ and pedestrians’ off-peak presence. As a result, there has been a move towards the use of automated bicycle and pedestrian counters. The number of automated counters in the region is still fairly limited.

Arlington County has by far the largest automated counting program in the region. Arlington’s first two automated bike and pedestrian counters were installed in the fall and Spring of 2009-10 on the Custis and Four Mile Run Trails. They use a combination of in-ground inductive loops and passive infrared detectors to collect data on trail volumes and travel direction. The loops detect metal, which distinguishes a bicyclist from a pedestrian.

The County has 37 permanent installations, and six portable counters to gauge and monitor usage and demand. Mobile counters are used to estimate facility needs and guide negotiations with developers.

The data show that people continue to ride in bad weather, but are deterred by snow and ice on the trails which may not be plowed. Weekday bike traffic peaks during the morning and evening rush hours, while week-end traffic peaks mid-day.

### **BikeArlington Dashboard**

Arlington automated counter data can be found on the BikeArlington dashboard, along with automated count data from Alexandria, DC, Montgomery County, and Prince George's County. The dashboard can be queried for pedestrians and/or bicyclists by time period, day of the week, direction, and a number of other variables.<sup>30</sup>

### **DDOT Counters & Dashboard**

The District Department of Transportation (DDOT) maintains a system of automated counters to measure the number of people walking and biking. DDOT began installing these counters in 2014, and currently has 18 in operation. Counters have been installed in both bicycle lanes and trails. One location counts only pedestrians; 10 locations count only bikes; and 7 locations count people biking and walking.

DDOT monitors the continuous data stream to analyze trends in walking and biking, assess the value of its facility investments, and apply this data to plan for new bike lanes and trails. DDOT has created a dashboard where the public can view the counts at each counter.<sup>31</sup>

### **Regional Transportation Data Clearinghouse**

Other bicycle and pedestrian counts from around the region, including both manual and automated counts, are posted on COG's Regional Transportation Data Clearinghouse.<sup>32</sup>

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<sup>30</sup> <https://www.bikearlington.com/counter-data/>

<sup>31</sup> <https://ddot.dc.gov/page/dc-automated-bicycle-and-pedestrian-counters>

<sup>32</sup> <https://gis.mwcog.org/webmaps/rtdc/>

## COMMUTER CONNECTIONS STATE OF THE COMMUTE SURVEY

Demographics and car ownership affect the decision to walk or bicycle to work. The best recent source of this demographic information on pedestrian and bicycle commuters in the Washington region is the 2019 Commuter Connections *State of the Commute Survey*.

The State of the Commute Survey is conducted every three years and documents regional trends in commuting patterns, such as commute mode shares and distance traveled, and prevalent attitudes about transportation services. The resulting data is used to estimate the impacts of several Commuter Connections program services, such as carpooling incentives. Several new modes, such as ride-hail and scooters/bikeshare, were added to the 2019 survey.

The survey had 8,246 respondents. It included Calvert County, in addition to the TPB member jurisdictions.

The *State of the Commute Survey*, like the US Census, measures work trips only.

All data in the following tables comes from the 2019 *State of the Commute Survey* unless otherwise noted. Walking and bicycling were not calculated separately in the *State of the Commute Survey* for the subcategories of race, ethnicity, income, age, and state of residence due to sample size issues. All mode shares are for primary commute mode, 3+ days per week. Walk/bike mode share varies by state of residence, number of vehicles in the household, ethnicity, and age.

### Walk/Bike Mode Share

Walk mode in 2019 was 1.7%, and bike/scooter was 1.6%. Weekly commute trips made by biking/scooter/walking were evenly divided between the two modes. Scooters accounted for only 0.1% of total commute trips.



Figure 12: State of the Commute Survey Report

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Nearly one in four bike commuters used a rented bike, either a Capital Bikeshare bicycle (16%) or a dockless bike (7%) on some days.

**Trip Satisfaction**

92% of bike/walk commuters reported being satisfied with their commutes, the highest of any commuter mode. Drive alone commuters were the least happy. Only 45% of drive alone commuters reported being satisfied with their commutes, a steep decline from 57% in 2013. Drivers and carpoolers were also more likely to report that their commutes were getting worse. Bike/walk commuters typically have shorter commutes and are able to avoid traffic congestion.

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**Bicyclists and Pedestrians are the happiest Commuters**

Of commuters who had recently moved, 3% reported that the availability of protected bike lanes was a factor. Three percent also reported that access to a bikeshare station was important. Access to Metrorail ranked far higher, at 44%.

People who walked or biked listed the major benefits as “get exercise” (80%), “avoid stress” (32%), and “save money” (23%).

**Bike/Walk by Demographics**

Five percent of bike/walk commuters were under the age of 35. Two percent were 55 or older. Younger people are also more likely to use bike share and e-scooter services.

Sex and income had little effect on bike/walk.

Bike/walk use was highest among white respondents, at 6%. Hispanics reported a 2% bike/walk mode share, and African-Americans 1%. Drive alone shares were similar for all three groups.

**Motor Vehicles per Household**

Vehicles per household is a strong predictor of mode share – the more cars per adult, the more driving. Non-work trips also shift sharply away from walking in households that have at least one car per adult.

---

**16% of People Without a Car Walk or Bike to Work**

Not having a car is also associated with more use of bike share, scooting, transit, and ride-hailing apps. 23% of people living in households with no car had used bike share, and 13% had used an e-scooter service. Having less than one car per adult in the household also had a positive effect on the use of these modes. Having a least one car per adult is predictive of more driving.

## **Geography**

17% of DC residents biked or walked to work, versus 1% for Maryland residents, and 2% for Virginia residents. 13% of residents of the urban core jurisdictions biked or walked to work, and only 37% drove alone.

## **Distance and Time**

Average commute distance was 17.1 miles. About one-third (34%) of respondents commuted fewer than 10 miles one-way, and 16% commuted less than five miles.

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**16% of  
Commutes in the  
Region are less  
than 5 miles**

Bicyclists reported an average commute distance of 4.2 miles, and pedestrians reported an average distance of one mile. Trip times were 24 and 15 minutes respectively. Average commute time for the region for all modes was 43 minutes.

Travel distances to alternative meeting points, such as transit stations and park and rides, are short, typically less than three miles.

## **WALKING AND BICYCLING TO TRANSIT**

### **Mode of Access**

Walking is the dominant mode of access to transit. Census Bureau-reported walk to work mode share does not include walk trips to transit, since a walk trip to transit is counted as a transit trip rather than as a walk trip. In areas with high transit ridership the Census walk to work numbers significantly undercount the amount of walking to or from work.

In 2016 WMATA surveyed passengers at all 91 of its Metrorail stations. The primary purpose of the survey was to estimate the percentage of total ridership residing in each jurisdiction. Passengers *entering* each Metro station were queried throughout the entire day, so the “mode of access” number for any given Metro station includes both people on their way to work or some other destination, and those on their way home. “Mode of Access” is the mode people use to get to the station, not to leave it.

In 2016 62% of all Metrorail passengers walked to the station and 0.6% arrived by bicycle, essentially the same as in 2012.

However, the AM peak results, which as of 2016 are the best measure of how people access the system (as opposed to any particular station), show higher auto mode and bus mode of access. Pedestrian mode of access for the AM peak was 40%, up from 37% in 2012, and 33.3% in 2007. Bike access was 1%, the same as in 2012. Drive mode fell from 25.6% in 2012 to 21.5% in 2016.



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As of 2016, WMATA was making significant progress increasing walk mode and decreasing drive mode of access to the system.

**Distribution**

Mode of Access varies greatly by station, from Arlington Cemetery and Convention Center stations, with 97%+ access by foot, to New Carrollton Station, with 6% access by foot. The thirty-six stations with the greatest share of pedestrian access (as a percentage of total passengers accessing that station) are all located in the District of Columbia, Arlington, or Alexandria.<sup>33</sup>

**Mixed Use  
Development  
near stations has  
increased  
Pedestrian Access  
to Metrorail**

Stations with a very high share of pedestrians tend to be major employment centers, with people walking from work to the station, rather than from home to the station. However more than half the top twenty Metro stations for pedestrian access are mixed-use areas with significant residential, retail, or entertainment, which in many cases didn't exist twenty years ago.



**Figure 13: NOMA Station Area/TPB/Michael Farrell**

<sup>33</sup> Appendix E: Origin Station Sorted by All Day Walk Mode of Access.

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The bicycle mode of access to Metrorail ranges from 4% at Medical Center, McLean, East Falls Church, Braddock Road, and West Hyattsville to zero at 48 stations.<sup>34</sup> Stations with more bicycling tended to be located in the western portion of the region, have access to a major shared-use path, be near a major University, and/or be located in an area with a bicycle-friendly street grid. Stations with no bicycling are either in dense urban employment centers with no bicycle parking, or are located in the southeastern portion of the region.

## **OUTLOOK**

Walking and bicycling taken together are significant travel modes in the Washington region, especially for non-work trips, and for trips to transit. Walking is the larger mode, and is growing slowly. Cycling is less common, but is growing rapidly.

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**Rapid Growth in the Urban Core and Regional Activity Centers favors Walking and Bicycling**

Exurban and outer suburban areas have developed in ways that often make utilitarian walking and bicycling difficult and dangerous, with long distances, lack of direct routes, heavy and fast automobile traffic, and incomplete facilities for walking or bicycling. They typically have low levels of walking and bicycling.

The story in urban areas is different. In the District of Columbia, Arlington, Alexandria, and portions of Montgomery, Prince George's, and Frederick Counties, walking and bicycling are growing.

Since 2010 the urban core jurisdictions have captured a larger share of the region's growth, and have expanded their share of the region's population, a trend which if it continues will help increase walking and bicycling.

It is likely that urban core and inner suburban communities will develop over the next thirty years in ways that will be conducive to walking and bicycling. Many inner suburban activity centers have already reached critical levels of traffic congestion, and regional projections call for rapid employment growth in these same areas.

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<sup>34</sup> 2016 WMATA Rail Passenger Survey.

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From 2015 to 2045, 76 percent of job growth and 64 percent of household growth is expected to occur in Activity Centers.<sup>35</sup> Under “Complete Streets” policies most of this new development will be walkable and bikeable.

A prominent example is the ongoing transformation of Tysons Corner, a classic auto-oriented commercial center, into a walkable downtown built around Metrorail.

If growth occurs in ways that are consistent with the TPB’s regional plans and forecasts, creating activity centers that mix jobs, housing and services in a walkable environment, we can expect growth in walking and bicycling in the inner suburbs as well as in the core.

**ROUND 9.1 GROWTH TRENDS TO 2045**

Cooperative Forecasting in Metropolitan Washington

October 2018



**Figure 13: Growth Trends to 2045**



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<sup>35</sup> <https://www.mwcog.org/documents/2018/10/17/growth-trends-cooperative-forecasting-in-metropolitan-washington-cooperative-forecast-growth-development/>

## CHAPTER 3: PEDESTRIAN AND BICYCLE SAFETY

Pedestrian and bicycle fatalities and injuries are a serious problem in the Washington region. More than one quarter of all traffic fatalities in the region are pedestrians or bicyclists. Every jurisdiction has a significant pedestrian safety problem. Pedestrian and bicyclist fatalities account for at least 7% of total traffic fatalities in every major jurisdiction.

While all areas and demographic groups are affected, some groups are more affected than others. Urban areas and inner suburban areas are more heavily affected than the outer suburbs, Hispanics and African-Americans more than Whites and Asians.

Adjusted for their high walk and bike mode shares, the urban core jurisdictions are the safest places to walk or bicycle.

This section will describe the scope of the pedestrian and bicycle safety problem, its distribution across the region by jurisdiction, a look at the factors associated with pedestrian crashes, and the legal rights and responsibilities of drivers, pedestrians, and bicyclists. It will also discuss the region's efforts to deal with the problem through the "Street Smart" pedestrian and bicycle safety campaign, and the Regional Roadway Safety Program.

### Pedestrian Fatalities in the United States

Pedestrian safety is a major problem nationally as well as in the metropolitan Washington region. Of the 36,408 traffic fatalities in the United States in 2019, 6,301, or 17%, were pedestrians.<sup>36</sup>

Pedestrian fatalities are up 46% nationally since 2010. All other traffic fatalities are up 5%. This is a reversal of a decades-long trend towards reduced traffic and pedestrian fatalities. The last time pedestrians accounted for 17% of traffic deaths was in 1982.

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**Pedestrian  
Fatalities are up  
46% nationally  
since 2010**

The United States is an outlier in this respect. From 2010 to 2018 per-capita fatality rates in the US rose by 19% for pedestrians and 11% for cyclists. Northern European countries either saw no increase or continued to see reductions in pedestrian fatalities during this period.<sup>37</sup> Walking and bicycling is much more dangerous in the United States than in its peer industrialized countries, and the gap is only getting wider.

Within the United States pedestrian fatalities vary widely by State and region, with sunbelt cities rated the most dangerous for pedestrians, and Florida as the most dangerous state.

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<sup>36</sup> <https://www.ghsa.org/resources/Pedestrians21>

<sup>37</sup> "The Growing Gap in Pedestrian and Cyclist Fatality rates between the United States and the United Kingdom, Germany, Denmark, and the Netherlands, 1990-2018". Ralph Buehler and John Pucher, *Transport Reviews*, Volume 41, 2021.

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Smart Growth America ranks Maryland the 18<sup>th</sup> most dangerous state for pedestrians Virginia the 26<sup>th</sup> most dangerous, and the District of Columbia the 48<sup>th</sup>.<sup>38</sup>

### 2020: Covid Impacts

2020 was an unusual year. Despite fewer cars on the road in the first half of 2020, the number of pedestrian fatalities stayed flat. Nationally, from January through June 2020 there were 2,957 pedestrian deaths, while in 2019, there were 2,951 for the same time period.<sup>39</sup>

### Pedestrian Fatalities by Age and Race in the United States

American Indians, African-Americans, and people over the age of 65 are over-represented among pedestrian fatalities relative to their share of the population.<sup>40</sup> Asians are under-represented. Risk varies significantly by State, so jurisdictions should not rely solely on national numbers when planning safety programs.

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**Pedestrians over age 75 are at high risk of dying if involved in a crash**

People over the age of 75 are at high risk; with six percent of the U.S. population, but more than 12 percent of pedestrian fatalities.

Adjusted for exposure, pedestrians over the age of 65 have a very high risk of dying if involved in a crash, over six times as high as children under age 16.<sup>41</sup> For pedestrians over age 75 the risk is even higher, about eight times the risk for children.

American Indians are also over-represented among bicyclist fatalities. Blacks, Hispanics and Whites have roughly comparable per capita bicycle fatality rates.

Asians have the second-lowest per capita bicyclist fatality rate, after native Hawaiians. Asians have the lowest fatality rates for most other crash types.

## PEDESTRIAN AND BICYCLIST FATALITIES IN THE WASHINGTON MSA

Washington is one of the safer Metro areas for pedestrians. The Washington Metropolitan Area was rated 81<sup>st</sup> out of the 100 largest metro areas for pedestrian danger by Smart Growth America.

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**Pedestrians and Bicyclists account for 30% of the region's Traffic Fatalities**

Despite a decrease in traffic on our region's roadways in 2020, pedestrian fatalities held steady relative to 2019, reflecting national

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<sup>38</sup> *Dangerous by Design 2021 Update*, Smart Growth America, page 23. <https://smartgrowthamerica.org/wp-content/uploads/2021/03/Dangerous-By-Design-2021-update.pdf>

<sup>39</sup> Governors Highway Safety Association, *Pedestrian Traffic Fatalities by State: 2020 Preliminary Data*, published March 2021

<sup>40</sup> *An Analysis of Traffic Fatalities by Race and Ethnicity*, Governor's Highway Traffic Safety Association, June 2021. <https://www.ghsa.org/resources/Analysis-of-Traffic-Fatalities-by-Race-and-Ethnicity21>

<sup>41</sup> *Dangerous by Design 2014*, Smart Growth America, p. 13.

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trends. In 2020 there were 91 pedestrian and 5 bicyclist fatalities, compared to 89 pedestrian and 7 bicycle fatalities in 2019.<sup>42</sup>

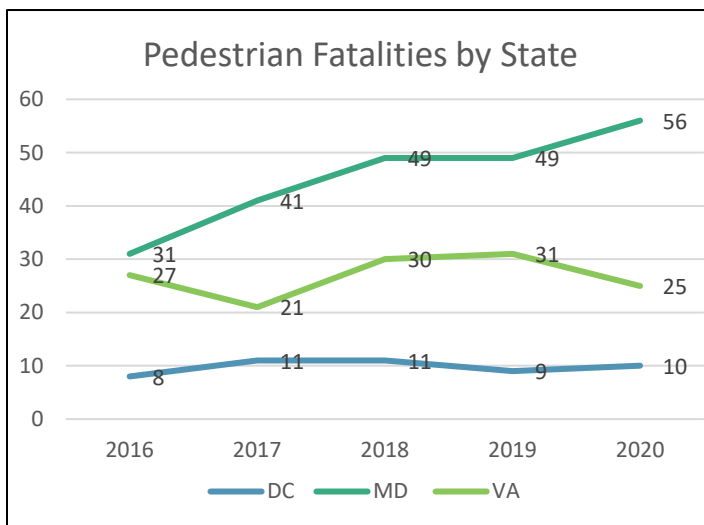
In 2018 there were 91 pedestrian fatalities, and 6 bicyclist fatalities.

2020	Alexandria City	Arlington Co.	City of Fairfax	Fairfax Co.	City of Falls Church	Loudoun Co.	City of Manassas	City of Manassas Park	Prince William Co.	Charles Co.	Frederick Co.	Montgomery Co.	Prince George's Co.	District of Columbia	TOTAL
<b>FATALITIES</b>															
Pedestrian	2	2	0	15	0	1	0	0	5	4	2	15	35	10	<b>91</b>
Bicyclist	0	0	0	0	0	0	0	0	0	0	0	2	2	1	<b>5</b>
All traffic	7	4	1	37	0	12	1	0	18	26	23	46	110	36	<b>321</b>
<b>CRASHES</b>															
Pedestrian	51	77	5	130	6	41	12	3	50	30	30	329	374	626	<b>1764</b>
Bicyclist	9	33	4	52	6	27	9	0	14	12	14	145	90	360	<b>775</b>

**Table 7: Pedestrian and Bicyclist Fatalities & Crashes/Street Smart**

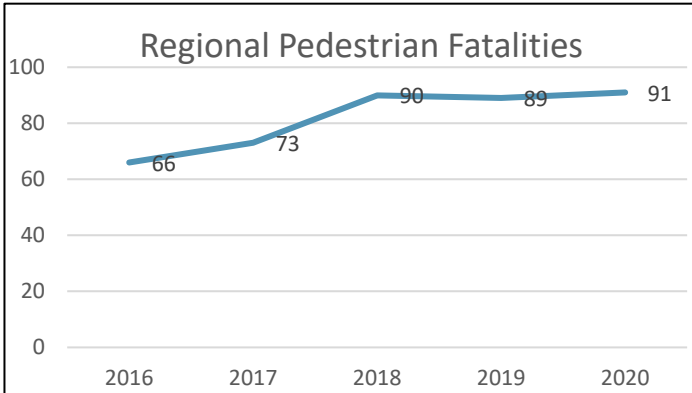
The region had a stable number of pedestrian fatalities and serious injuries through 2017, but the 2018-2020 fatality numbers are worse. Historically the combined pedestrian and bicyclist fatalities were roughly one quarter of the total traffic fatalities, but now they are at 30%.

While District of Columbia and Virginia pedestrian fatality rates have been roughly stable, in the Maryland Counties, especially Prince George's, fatalities are up. The four Maryland Counties had 31 pedestrian fatalities in 2016, but 56 in 2020.

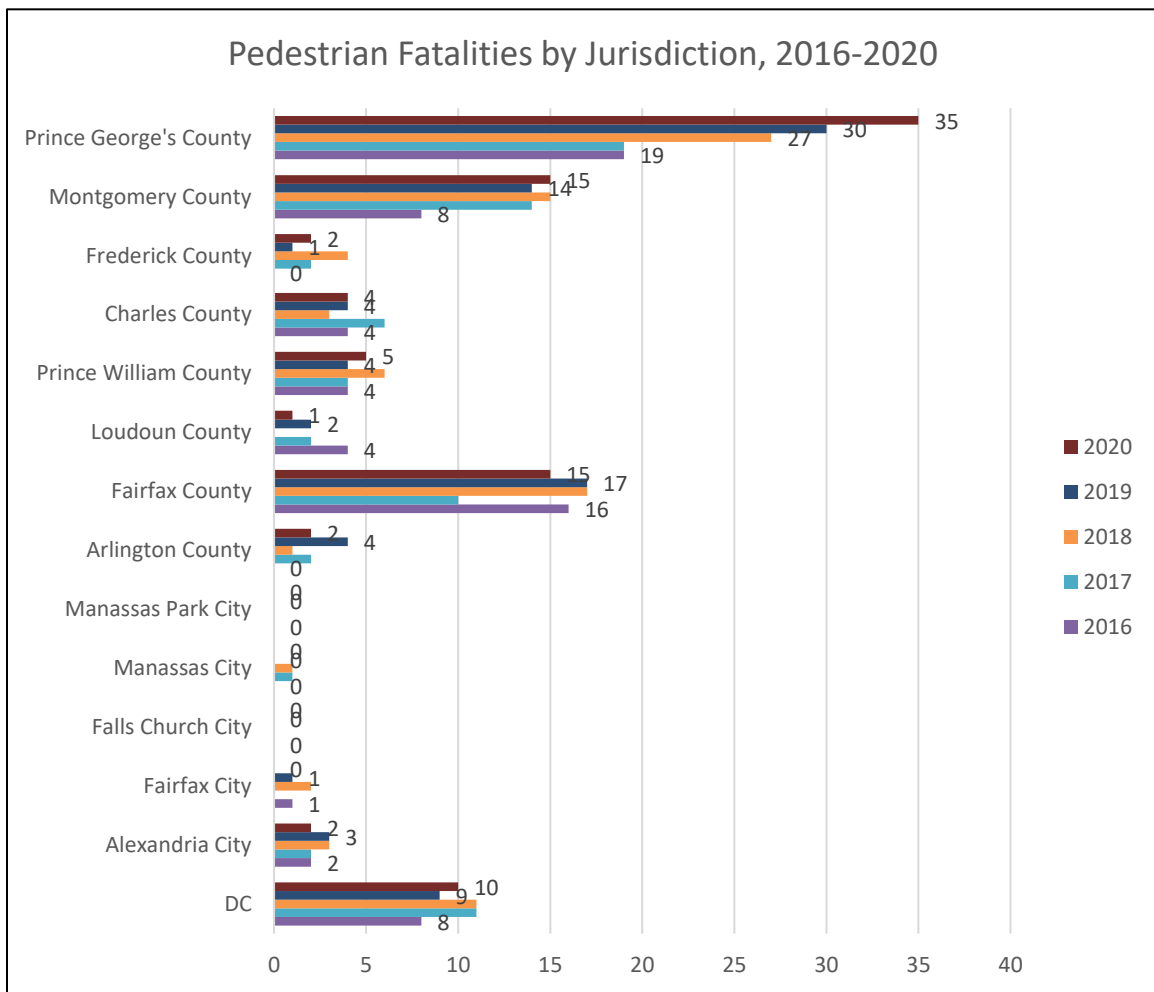


**Figure 14: Pedestrian Fatalities by State, 2016-2020, Washington Region**

<sup>42</sup> Data compiled from DDOT, MHSO, and VHSO TREDS



**Figure 15: Regional Pedestrian Fatalities, 2016-2020**



**Figure 16: Pedestrian Fatalities by Jurisdiction, 2016-2020**

## **“Deep Dive” into Pedestrian Crashes in the Washington Region**

As part of its Regional Roadway Safety Program, TPB commissioned a study of traffic safety in the Washington region in 2019. The study included detailed information on pedestrian crashes by time of day, month of the year, age, location, lighting conditions, severity, etc.<sup>43</sup>

Information from the safety study regarding pedestrian and bicyclist crashes can be found in Appendix B.

### **Safety in Numbers**

In the Washington region the jurisdictions with the most pedestrians are the safest places to walk. The urban core has good pedestrian facilities and low traffic speeds, and drivers expect to see pedestrians and bicyclists. The pedestrian crash rate tends to fall as the number of pedestrians at a location increases. Doubling the number of pedestrians at an intersection already crowded with pedestrians will usually result in little, if any, increase in pedestrian crashes.<sup>44</sup> Similar effects have been noted for cyclists, with cities having the highest rates of bicycling also having the lowest crash rate per bicycle trip.<sup>45</sup> High levels of walking and bicycling are associated, in advanced industrialized nations, with very low auto-involved crash rates.<sup>46</sup> The Netherlands has half the overall traffic fatality rate of the United States, despite a very high walk and bike mode share.

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### **Pedestrians find Safety in Numbers**

Experience of other nations shows that it is possible to reduce pedestrian and bicycle fatalities while increasing walking and bicycling. On the other hand, it is not possible to eliminate pedestrian fatalities by eliminating pedestrian facilities and discouraging walking; even in our least pedestrian-oriented jurisdictions, pedestrian fatalities account for at least 7% of total traffic fatalities. For the foreseeable future there will be people without cars, and there will always be some trips that will be made on foot.

Numbers alone do not guarantee safety, however. The region’s most dangerous areas for walking have high-speed roads and poor pedestrian facilities, together with people who lack automobiles. Lower vehicle speeds in the urban core are a likely cause of the lower fatality rates there.

Differences in the pedestrian injury rates between the suburban jurisdictions are much smaller than differences in fatality rates.

The District of Columbia has seen rising bicycle crash rates as its rate of bicycling has increased, though the crash rate has risen more slowly than bicycling, indicating that riding is getting safer.

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<sup>43</sup> <https://www.mwcog.org/transportation/planning-areas/management-operations-and-safety/roadway-safety/>

<sup>44</sup> Raford, Noah. Space Syntax: An Innovative Pedestrian Volume Modeling Tool for Pedestrian Safety. Presented at the 2004 TRB Conference, January, 2004. (TRB2004-000977) p. 8.

<sup>45</sup> Denmark Ministry of Transport (1994) Safety of Cyclists in Urban Areas: Danish Experiences.

<sup>46</sup> Pucher, John. “Making Walking and Bicycling Safer: Lessons from Europe,” *Transportation Quarterly*, Summer 2000.



Walking is a necessary part of human life and health, and it is essential to the mobility of those who cannot drive. Through “Complete Streets” and other policies the region is striving to make walking safer everywhere.

### **Legal Status of Bicyclists and Pedestrians**

State traffic codes allow bicyclists to travel on most roadways with the general rights and responsibilities of drivers of vehicles. Bicyclists must ride in the same direction as traffic, use lights after dark, and yield to pedestrians. Like operators of other slow-moving vehicles, cyclists—when traveling at less than the normal speed of other traffic—should generally ride as far to the right as safely practicable, except when preparing to turn left, passing, avoiding obstructions, mandatory turn lanes or unsafe pavement conditions, or when the travel lane is not wide enough to safely split with a motor vehicle. Cyclists may use the full travel lane if the lane is too narrow to allow them to ride to the right of motor vehicles safely. Cyclists may usually ride on roadway shoulders, paths and sidewalks, except where prohibited. Cyclists have the rights and duties of pedestrians when traveling on paths, sidewalks, and crosswalks, however, they must yield to pedestrians in those locations.

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**Bicyclists have the same Rights and Responsibilities as Motorists when Riding on the Road**

Unlike bicyclists, pedestrians should walk facing traffic if they must walk in the road. If sidewalks are available pedestrians are usually required to use them. Mid-block crossings are usually legal unless both ends of the block are signal-controlled. However, pedestrians crossing mid-block must yield to motorists if they are present. An intersection is a legal crossing for pedestrians, regardless of whether the crosswalk is marked. However, a pedestrian may not cross an intersection diagonally unless that movement is specifically permitted. Pedestrians must obey the walk signals.

Rules relating to bicycles can be found on the Washington Area Bicyclist Association web site at <https://waba.org/resources/bikelaws>. Laws for motorists, pedestrians and bicyclists are also listed on <http://www.bestreetsmart.net/laws/>.

### **PEDESTRIAN AND BICYCLIST EDUCATION AND ENFORCEMENT: THE “STREET SMART” CAMPAIGN**

Pedestrian and bicycle safety efforts generally fall into three broad categories of actions, the three E’s: Engineering, Education, and Enforcement. Engineering deals with the design of safer roads, streets, and pedestrian and bicycle facilities. Education includes both classroom-based training and behavioral modification campaigns. Enforcement consists of enforcement of the traffic laws with respect to pedestrians and bicyclists. The regional pedestrian and bicycle safety campaign, Street Smart, deals primarily with education through mass media.

Street Smart was created in 2002 by the region’s governments in response to an ongoing regional pedestrian and bicycle safety problem. Since the region is a single media market, a unified regional campaign is the most cost-effective approach. The program is supported by

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federal funds made available through state governments, and local funds from WMATA. It is administered by the National Capital Region Transportation Planning Board.

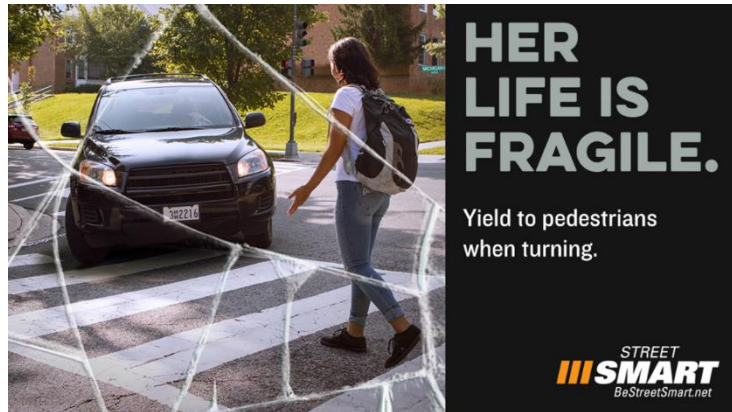
The Street Smart campaign is a twice-yearly, month-long blitz of video, transit, gas station, and internet advertising, supported by public relations activities, direct outreach, and by concurrent law enforcement. The goal of the campaign is to change driver, pedestrian, and bicyclist behavior in order to reduce deaths and injuries. Motorists are urged to “Slow Down and Watch for Pedestrians”, bicyclists to “Obey Signs and Signals”, pedestrians to “Use Crosswalks” and Wait for the Walk Signal”. All materials, including radio spots, are translated into Spanish. Since 2007 campaigns have been held twice per year, in the fall and in the spring. Campaign materials can be found on the web site, <http://bestreetsmart.net>.

Efforts to enforce pedestrian laws are also stepped up in conjunction with the “Street Smart” pedestrian and bicycle safety campaign. Law enforcement has helped reinforce the campaign message, just as it has been used effectively as part of anti-drunk driving and seatbelt advertising campaigns.



**Figure 16: Press Event/Street Smart**

Public awareness of these heightened enforcement activities has been a key aspect of this campaign. Fear of legal consequences is effective at changing behavior. And the TV and press media often cover enforcement, providing further opportunities for the campaign to get its message out.



**Figure 17: Street Smart Ad/TPB/Sherry Matthews Marketing**

**Evaluation**

The Street Smart survey of area motorists and pedestrians usually shows that the public is hearing and remembering the Street Smart messages. A survey of 600 households is carried out in December of each year, after the Fall campaign, and results compared year over year.

## **TRANSPORTATION SAFETY SUBCOMMITTEE**

TPB has a Transportation Safety program, which includes pedestrian and bicycle safety. The Transportation Safety Subcommittee convenes safety planners from around the region, coordinates with the three State Strategic Highway Safety Plans, advises the maintenance of the safety aspects of Visualize 2045, and serves as a forum to exchange information on best practices in transportation safety planning.

As part of this effort, the TPB compiles and analyzes safety data at the regional level. As needed, it commissions studies, such as the “Deep Dive” into the causes of crashes described above.<sup>47</sup>

### **Regional Roadway Safety Program**

As mentioned in Chapter 2, this program, established in July 2020, is a technical assistance program similar in structure to the Transportation-Land Use Connections program. It funds projects aimed at reducing fatal and injury crashes. Many of these projects focus on bicycle and pedestrian safety.

## **OUTLOOK**

Pedestrian and bicycle safety has drawn increasing attention in the Washington region and at all levels of government. To build walkable communities, walking and bicycling need to be made safer. Improved occupant protection and vehicle design have saved the lives of many motorists, but we have not made comparable progress for people outside motor vehicles. In fact, the situation has gotten significantly worse over the last several years, both locally and nationally.

Bicycling mode share has increased in the last decade, most notably in the District of Columbia, and that increase has been associated with increased numbers of injuries.

Competing demands on police resources are an ongoing challenge to enforcement of traffic safety laws, and Covid precautions have exacerbated the situation. Automated enforcement has been helpful in many cases but has limitations. Nevertheless, enforcement remains a key component of pedestrian and bicyclist safety.

The Street Smart campaign helps raise awareness, but it is meant to complement, not replace, local three “E” (Engineering, Education, Enforcement) safety efforts. States, cities, and counties need to continue engineering and building safer streets, enforcing the traffic safety laws, and educating motorists, pedestrians, and bicyclists. Agencies that make pedestrian safety a priority have gotten positive results. Increased attention and resources for safety, at all levels, may lead to better understanding of the problem, and more projects to address it.

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<sup>47</sup> <https://www.mwcog.org/documents/2020/07/22/tpb-safety-study-resources-safety-policy-federal-performance-measures-highways-roads-traffic-safety/>

## CHAPTER 4: EXISTING FACILITIES FOR WALKING AND BICYCLING

This section describes the types of walking and bicycling facilities currently available in the Washington region, including access to transit, bike sharing, and micromobility.

### OVERVIEW

The Washington region has excellent long-distance separated facilities for bicyclists and pedestrians, and an urban core and certain regional activity centers that have good pedestrian and bicycle facilities. The Washington region is at the forefront of innovation in bicycle facility design. On the other hand, many activity centers, not originally designed with pedestrians in mind, have grown dense enough to generate significant pedestrian traffic, and face challenges in terms of providing safe facilities and crossing locations for pedestrians and bicyclists. Other parts of the region have developed at low densities, with separated land uses and indirect routes, which increase pedestrian and bicycle travel time. Pedestrian and bicycle accommodations are not always provided.



**Figure 18: Informal foot path/TPB/Michael Farrell**

Bicycle connections with transit are generally good, with bicycle parking, bus bicycle racks, and bikes permitted on Metrorail at most hours. Walking is the primary mode of access to transit. Conditions for pedestrian access are excellent at many rail stations, though at some rail stations, originally designed primarily with auto and transit access in mind, pedestrian access could be improved. Bus stops in places originally designed primarily for automobiles often have access and safety problems.

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### Informal Foot-Paths Show where People Walk

Pedestrians are found throughout the region, and pedestrian traffic is increasingly found in places that were not built for it. This section highlights some of the region's successes in providing for bicycling and walking. These successes can serve as examples of what the region needs to serve its pedestrians and bicyclists.

## FACILITY TYPES

### Shared-Use Paths



**Figure 19: Mount Vernon Trail/TPB/Michael Farrell**

The Washington region is renowned for the quality and extent of its major shared-use paths. Shared-use paths are typically located in their own right-of-way, such as a canal, railway, or stream valley, or in the right-of-way of a limited-access highway or parkway, such as the George Washington Memorial Parkway. Most shared-use paths are eight to twelve feet in width. The region has approximately 800 miles of shared-use

paths, either paved or level packed

crushed stone surface suitable for road bikes. Well-known trails include the W&OD and Mount Vernon Trails in Virginia, and the C&O Canal, Capital Crescent, and Rock Creek Trails connecting the District of Columbia and Maryland. Many of the region's shared-use paths go through heavily populated areas, connect major employment centers, and get significant commuter traffic. More information on trails in the Washington region can be found at <https://www.capitaltrailscoalition.org/>.

The region continues to build new trails along stream valleys and in conjunction with major highway projects. The remaining inventory of disused rail lines, which often provide the best opportunities for shared-use paths, is small.

### Side-Paths

Side-paths are shared-use paths that do not have their own right of way, but are closely adjacent to a non-limited access roadway and thus subject to more frequent conflict with driveways, side streets, and turning traffic. Side-paths differ from sidewalks in that they are at least ten feet wide (eight feet was the old standard), are typically made of asphalt, and are designed to meet the needs of bicyclists.



**Figure 20: Fairfax Parkway Side Path/Unknown**

Side-paths meet the need for a separated pedestrian facility and provide separation from traffic that is safer for children and slow-moving cyclists, especially in places where the road has speeds of 40 mph or more and high traffic volumes, conditions often found on major suburban arterials. However, the AASHTO (American Association of State Highway and Transportation Officials) Guide for the Development of Bicycle Facilities offers a number of cautions regarding the use of side-paths or wide sidewalks for bicycles. Frequent driveways, especially with poor sightlines, are hazardous to bicyclists on side-paths. Side-paths remove bicyclists from the motorists' line of sight and allow travel against the flow of traffic, so they may increase the potential for conflicts with motor vehicles at intersections. If the facility is shared with pedestrians there is also a potential for cyclist-pedestrian crashes. Side-paths are most suitable where driveways and intersections are few and sight-lines are good. Intersection crossings should be designed carefully, with a protected signal phase providing the best level of protection.



**Figure 21: Bike Lane/Pedbikeimages.org/Dan Burden**



**Figure 22: Green Bike Lane/TPB/Michael Farrell**

## **Bicycle Lanes**

Bicycle lanes are marked lanes in the public right-of-way that are by law exclusively or preferentially for use by bicyclists. Bike lanes are one-way, with a bicycle symbol or arrow indicating the correct direction of travel. The minimum width is 5 feet for roadways with no curb or gutter; next to a curb or parked cars 6 feet, not including the gutter pan. Bike lanes are provided on both sides of the street, except for one-way streets, and allow travel only in the same direction as adjacent motor vehicle traffic. On-street bicycle lanes are generally much less expensive than separated paths. Bike lanes decrease wrong-way riding, define the



**Figure 23: Buffered Bike Lane/TPB/Michael Farrell**

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road space that cyclists are expected to use, increase cyclists' comfort level, and call attention to the presence of cyclists on the roadway. Bicycle lanes are not generally considered safe or adequate for pedestrians, though in rural areas without sidewalks the roadway shoulder serves as both a bicycle lane and as a pedestrian facility.

Bike lanes may be colored green for conspicuity.

The number of bicycle lanes is growing rapidly. The District of Columbia currently has 97 miles of bicycle lanes, up from 19 miles in 2006, Arlington County has 36 miles, and Montgomery County has 55 miles.<sup>48</sup> The regional mileage of bicycle lanes is expected to increase significantly in the future as the jurisdictions in the urban core build out their planned networks, and suburban areas add more. Google Maps shows existing bicycle paths, lanes, and on-road routes.

**Buffered Bicycle Lanes**

A buffered bicycle lane is a bicycle lane with a spatial buffer to increase the distance between the bicycle travel lane and the automobile travel lane or the parking zone. The buffer zone is usually marked with striped paint. Buffered bike lanes are sometimes used where higher than normal speeds, traffic volumes or truck volumes, or high-turnover parking are experienced. It allows additional space to be provided for bicyclists without creating something that looks like a travel lane to motorists. The example in Figure 23 is from Arlington County.



**Figure 24: Contraflow Bike Lane/TPB/Michael Farrell**

**Contraflow Bike Lanes**

On some one-way streets, if there is a need, a bike lane may be marked against the flow of traffic. As shown in Figure 24, a one-way single lane street has been marked with a contraflow bike lane, while the travel lane has been given speed humps and shared lane markings (sharrows) to encourage sharing the travel lane. The street is one-way for cars, but two ways for bikes. Side streets in the District of Columbia have a 15 mph speed limit, which on this street is observed thanks to traffic calming features such as speed humps and a mature tree canopy.

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<sup>48</sup> <https://www.montgomerycountymd.gov/dot-dte/bikeways/index.html>

## Protected Bike Lanes (Cycle Track)

A protected bike lane or cycle track is a bicycle-only facility that provides physical separation within the right of way from vehicle travel lanes. Protected lanes can be either one-way or

### The 15<sup>th</sup> Street Cycle Track has increased Ridership by more than 200%

two-way, on one or both sides of a street, and are separated from vehicles by walls, bollards, curbs/medians, parked cars, or a combination of these elements. Protected bike lanes can either incorporate bicycle-only signal phases at intersections (for 100% separation) or utilize “mixing zones” to merge bicycle and motor vehicle traffic.<sup>49</sup> DDOT is an innovator in the development of protected bike lanes in the United States.

Protected bike lanes can pose a design challenge due to the potential conflicts with turning vehicles, and lack of visibility of cyclists to turning vehicles when separated by parked cars.

They have been used in numerous cities in Europe with mixed results.<sup>50</sup> Installation of protected bike lanes was found to result in an increase in collisions at intersections in Copenhagen, which more than offset a decrease in motorist-overtaking collisions and collisions with parked cars, for a net increase in the number of collisions of 9%. However, the same study showed that installing protected bike lanes increased bicycle (and moped) ridership 18 to 20 percent.<sup>51</sup> Installing bike lanes resulted in a 5 to 7% increase in ridership, and a 5% increase in crashes. For both protected and unprotected bike lanes the number of riders can be expected to increase more than the number of crashes.

Riders perceive protected bike lanes as safer, and it should be noted that motorist-overtaking collisions, while relatively rare, account for a disproportionate number of serious and fatal injuries.



**Figure 25: 1st Street NE Protected Lane/TPB/Michael Farrell**

<sup>49</sup> National Association of City Transportation Officials. <http://www.nacto.org/cycletracks.html>

<sup>50</sup> Jensen, Søren Underlien, Claus Rosenkilde and Niels Jensen. Road safety and perceived risk of cycle facilities in Copenhagen. Available at [http://www.ecf.com/files/2/12/16/070503\\_Cycle\\_Tracks\\_Copenhagen.pdf](http://www.ecf.com/files/2/12/16/070503_Cycle_Tracks_Copenhagen.pdf)

<sup>51</sup> *Cycle Tracks: Lessons Learned*. February 2009. Alta Planning and Design. Page 1.



**Protected Bike Lanes Attract Users of All Ages and Abilities**

The District of Columbia is actively installing protected bike lanes, towards an eventual

planned network of 72 miles.

The first segment of protected bike lane in the District of Columbia was installed in 2009 on 15<sup>th</sup> Street NW. In terms of ridership, the 15<sup>th</sup> Street protected bike lane, which has been in operation the longest, has been a success. After the two-way protected bike lane was installed, there was a 205 percent increase in bicycle volumes during the p.m. peak hour.<sup>52</sup>

More recent projects include a one-way couplet of protected bike lanes on L Street and M Street NW (not yet complete) in downtown as well as the 1<sup>st</sup> Street NE protected bike lane, which connects the Metropolitan Branch Trail to Union Station, and numerous others. DDOT's goal is to add 20 miles of protected bike lanes per year.

To help prevent turning conflicts, protected bike lanes may be equipped with separate signals for bicycles.



**Figure 26: Union Station/TPB/Michael Farrell**



**Figure 27: 15th Street NW Protected Lane/TPB/Michael Farrell**

<sup>52</sup> *Bicycle Facility Evaluation, Final Report*. April, 2012, p. 12.



**Figure 28: 15<sup>th</sup> & Florida NW Intersection with Traffic Arrow and Bike Signal/TPB/Michael Farrell**

## Dual Facilities

In recognition of the fact that fast-moving cyclists may be better off with an on-road facility, Montgomery County is planning many of its bicycle routes as dual facilities, with both an on-road bike lane and a side-path for pedestrians and slow bicyclists. VDOT's *Northern Virginia Bikeway and Regional Trail Study* recommends that both on- and off-road accommodation be provided.<sup>53</sup> Under the routine accommodation policy, VDOT is to provide adequate facilities for pedestrians and bicyclists even if not called for in the local plan.



**Figure 29: Virginia Avenue SE/TPB/Michael Farrell**

<sup>53</sup> *Northern Virginia Regional Bikeway and Trail Network Study*. November, 2003. Virginia Department of Transportation, Northern District Office. Page 19.

Where bicycle and pedestrian volumes warrant it, and right of way permits, multi-use paths may be split into parallel pedestrian and bicycle paths. This separation allows cyclists and rollerbladers to maintain speed without risk to pedestrians. The Washington & Old Dominion Trail in Northern Virginia includes several sections with gravel pedestrian paths that parallel the paved shared-use path. The Virginia Avenue SE Shared Use path includes an adjacent sidewalk for pedestrians, as does the bike path along Maine Avenue SW next to the Wharf.



**Figure 30: The Wharf, DC/TPB/Michael Farrell**

### **Protected Intersection<sup>54</sup>**

At protected intersections, the bikeway is set back from the parallel motor vehicle traffic. Unlike at conventional bike intersections, people biking are not forced to merge into mixed traffic. Instead, they are given a dedicated path through the intersection, and have the right of way over-turning motor vehicles. Protected intersections are a new treatment in the Washington region. The first fully protected intersection in the region is at Spring Street and Second Avenue in Silver Spring, MD.<sup>55</sup>



**Figure 31: Partial Protected Intersection/TPB/Michael Farrell**

<sup>54</sup> <https://nacto.org/publication/dont-give-up-at-the-intersection/protected-intersections/>

<sup>55</sup> <https://ggwash.org/view/73335/the-east-coasts-first-protected-intersection-is-coming-to-silver-spring-heres-how-it-works>

### **Tactical Urbanism**

Tactical urbanism is the use of inexpensive materials, like flexposts, rather than permanent curbs. With flexposts, traffic calming features such as bulbouts can be installed at low cost. Using such materials allows a treatment to prove itself without spending a lot of money on new curbs and drainage. If it fails or creates unanticipated issues, it can easily be removed or modified. An effective treatment may be replaced with permanent materials once it wears out.



**Figure 32: Flexpost Bulbouts/TPB/Michael Farrell**

### **Signed Bicycle Routes**

The region has hundreds of miles of signed bicycle routes. Signed routes have the advantage of being inexpensive and informative for cyclists. A signed route has not necessarily had any bicycle-related improvements apart from signing. However, bicycle-friendly features such as paved shoulders, a wide curb lane, or low traffic volumes or speeds may be present. Bicycle route signs often include information on distances to destinations.

The regional (and national) standard for on-road bicycle facilities is the FHWA’s Manual on Uniform Traffic Control Devices, discussed in Chapter One. For off-road facilities, especially those run by parks departments, signs are not standardized.



**Figure 33: DC Bike Route Sign/TPB/Michael Farrell**

### **Bicycle Boulevards/Neighborhood Greenways**

Bicycle Boulevards, which Montgomery County calls “Neighborhood Greenways”, are streets with low motorized traffic volumes and speeds, designed to give walking and bicycling priority. They use signs, pavement markings and speed and volume management measures to discourage through trips by motor vehicles and create safe, convenient crossings of busy arterial streets.<sup>56</sup>

Design elements may include:

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<sup>56</sup> <https://montgomeryplanning.org/wp-content/uploads/2018/05/Bicycle-Facility-Design-Toolkit-May-2018.pdf> Page 43.

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- Traffic diverters at key intersections to reduce through motor vehicle traffic while permitting passage for through bicyclists.
- At two-way, stop-controlled intersections, priority assignment that favors the neighborhood greenway, so bicyclists can ride with few interruptions.
- Neighborhood traffic circles and mini-roundabouts at minor intersections to slow traffic but allow bicyclists to maintain momentum.
- Traffic-calming to lower motor traffic speeds.
- Wayfinding signs to guide bicyclists along the route and to key destinations.

**Long-Distance Bicycle Routes**

Several notable long-distance routes promoted by national-level organizations pass through the Washington region. These include the East Coast Greenway, Bicycle Route 1, the Great American Rail-Trail and the American Discovery Trail.

The East Coast Greenway Alliance is promoting what will eventually be a mostly off-road path connecting all the major cities of the East Coast. Currently 20% open for public use, it will span 2,600 miles from Calais, Maine to Key West, Florida. Bicycle Route 1 is part of a national network of low-traffic road routes promoted by the Adventure Cycling Association. The cross country Great American Rail Trail, currently 50% complete, starts on the Mall and follows the C&O Towpath west, ending on the Olympic Peninsula of Washington State. The American Discovery Trail is a coast-to-coast, recreational, non-motorized trail, which follows the C&O Canal Towpath and the Anacostia River Tributary Trails. All organizations promoting long-distance routes rely on local agencies and organizations to realize their vision.



**Figure 34: East Coast Greenway in DC/East Coast Greenway Alliance**

**Exclusive Bus/Bicycle Lanes**

Exclusive bus lanes are sometimes used on streets with heavy bus traffic. Bicycles are sometimes permitted to use those lanes. Bus/Bike Lanes can be found in the District of Columbia. Conflicts can occur due to differences in speed between buses and bicyclists.

## Bike Boxes



**Figure 35: Bike Box/TPB/Michael Farrell**

A bike box is a designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase.<sup>57</sup> They are often painted green and are typically located between the stop bar and the crosswalk. Bike boxes are typically used at locations where bike volumes are high, and they are sometimes combined with an advanced signal phase for bicyclists, which allows the crowd of bicyclists to clear the intersection and make turns without conflicting with automobile traffic.

## Bridges

The Woodrow Wilson Bridge trail, completed in 2009, allows cyclists to cross the Potomac River on the capital beltway at Alexandria. This multi-use path allows riders on the Mt. Vernon Trail to access the National Harbor development in Prince George's County without going on street. Connections are also provided to an on-street network of bicycle routes in Prince George's County.

The 14<sup>th</sup> Street Bridge, the Memorial Bridge, the Theodore Roosevelt Bridge, the Key Bridge, and the Chain Bridge all have bicycle and pedestrian facilities.

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<sup>57</sup> <https://nacto.org/publication/urban-bikeway-design-guide/intersection-treatments/bike-boxes/>



**Figure 36: Woodrow Wilson Bridge Trail/TPB/Michael Farrell**

Cyclists may use the US 15 bridge at Point of Rocks and the MD 17 bridge at Brunswick to get across Frederick County and Loudoun County, though they have no separated facilities.

With the completion of the 11<sup>th</sup> Street Bridge project, bicyclists and pedestrians gained a first rate multi-use path connection from Anacostia to the Navy Yard area of Southeast DC.

The District of Columbia is in the process of upgrading the remaining Anacostia River separated bicycle and pedestrian river crossings as these aging bridges are replaced and rebuilt.

The Long (rail) Bridge over the Potomac will eventually include a second span for two additional tracks, and a separate bike/ped bridge.



**Figure 37: 11th Street Bridge/TPB/Michael Farrell**

## **On-Line Bicycle and Pedestrian Routing**

The last few years have seen a flowering of on-line resources that enable cyclists and pedestrians to locate facilities and plan their routes. Google Maps offers the most familiar interface.

## **BICYCLES AND PUBLIC TRANSIT**

The region has made progress integrating bicycling and public transit, with secure bike parking available at most rail stations, bicycles permitted on Metrorail at all times (subject to crowding), and most of the buses in the region now equipped with bicycle racks. Specific agency policies and facilities are described below.<sup>58</sup>

### **Metrorail Guidelines**

- Bicycles are welcome on Metrorail during all hours; however,
- **Bikes are not allowed on crowded railcars.**
- May not block aisles or doors of the train.
- Senior citizens and people with disabilities always have priority.
- When boarding the train, use the doors at either end of the railcar - not the center doors.
- Bicycles may not be carried on escalators. Use elevators only.
- Do not ride bicycles in stations, on platforms or on trains.
- Metro reserves the right to disallow bicycles when there is crowding.
- For full Bike on Rail guidelines see: <https://www.wmata.com/service/bikes/>

### **Metrorail Bike Parking**

Metro now has three secure Bike & Ride facilities at historically high bike-to-rail stations: College Park, East Falls Church, and Vienna. Together, Metro's Bike & Ride facilities now offer secure parking for about 270 bikes, with space for expansion to meet future demand.

Metro currently owns and operates about 2,400 bicycle racks, and is replacing older racks with new inverted-U racks. Metro also offers 2,400 bike lockers.



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<sup>58</sup> <https://www.wmata.com/service/bikes/>





Figure 38: New Bike Racks/Wmata

## Metrobus

- All Metrobuses have racks on the front that carry **up to** two bicycles. No permit is required. Instructions for how to use bus bike racks is available at
- Metro has adopted guidelines for the design and placement of bus stops to improve their safety, comfort, accessibility, and efficiency.

## Park and Ride

Of the 400 park and ride lots in the Washington DC-MD-VA Metropolitan Statistical Area, about a quarter have bike lockers or racks.<sup>59</sup> Commuter Connections offers an interactive park and ride lot map, which shows whether park parking is available at a lot.

## Commuter Rail

Collapsible bicycles are permitted on all VRE trains. Full size bicycles will only be allowed on the last three northbound, the mid-day, and the last three southbound trains on each line.

MARC trains have bike racks on all trains. The racks will accommodate a full size bicycle. No bag or case is required.

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<sup>59</sup> <https://www.commuterconnections.org/park-ride-lots-in-the-metropolitan-washington-baltimore-regions/>

## **PEDESTRIAN ACCESS TO TRANSIT**

82% of Metrobus passengers walk to transit, and 62% of all Metrorail trips start with the passenger walking to the rail station. However, the a.m. peak walk mode of access, which is the best measure of how people originally get into the system, is 40%.<sup>60</sup>

The quality of pedestrian access to Metrorail and Metrobus varies. Many suburban rail stations were built with an emphasis on automobile and bus access. Bus stops are often placed in areas with no sidewalks or available crosswalks. However, conditions have improved in recent decades, as new design guidelines have gone into effect, and station areas have been redeveloped along more pedestrian-level lines.

## **BIKE PARKING**

The District of Columbia, Arlington, Alexandria, and other jurisdictions provide bike racks on public property for short-term bicycle parking. They also require secure long-term bicycle parking to be provided as part of new development.



**Figure 39: Ad hoc bike parking/TPB/Michael Farrell**

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<sup>60</sup> 2016 WMATA Rail Passenger Survey.

### **Bike Corrals**

As demand grows in congested areas, the District of Columbia has added bike corrals, which are bike racks placed in the street, and protected by flexi-wands and tire stops. Twelve bicycles can be parked in the space required to park one automobile. And because bicycles do not block motorists' sight lines, they can be placed near the intersection where parking is not permitted, resulting in no loss of car parking. New bike corrals include space for e-scooters.

Tire stops are used at some locations to prevent cars from backing into the racks.



**Figure 40: Bike Corral/TPB/Michael Farrell**

### **District of Columbia Bike Center**

In response to demand for secure bicycle parking at Union Station, in 2009 the District of Columbia opened a Bike Station. The facility houses over 100 bicycles in 1,600 sq. ft. of free-standing ultra-modern glass and steel design. DDOT manages the Bike Center at Union Station, which has offered secure bike parking at Union Station since 2010. The Bike Center is currently closed for repairs.



**Figure 41: DC Bike Center/TPB/Michael Farrell**



**Figure 42: DC Bike Center/TPB/Michael Farrell**

The DC Bike Center is a unique structure designed for a particular site. It required an unusual degree of architectural review due to its location on the National Mall. Far less expensive, modular self-service bike parking structures are available.

## CAPITAL BIKESHARE

Bike sharing is self-service public bicycle rental. It is similar to a car-sharing system, such as ZipCar, where members pay a fee and have access to any available bike throughout the regional system. Unlike earlier “public bicycle” or “yellow bike” programs, which failed due to lack of means of preventing theft, modern bicycle sharing links rentals to a user’s credit card, which can be charged if the bicycle is not returned. Bike sharing became common and popular first in Europe and then the United States, with programs in dozens of cities. Options for low-income access are also available. Since it opened in 2010, the regional bike sharing program, Capital Bikeshare has grown to include 5000 bicycles at over 600 stations in seven jurisdictions: District of Columbia, Arlington County, City of Alexandria, Montgomery County, Prince George’s County, Fairfax County, and the City of Falls Church.

**Capital Bikeshare has over 5000 bicycles and 600 stations**

Capital Bikeshare is one of the largest and most successful bike share systems in the United States. Its solar-powered semi-mobile bike stations require no utility hook-up, which expedites installation. It operates year-round, with winter ridership a little more than one third the level of the warm weather months. It attracts many tourists as well as residents.

Capital Bikeshare now offers e-bikes at some stations. In 2019 e-bikes accounted for 10% of the fleet but 20% of the trips, which with the higher fees has made them a revenue driver.



**Figure 43: Capital Bikeshare Station/TPB**

## MICROMOBILITY

“Shared micro-mobility” includes both station-based bikeshare such as Capital Bikeshare, and the various dockless e-scooter and e-bike rental services. There are major differences in the organization and operations of these systems.

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Capital Bikeshare is a regional, publicly provided program, and its user base consists mostly of its long-term membership, along with some short-term passes, using a fob key or app QR code to unlock the bikes. Bikes must be returned to a station.

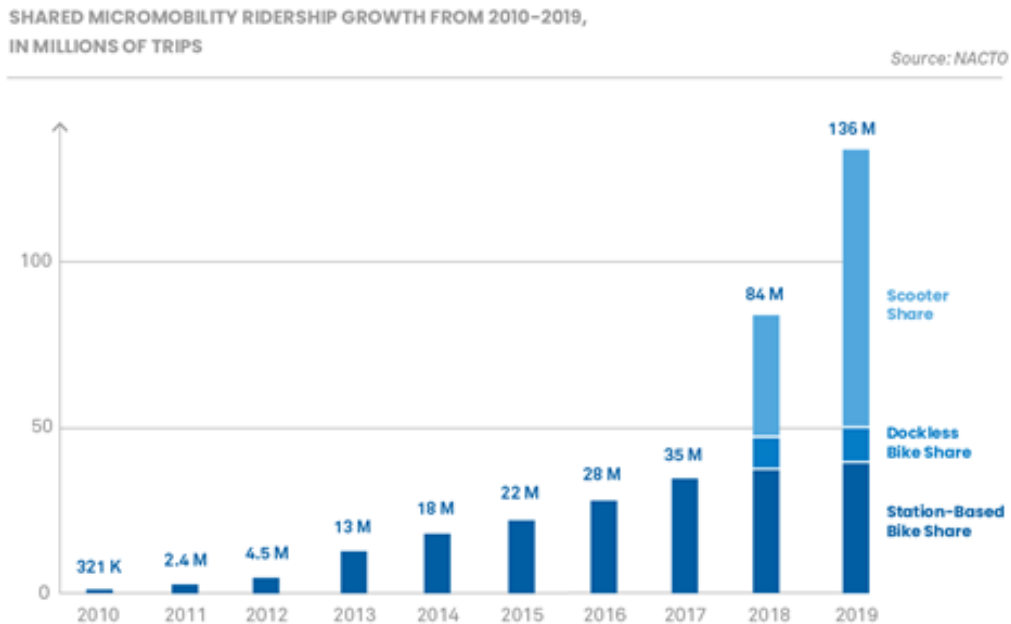
Dockless bikeshare is privately provided, and the bikes or e-scooters accessed with a Smart phone app. Trips are charged per minute. In the initial launch period, the issue of where to park the bike was left mostly unresolved, with non-binding recommendations to users not to block the sidewalk.



**Figure 44: Shared E-scooters/TPB/Michael Farrell**

Each jurisdiction developed its own regulations for these services, although there was regular consultation between the jurisdictions, including workshops held every six months, while these regulations were being developed.

The initial roll-out in the Washington region happened in 2017-2018, with various companies putting dockless pedal bikes out on the street, often with little consultation with the affected jurisdictions.



**Figure 45: Shared Micromobility Ridership Growth/NACTO**

**THE E-SCOOTER BOOM<sup>61</sup>**

In 2019, people took 40 million trips on station-based bike share systems (pedal & e-bikes). In 2019 the brand-new dockless systems dwarfed those numbers. There were 96 million trips on dockless e-bikes (10M trips) and scooters (86M trips). In 2019, 109 cities had dockless scooter programs, a 45 increase from 2018. E-scooter trips doubled compared to 2018.

Station-based bikeshare trip numbers increased by 10%, even as the number of systems fell by 4%.

**THE WASHINGTON REGION**

The DC area is a good market for shared micro-mobility. It has a young population, low car ownership, high smartphone use, high income and education, and congested traffic. Use is focused on the core of the Washington region, especially DC proper, along with Arlington, Alexandria, and portions of Montgomery County, which have active permit programs. The regional permitted fleet size was over 13,000 as of 2020, of which the DC fleet accounted for roughly half.

**TRAINING**

While Capital Bikeshare users typically know how to ride a bike, e-Scooter users often had never ridden an e-scooter. User training is mostly app-based, followed by trial and error. A third of incidents happen on the first use. Some agencies/operators have sponsored training events. “Push” safety reminders from the app remind users of issues they may be facing based on time and location (i.e., don’t drink and ride).

**REGULATION**

E-scooters are privately provided at no cost to the jurisdiction. However, the jurisdiction cannot avoid administrative costs from a scooter deployment. It must respond to calls from

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<sup>61</sup> “Shared Micromobility in the US: 2019” NACTO. Page 4.

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the public regarding badly parked scooters, sidewalk riding, crashes, etc. E-scooters generate demand for more infrastructure, such as bike lanes and e-scooter parking areas.

A permit program can help alleviate some of these issues. Fees on operators can generate revenue to pay for the agency's expenses, while requirements on operators to share anonymized trip data can assist with planning.

Built-in speed governors can enforce speed, while geofencing can enforce slow zones and no-service zones. Other common restrictions on users include age restrictions, driver's license requirements, and late night use restrictions (though this last is controversial, due to late night need for transport when transit service may be spotty).

Inconsistent regulations governing where and how e-scooters e-bikes can be used complicates enforcement and compliance. For example, a parks department might ban e-scooters on its trails, while the DOT in the same jurisdiction allows them.



**Figure 46: Safety Tips/Arlington**

Arlington polled e-scooter riders and found that they strongly preferred riding in protected bike lanes and regular bike lanes over riding on the sidewalk. Only 9% of polled riders indicated that the sidewalk was their first choice.

E-scooter and E-bike speeds are generally limited to 20 mph or less on shared use paths, a speed already commonly attained by faster bicyclists. Where traffic volumes warrant it, dual, separated facilities such as protected bike lanes and clearly delineated bike trails alongside pedestrian-only sidewalks are being built.

Based on the crash rate rates, the agencies have determined that safety is not a significant enough problem to justify stopping the permit programs.

**CHALLENGES FOR DISABLED PEDESTRIANS**

Improper sidewalk parking and sidewalk riding of e-scooters poses a hazard to pedestrians, especially disabled pedestrians. E-scooters, even when limited to 10 mph, can pose a hazard, especially to more vulnerable pedestrians, including small children and the elderly. Improperly parked e-scooters may block the sidewalk entirely, a major problem for the visually impaired and people in wheelchairs.

The e-scooters were a private sector initiative, and continue to be privately provided. The jurisdictions have permitted them to operate, and attempted to mitigate the harms, while capturing the benefits. Shared e-scooter trips displace a significant amount of private motor vehicle and ride share (taxi) traffic in congested areas, while requiring very little space for parking. They can share bike lane and parking infrastructure with bicycles.

Mitigation efforts by the jurisdictions include the provision of bike corrals for parking bikes and e-scooters, addition of bike lanes for e-scooter and bicycle riding, and in DC the requirement that e-scooters be locked to a bike rack or sign. However, even when locked to a sign a scooter can still be illegally parked in such a manner as to block the sidewalk. And not all E-scooter users use the corrals. Getting to a solution that is acceptable to everyone is likely to be an iterative process, with infrastructure, vehicular, and regulatory adjustments to be developed as problems become evident.

E-scooters are not useable by most people with disabilities, and are generally less used by older people. They are physically more challenging to operate than a Capital Bikeshare bike. Arlington is introducing seated e-scooters, which may broaden their appeal somewhat.

## **EQUITY**

E-scooters are typically used in the densest neighborhoods, which have the highest volume of the short trips which micro-mobility can serve. In the Washington region that often means affluent areas with good Metro access and a well-developed network of bike lanes.

Studies show that in Baltimore the user base is significantly less white and less affluent than in Arlington County or the District of Columbia. Baltimore required that high-poverty close-in neighborhoods get minimum deployments of e-scooters. Hispanic residents of Baltimore have been the most likely to use the e-scooters. Baltimore has several low income and minority neighborhoods close to the city center, and a lot of demand for short trips that are not well served by Baltimore's transit system.

The experience of Baltimore shows that e-scooters can be a popular, well-used mode in low income and minority communities.

## **PROSPECTS**

Shared micro-mobility serves the TPB's regional planning goals. It provides a valued option for short trips. On average, the typical scooter user or bike share annual/monthly pass-holder rides for 11-12 minutes and 1-1.5 miles per trip.<sup>62</sup> Growth in dockless mobility has come mostly at the expense of ride-hailing, driving, and walking.

Dockless shared mobility is likely to continue for the immediate future. Safety, sidewalk riding, and parking issues can be at least partially mitigated.

However, there are long-term threats to the industry. The companies are not profitable, and they depend on venture capital. Theft and vandalism have led to a low vehicle lifespan. Permit fees and other regulatory demands are increasing, and operators may need to raise their rates, which could reduce the appeal of shared systems.

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<sup>62</sup> Ibid, page 8.



## **OUTLOOK**

Facilities for bicycling and walking in the Washington region are likely to improve significantly in the future. Federal, regional, state and local policies and transit agency initiatives all call for better and more complete facilities. Bicycle lanes, protected bike lanes, and dual facilities for pedestrians and bicyclists will become more common, and bike sharing will continue to expand in the urban core and beyond.

## CHAPTER 5: RECOMMENDED PRACTICES

The TPB Vision, Region Forward, and Regional Transportation Priorities Plan call for a transportation system that allows convenient and safe bicycle and pedestrian access, with dynamic regional activity centers and an urban core that contain a mix of jobs, housing and services in a walkable environment. In order to achieve these goals, the Bicycle and Pedestrian Subcommittee has developed the following set of recommended best practices.

### A. INCORPORATE BICYCLE AND PEDESTRIAN ELEMENTS IN ALL JURISDICTIONAL PLANNING AND DESIGN POLICIES. ADOPT “COMPLETE STREETS” POLICIES.

Include bicycling and walking, incorporating provisions for persons with disabilities, in all stages of the transportation and land use planning process, from initial concept through implementation.

In particular, consistent with federal policy and the National Capital Region Transportation Planning Board’s [Complete Streets](#) policy, every jurisdiction and agency should **adopt a Complete Streets policy** that includes elements that the TPB believes reflect current best practices.



**Figure 47: Missing Sidewalk/TPB/Michael Farrell**

Under Complete Streets policies pedestrians and bicyclists will be accommodated as part of all transportation projects, with a **few limited and well-defined exceptions**. A Complete Streets policy would typically not apply:

- To a new transportation facility construction or modification project for which, as of the effective date of the adoption of the policy, at least 30 percent of the design phase is completed.
- To a transportation facility which prohibits, by law, use of the facility by specified users, in which case a greater effort should be made to accommodate those specified users elsewhere in the travel corridor.
- When the cost to the exempted project in achieving compliance with the applicable complete streets policy would be excessively disproportionate (as per FHWA guidance), as compared to the need or probable use of a particular complete street.

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**“A complete street safely and adequately accommodates motorized and non-motorized users, including pedestrians, bicyclists, motorists, freight vehicles, emergency vehicles, and transit riders of all ages and abilities, in a manner appropriate to the function and context of the facility.”**

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- When the existing and planned population and employment densities or level of transit service around a particular roadway are so low that there is a documented absence of a need (as per FHWA guidance) to implement the applicable complete streets policy.
- To passenger and freight rail projects, which shall not be required to accommodate other motorized users in the railway right of way, although safe and adequate rail crossings for motorized and non-motorized users should be provided.
- To transportation projects which do not provide for direct use by the public, such as maintenance facilities, drainage and stormwater management facilities, education and training, transportation security projects, beautification, and equipment purchase or rehabilitation.

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**“VDOT will initiate all highway construction projects with the presumption that the projects shall accommodate bicycling and walking”**

Agencies should carry out periodic **audits to monitor compliance** with a Complete Streets policy once it is adopted.

An effective complete streets policy is critical, since retrofitting pedestrian and bicycle accommodations is far more expensive than designing them in from the beginning. Policies which urge agencies to “consider” or “encourage” the provision of pedestrian and bicycle facilities often do not provide clear guidance as to when pedestrian or bicycle facilities should or should not be provided. Absent a clear mandate, pedestrian and bicycle facilities tend to be omitted.

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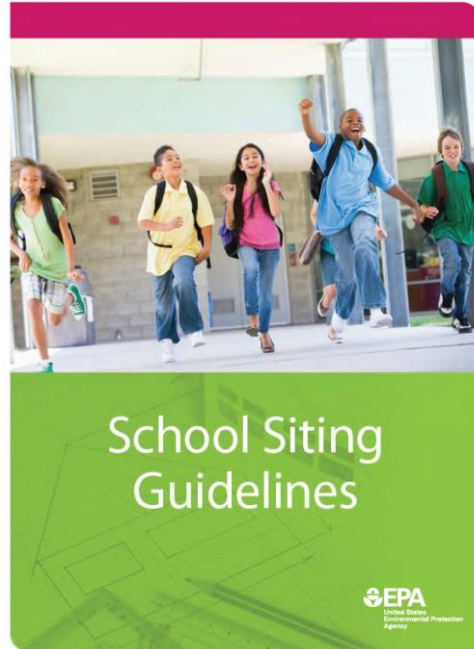
**Retrofitting pedestrian and bicycle accommodations is far more expensive than designing them in from the beginning.**

In addition, agencies should:

1. **Take into account likely future demand** for bicycling and walking facilities in planning transportation projects; do not adopt designs that would preclude future improvements.
2. **Encourage public participation** by bicyclists, pedestrians the disabled, and other community groups in the planning process.
3. Ensure **adequate funding** for bicycle and pedestrian transportation staff and facilities, including land acquisition, design, construction, and proper maintenance.
4. **Integrate bicycling and walking** into new development, including new **schools**.
5. Require **land developers** to **finance and construct sidewalks**, shared-use paths, and bicycle parking facilities within their developments.

- Require land developers to design developments in a way that facilitates internal and external bicycle and pedestrian access. New development should feature a **dense network of interconnected streets** to minimize trip distance and offer many low-speed, low-traffic routes. Superblock and cul-de-sac development patterns should be discouraged, and transit-oriented development should be encouraged. Use the Virginia Department of Transportation's [Secondary Street Acceptance Requirements](http://www.virginiadot.org/info/secondary_street_acceptance_requirements.asp) as a model.<sup>63</sup>

**Students who walk to school behave and perform better**



**Figure 48: EPA School Siting Design Guide**

- Locate new schools in walkable communities. Use the EPA school siting guidelines.<sup>64</sup> For existing schools, improve pedestrian and bicycle facilities whenever a school is renovated or the streets surrounding a school are repaved or reconstructed.
- Design, construct, operate, and maintain sidewalks, shared-use paths, street crossings (including over- and under crossings), pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways so that all pedestrians, including **people with disabilities, can travel safely and independently**, in all seasons. Maintenance of pedestrian and bicycle facilities should include snow and ice removal.

**B. IMPROVE INTER-JURISDICTIONAL COORDINATION TO DEVELOP A CONTINUOUS BICYCLE AND PEDESTRIAN TRANSPORTATION SYSTEM THROUGHOUT THE WASHINGTON METROPOLITAN AREA. TO THAT END, AGENCIES SHOULD:**

- Identify networks of existing bicycle routes (both on-street and off-street) in the urban core, suburbs, developing fringe, as well as connecting long distance inter-city routes. Ensure that these routes are included in land use and transportation plans, and not eliminated as development occurs.
- Identify shared-use path corridors before they are developed, and preserve opportunities for development as shared-use paths.

<sup>63</sup> [http://www.virginiadot.org/info/secondary\\_street\\_acceptance\\_requirements.asp](http://www.virginiadot.org/info/secondary_street_acceptance_requirements.asp)

<sup>64</sup> <http://www.epa.gov/schools/guidelinetools/siting/>

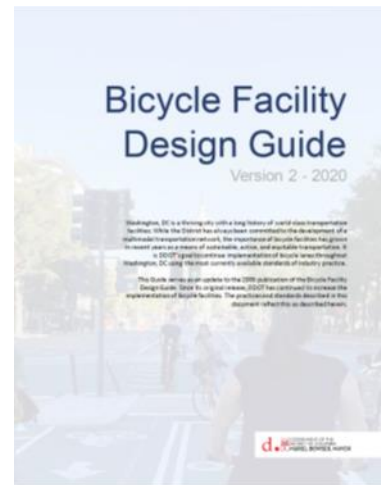
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3. Identify existing physical barriers to bicycling (such as rivers and streams, bridges, railroad tracks, highway crossings, and limited access highways with no crossing route) and identify solutions to overcome them.
4. Implement uniform wayfinding and/or designation for inter-jurisdictional routes that will provide easily understood instructions and information.
5. Convene and participate in a regional **working group** consisting of state and regional representatives to identify regional and long distance travel corridors for bicyclists, develop common signage guidelines, and develop of recommended bikeway alignments within travel corridors.
6. Identify **low-stress streets** for bicyclists and pedestrians in the street network, and identify ways to connect them to each other.<sup>65</sup>

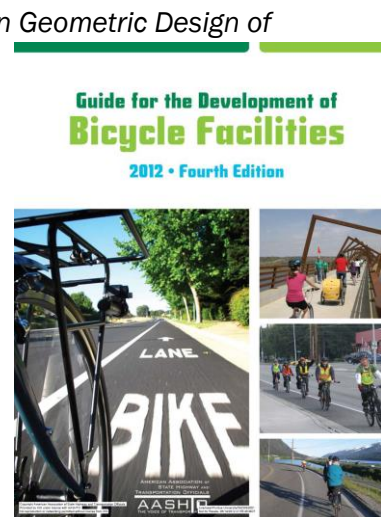
**C. DEVELOP AND ADHERE TO CONSISTENT BICYCLE AND PEDESTRIAN FACILITY DESIGN AND CONSTRUCTION STANDARDS IN EACH JURISDICTION:**

Assure adequate planning, construction and maintenance standards for comfortable and safe bicycling on both on-street routes and off-street paths, as well as comfortable and safe walking on paths and sidewalks. To do so, they should:

- Adopt, as minimum standards for privately and publicly built facilities, the AASHTO *Guide for the Development of Bicycle Facilities*, AASHTO's *A Policy on Highways and Streets*, and the AASHTO *Guide for the Planning, Design and Operation of Pedestrian Facilities*, the ADA Accessibility Guidelines from the U.S. Architectural and Transportation Barriers Compliance Board (Access Board), and the *Manual on Uniform Traffic Control Devices (MUTCD)* from the Federal Highway Administration.
- Establish and maintain **minimum design and maintenance standards** for each type of facility.
- In accordance with [federal guidance](#), **go beyond the minimum requirements where necessary** to provide safe and comfortable accommodation for bicyclists and pedestrians. Agencies such as the District of Columbia Department of Transportation have developed their own design manuals to meet their



**Figure 49: DC Bicycle Facility Design Guide**

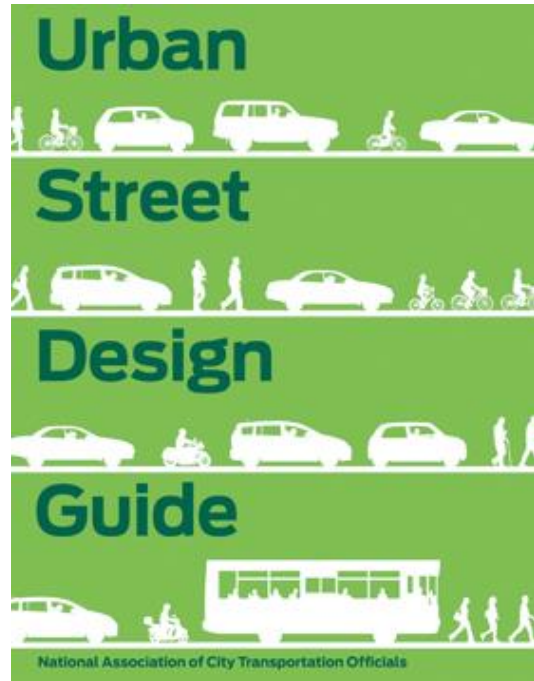


**Figure 50: AASHTO Guide for the Development of Bicycle Facilities**

<sup>65</sup> <https://montgomeryplanning.org/awards/stress-map-award/>

specific needs, and which may incorporate experimental measures which are not found in the current AASHTO bicycle facility design guide. The National Association of City Transportation Officials (NACTO), an alliance of city transportation departments, including the District Department of Transportation, has developed guides for bikeways and for urban areas. The NACTO guides provide designs and treatments not currently found in the AASHTO guides.

- For dense urban centers with low-traffic speeds and relatively high levels of bicycling and walking, use the NACTO [Urban Street Design Guide](#) and [Urban Bikeway Design Guide](#) where appropriate. FHWA [has endorsed](#) the “appropriate” use of the *Urban Bikeway Design Guide* to help agencies fulfill the above-mentioned 2010 federal guidance. FHWA notes that most of the treatments in the NACTO guide are allowed or not precluded by the MUTCD. Non-compliant traffic control devices can still be used as pilot projects, under the MUTCD experimentation process. As a supplement to the Bikeway Design Guide, NACTO’s [Designing for All Ages & Abilities](#) guide provides guidance for selecting bikeways in various urban street settings.



**Figure 51: NACTO Urban Street Design Guide/NACTO**

- **Provide bicycle and pedestrian facility design and construction standards for various contexts.** Communities in low-density suburban and rural environments face different barriers to safe walking and bicycling than those in urban cores and require different design solutions to support safe bicycling and walking.
- Incorporate guidance from FHWA’s Bikeway Selection Guide, which provides a framework for selecting safe bikeways in various roadway contexts, including those found in suburban and rural environments. The guide suggests the safest bicycle facilities based on a roadway’s traffic volume and speed. In general, the higher the roadway traffic volume and vehicular speed, the greater the separation of the facility from the roadway.
- The US Department of Housing and Urban Development (HUD)’s Creating Walkable and Bikeable Communities features street and bicycle facility design guidelines for rural, suburban, and urban settings. The guide provides near-term actions as well as long-term recommendations, such as retrofitting community layouts.

**D. IMPROVE ACCESS FOR PERSONS WITH DISABILITIES<sup>66</sup>**

The Transportation Planning Board's Access for All Advisory Committee has identified the following recommended best practices for improving access to pedestrian facilities for persons with disabilities. More detailed recommendations can be found in the Accessibility Guidelines as noted above. With the exception of hand-rails on steep sidewalks, all of the following practices are legally required under the ADA for all new facilities and all reconstructed facilities:

- Sidewalks should have curb ramps. Ramps should be well-maintained, well-placed, and not too steep in order to permit their use by persons in wheelchairs.
- The height of wheelchair users should be considered when placing shrubs or other objects where they might block them from the view of motorists.
- Objects such as security barriers, fences, fire hydrants, telephone poles, parking meters, newspaper boxes, signal control boxes, and other street furniture should be placed in locations where they will not block curb ramps.
- The placement of crosswalk buttons must take into consideration the needs of people with disabilities.
- Audible pedestrian signals make communities safer for all pedestrians, including seniors and children as well as people with visual impairments.
- Sidewalks with steep slopes are difficult for people with disabilities to navigate, especially for people who use manual wheelchairs or people who have trouble walking. Hand rails could help mitigate these difficulties.

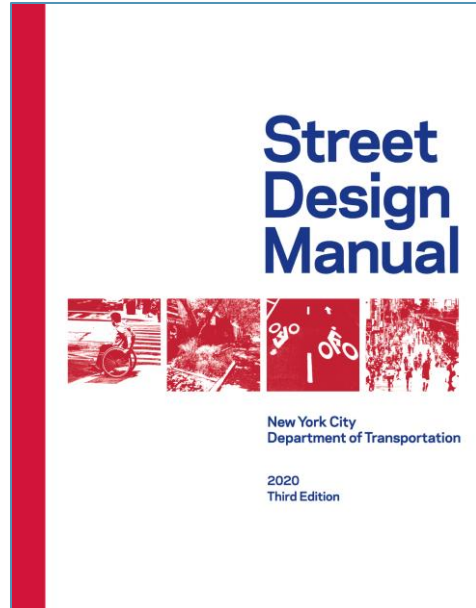
Design standards for the disabled, such as smoother surfaces, adequate width, and limits on cross-slope, are also beneficial for the non-disabled pedestrian. Slower traffic speeds, reduced turning speeds, and shorter crossing distances are safer for all pedestrians. Good design for persons with disabilities is good design for all.

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<sup>66</sup> "Lessons Learned" fact sheet for Disability Awareness Day. National Capital Region Transportation Planning Board Access for All Committee, October 20, 2004.

**E. MINIMIZE ROADWAY WIDTH, CURB RADII & CROSSING DISTANCE.<sup>67</sup>**

To minimize pedestrian crossing distances and reduce impermeable, heat-absorbing asphalt coverage, the paved roadway of all streets should be designed to be the minimum width – and have the minimum number of lanes – that safely and cost-effectively allow for the desired operations of motor vehicles, buses, and bicyclists. Excess width should be reallocated to provide walking, transit, and bicycling facilities, public open space, green cover, and/or stormwater source control measures. If financial limitations preclude final implementation of street retrofits (e.g., curbing, streetscaping, etc.), the reallocation of space should still proceed with temporary or least costly approaches such as restriping.



**Figure 52: NYC Street Design Manual**

To further reduce pedestrian crossing distances and slow turning vehicles, all roadway corners should be designed with the smallest possible radius that still accommodates the intended vehicle and emergency vehicles.

**F. SET TARGET VEHICLE SPEEDS APPROPRIATE TO SURROUNDING LAND USE.**

- Urban streets should function as public spaces for people as well as arteries for traffic and transportation. The best street design adds to the value of businesses, offices, and schools located along the roadway.<sup>68</sup> Lower speeds are often needed to enable a street to serve as a comfortable place to gather, shop, work, or live.
- Streets should be designed with target speeds and speed limits appropriate to their surrounding uses and desired role in the vehicular network. Slower target speeds and speed limits should be considered on local streets, residential streets, alleys; on streets adjacent to schools, senior or disabled pedestrian trip generators; waterfronts, parks, rail stations, and other significant pedestrian destinations.
- Traffic calming features may be designed in from the beginning, or retrofitted where needed, to bring traffic speeds down to the desired level.<sup>69</sup>

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**All Metrobuses  
have been  
equipped with  
racks to carry up to  
two bikes per bus**

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<sup>67</sup> New York City Department of Transportation, *Street Design Manual*, 2009. Page 46.

<sup>68</sup> NACTO, *Urban Street Design Guide*, 2013.

<sup>69</sup> *Ibid.*, pp. 76-91.



**G. IMPROVE BICYCLE AND PEDESTRIAN CIRCULATION WITHIN AND BETWEEN REGIONAL ACTIVITY CENTERS AND THE URBAN CORE.**

- Improve sidewalks, bikeways, intersections, signage and links to transit for bicyclists and pedestrians in activity centers.
- Improve access to and between regional activity centers.
- Provide access to activity centers from surrounding neighborhoods.
- Provide facilities to connect nearby activity centers.



**Figure 53: Bike Lockers and Racks at NOMA Metro Station/TPB/Michael Farrell**

**H. INTEGRATE BICYCLING AND WALKING INTO THE PUBLIC TRANSPORTATION SYSTEM.<sup>70</sup>**

- Make it easier and safer to walk and bike to bus stops and rail stations.
- Build sidewalks and pedestrian crosswalks and/or overpasses that connect transit stops to nearby neighborhoods, commercial areas, and existing pedestrian infrastructure.
- Site and/or space bus stops along bus routes so that they are accessible within a comfortable walking distance for passengers (typically ¼ to ½ mile).
- Improve lighting, signage, and wayfinding around transit stations.
- Improve bicycle parking at Metro, commuter rail stations, and park and ride lots. Replace broken and obsolete bicycle racks with current recommended models. Add more Bike & Ride secure bicycle parking facilities at Metrorail stations.
- Improve customers' ability to make the "last mile" of their trip by locating bike sharing or increasing bike parking options at rail stations, and eliminate the need to bring a bike on the train during peak periods
- Provide bicycle racks on all transit buses.



**Figure 54: Bike on Bus/WABA/Eric Gilliland**

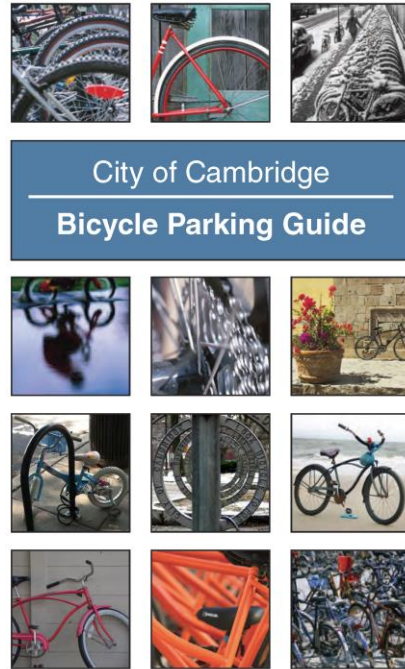
<sup>70</sup> Photo of NOMA/Gallaudet Metro Station Bike Lockers: COG/TPB, Michael Farrell

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- Provide for more efficient accommodation of bicycles on future rail services, including commuter rail, Metro, and light rail, in the Washington region. Vertical storage racks such as those on Maryland’s MARC trains, and on the MAX light rail line in Portland, OR are good examples.

**I. PROVIDE ADEQUATE BICYCLE SUPPORT FACILITIES.**

- Enact zoning laws to require bicycle parking and related facilities as part of all new construction or major renovation, including office, retail, and housing developments.
- Construct bicycle parking facilities in well-traveled and lighted areas. Facilities should be covered and secure
- Require placement of bicycle parking facilities in convenient locations; short-term parking should be as close as possible to building entrances; long term parking facilities should be located in secure areas.
- Ensure the provision of showers and changing facilities in all new or renovated commercial developments.
- Provide bicycle parking on public property. Jurisdictions should install bicycle parking in public spaces where there is demand, such as public libraries, parks, and sidewalks near storefront retail.<sup>71</sup>



**Figure 55: City of Cambridge Bike Parking Guide**

#### J. EXPAND THE REGIONAL BIKE SHARING PROGRAM

Bike sharing is self-service public bicycle rental. It is similar to a car-sharing system, such as ZipCar, where members pay a fee and have access to any available bike throughout the regional system. Unlike earlier “public bicycle” or “yellow bike” programs, which failed due to lack of means of preventing theft, modern bicycle sharing links rentals to a user’s credit card, which can be charged if the bicycle is not returned. Bike sharing took hold first in Europe, but has now become common in North America, with programs in dozens of cities.

The bike sharing system for the Washington region is Capital Bikeshare, currently one of the largest and most successful North American bike share systems. Their solar-powered docking stations have proven easier and faster to install than stations that require a utility hook-up.

The Institute for Transport Development Policy publishes a detailed bike share planning guide.

#### K. REALIZE THE TRANSPORTATION BENEFITS OF MICROMOBILITY

- Bikeshare is part of a rapidly expanding category of transportation called micromobility. While there is some disagreement about what constitutes micromobility, micromobility generally refers to travel across short distances using small, lightweight devices that operate at low speeds (typically 15 mph) such as e-scooters, hoverboards, and e-bikes.<sup>72</sup> Users access micromobility systems through a smartphone application that locates a device, tracks the start and end of a trip, and collects payment. Micromobility has recently increased in popularity. As of August 2020, the United States had 71 docked bikeshare systems, 50 dockless bikeshare systems, and 145 e-scooter systems.<sup>73</sup>
- Micromobility is changing the transportation landscape in communities where it is deployed. It enhances the efficiency of a transportation network by meeting travel needs at the individual trip level. It also supports TDM goals by reducing automobile trips. Moreover, the flexibility of micromobility systems enables service to reach locations currently lacking transportation alternatives. While micromobility is associated with positive outcomes, it also presents jurisdictions with questions about operator regulation, public safety, and curb space management. While cities have



Figure 56: Cyclist training/ WABA

<sup>72</sup> PBIC Brief does not include human-powered devices in its definition of micromobility ([https://www.pedbikeinfo.org/cms/downloads/PBIC\\_Brief\\_MicromobilityTypology.pdf](https://www.pedbikeinfo.org/cms/downloads/PBIC_Brief_MicromobilityTypology.pdf)) while ITDP does (<https://www.itdp.org/multimedia/defining-micromobility/>).

<sup>73</sup> Available from BTS: <https://data.bts.gov/stories/s/fwcs-jprj>

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approached micromobility differently, some common practices have emerged, such as:

- Regulate shared micromobility vendors through permits or a pilot/demonstration program. Permits and pilots tie system operations to performance standards set by the municipality. NACTO's Shared Mobility Guidelines outlines recommended terms and conditions for city permits or contracts with shared mobility providers.
- Provide infrastructure so that users can safely ride devices. NACTO recommends that cities prioritize construction of bikeways and discuss what devices can operate in bikeways.
- Designate parking zones for shared micromobility devices in high volume areas. Seattle, Atlanta, and Washington, D.C., have "corrals" to limit devices parked in the public right-of-way.
- Enhance micromobility laws to promote safe user behavior. Jurisdictions have passed laws that regulate where micromobility users can ride, operation speeds, device parking locations, adherence to traffic laws, riding while under the influence of drugs or alcohol, user age requirements, and helmet requirements among other topics. Some laws penalize users with fines for violations.
- To help enforce the rules, jurisdictions can request that vendors limit the function of devices, such as geofencing areas where devices are prohibited.
- Offer frequent education and training through different mediums on the safe use of devices.
- Obtain data from micromobility vendors to evaluate programs and inform planning.
- Coordinate with engineers, planners, and designers to determine how street design standards should be updated to accommodate low-speed devices.
- Minimize sidewalk riding. Sidewalk riding and illegal parking can be dangerous to pedestrians, especially disabled and vulnerable pedestrians. Provision of bike lanes and parking corrals, rider education, and enforcement can help mitigate these conflicts.

**L. DEVELOP PEDESTRIAN AND BICYCLE SAFETY EDUCATION AND ENFORCEMENT PROGRAMS IN ALL JURISDICTIONS.**

- Promote pedestrian and bicycle safety education programs for children, beginning at the early ages.
- Establish and maintain pedestrian and bicycle safety programs at the elementary school level, including classroom and on-bicycle instruction.
- Develop and distribute pedestrian and bicycle safety information materials designed to teach beginning cyclists and young pedestrians.

- Emphasize the use of bicycle helmets as a means of injury reduction, lights after dark, reflectors, and reflective clothing for pedestrians.
- Improve cycling skills and pedestrian safety habits of adults and young adults.
- Produce and distribute information on bicycle usage and safety.
- Emphasize the use of helmets for rider protection, lights after dark, reflectors, and reflective clothing for pedestrians.
- Increase motorist awareness and accommodation of bicyclists and pedestrians, and bicyclist and pedestrian awareness and accommodation of motorists.
- Include bicycle and pedestrian information in automobile drivers' training classes, driver's manuals, and license exams, and through the media.
- Coordinate public media campaigns with law enforcement.
- Encourage jurisdictional uniformity of traffic laws relating to bicycling and walking. Encourage conformity with such regulations as the Uniform Vehicle Code.
- Encourage consistent bicycle law enforcement to assure safe bicycling and walking.
- Emphasize the enforcement of traffic laws dealing with offenses known to cause crashes between bicycles and motor vehicles, such as wrong way bicycling, and ignoring stop signs or stop lights.
- Emphasize enforcement of traffic laws dealing with offenses known to cause crashes between pedestrians and motor vehicles, such as motorists failing to yield to pedestrians, and pedestrians disobeying "Don't walk" signals.

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**Volunteer Patrols can help with Trail Security**

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**The regional "Street Smart" Pedestrian and Bicycle Safety Campaign urges motorists and pedestrians to "Slow Down" and "Use Crosswalks"**

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- Improve bicycle and pedestrian accident reporting and analysis procedures at the state and regional levels, to provide jurisdictions with a better understanding of accident causes and countermeasures.
- Provide significant law enforcement presence along regional off-road trail networks and encourage inter-jurisdictional cooperation and coordination to provide for the safety and security of all pedestrians and bicyclists.



**Figure 57: Street Smart Ad**

**M. ENCOURAGE WALKING AND BICYCLING**

- Each jurisdiction and agency should encourage walking and bicycling, and promote the perception of both as legitimate forms of travel, in the way most appropriate to that organization. Examples include:
  - Have walk and bike-friendly policies for employees. Let employees know that walking and bicycling is both permitted and encouraged. Organize/support/participate in events such as Bike to Work Day, Car-Free Day, etc.
  - Carry out pedestrian and cyclist education programs that also encourage walking and bicycling, such as Safe Routes to School. Designate a Safe Routes to School coordinator for every community.
  - Provide high-quality information to the public on the benefits of walking and bicycling, and where and how it can be done in your community, through programs such as WalkArlington and BikeArlington. Partner with employers, transportation demand managers, and advocacy groups.
  - As part of a comprehensive transportation demand management program, provide financial incentives for employees to walk and bicycle.
  - For States and metropolitan regions, consider investing in paid media campaigns.

**N. EACH JURISDICTION SHOULD DEVELOP A HIGH VISIBILITY BICYCLE OR PEDESTRIAN PROJECT TO DEMONSTRATE THE EFFECTIVENESS OF BICYCLING AND WALKING AS A SHORT DISTANCE TRANSPORTATION MODE.**

- Ensure that projects are feasibly implemented and supported by the community and the government agencies responsible for implementation.
- Undertake extensive publicity and promotion for each facility or service included in the project.

- Conduct an extensive analysis of the effectiveness of each project following the demonstration period.



Figure 58: Lawyers Road Before Road Diet/VDOT



Figure 59: Lawyers Road After Road Diet/VDOT

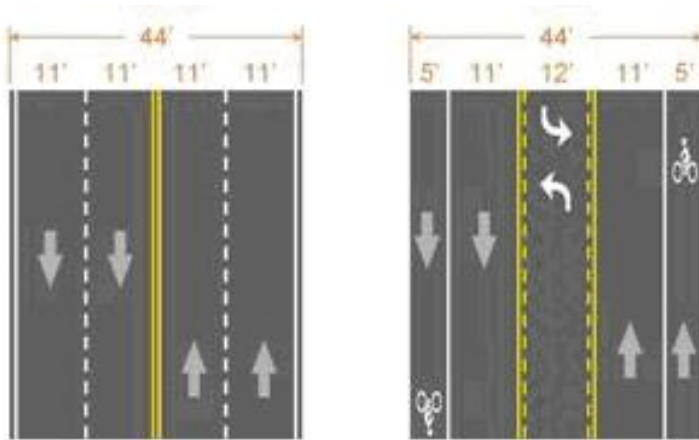


Figure 60: Road Diet/VDOT

VDOT completed a model Road Diet project in Reston, VA, shrinking Lawyer's Road from four lanes to two plus a turn lane and bike lanes

**O. EACH AGENCY SHOULD DESIGNATE A BICYCLE COORDINATOR AND A PEDESTRIAN COORDINATOR TO OVERSEE BICYCLE AND PEDESTRIAN PROGRAMS.**

- Experience has shown that without a designated staff person or persons responsible for overseeing their implementation, pedestrian and bicycle programs and policies are not implemented effectively. Staffing levels should be proportional to the size of the agency and volume of work.
- All TPB member jurisdictions with active pedestrian and bicycle programs should designate a lead staff person or coordinator.

**P. INTEGRATE EQUITY IN BICYCLE AND PEDESTRIAN PLANNING.**

- Transportation planning in the US has traditionally been driven by efficiency or cost. Since the 1990s, however, transportation professionals have increasingly recognized equity as a necessary consideration, among other factors. By focusing on equity, transportation professionals allocate transportation investments based on need, allowing services and infrastructure improvements to flow to the most under-resourced populations. In July 2020, the TPB Board of Directors affirmed equity as a fundamental value in the metropolitan region. This commitment is consistent with federal policy.
- Under-resourced populations may rely on alternative modes like walking and biking more than other segments of the population. Households in poverty have lower car ownership rates, and higher biking and walking rates compared to higher-income households.<sup>74</sup> Planning professionals can address the needs of under-resourced communities through several strategies, including:
  - Hire agency staff of all levels who understand the community the agency serves.
  - Train agency staff to effectively communicate with constituents about transportation equity issues, which can often be complex.
  - Evaluate the metrics used to prioritize infrastructure projects to avoid unintentional bias in the allocation of resources. The Victoria Transport Policy Institute’s Evaluating Transportation Equity guide discusses the various equity impacts resulting from transportation planning, and how planning assumptions and metrics affect outcomes. FHWA’s Performance Based Planning and Programming Guidebook may offer additional guidance for incorporating equity and environmental justice into planning processes.
  - Remove barriers for under-resourced communities to participate in the transportation planning process.
  - Consider developing an inclusive public engagement planning guide, similar to those developed for the cities of Seattle or Oakland, to assist planners.
  - Locate public meetings in accessible and convenient locations and times.
  - Host public meetings in informal settings that are conducive to participation and enable relationship-building.
  - Communicate meetings through mediums that the community uses, such as social media, and provide ample advance notice of meetings. Partner with local community organizations to communicate meetings.
  - Make meetings family-friendly or provide childcare at meetings.

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<sup>74</sup> FHWA, FHWA NHTS Brief: Mobility Challenges for Households in Poverty (2014). Available at: <https://nhts.ornl.gov/briefs/PovertyBrief.pdf> .



## CHAPTER 6: THE 2045 NETWORK

This chapter details the types, numbers, and mileage of facilities in the plan. It shows the share of people, jobs, households, Equity Emphasis Areas, Activity Centers, and Transit Access Focus Areas that will be served by a network of high quality, low-stress facilities. It provides a cost estimate for building the 2045 Network, and it includes a network map and a link to an interactive map and dashboard.

Facility Type	Number of projects	Total Number of Miles
Bicycle Route Marking	117	53.19
Bike Boulevard	38	35.56
Bike Share	2	--
Bike/Scooter Corral	1	--
Bikeable Shoulders	3	4.26
Buffered Bicycle Lane	44	29.45
Contraflow Lanes	2	1.73
Other	96	113.87
Pedestrian Intersection Improvement	9	4.32
Pedestrian/Bicycle Bridge or Tunnel	8	3.10
Protected Bicycle Lane	210	137.79
Shared Use Path	810	1707.00
Sidewalk <sup>75</sup>	18	10.86
Standard Bicycle Lane	274	363.23
Streetscape/Pedestrian Improvements	17	44.93
Traffic Calming	1	1.83
<b>Total</b>	<b>1650</b>	<b>2510.15</b>

**Table 8: Planned Bicycle and Pedestrian Facilities**

<sup>75</sup> Numerous small projects, especially sidewalk projects, or projects not receiving federal funding, do not appear in this plan. Total actual mileage constructed in the region is presumed to be much greater.

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The Bicycle and Pedestrian Plan for the National Capital Region includes 1650 bicycle and pedestrian facility improvement projects from across the region. If every project in the plan is implemented, in 2045 the region will have added approximately 138 miles of protected bicycle lanes, 30 miles of buffered bicycle lanes, 274 miles of standard bicycle lanes, and over 1700 miles of shared-use paths. The overall network length will increase by approximately 2500 miles.

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**If every project in the plan is built, the regional bike/ped network will increase by 2500 miles**

The 2015 Bicycle and Pedestrian Plan included 593 miles of existing major shared-use paths, and 136 miles of existing on-street bike lanes. Bike lane construction under Complete Streets policies has accelerated since then, bringing the Washington region to over 300 miles of on-street bike lanes, and over 800 miles of major shared-used paths. If every project in this plan is built, the total network length in the year 2045 will be over 3600 miles. This estimate does not include numerous neighborhood bike paths, sidewalks, hiking paths, roadway shoulders, and signed bicycle routes.

**BUFFER ANALYSIS OF THE PLANNED LOW STRESS NETWORK**

Facility Type	Total Number of Miles
Bike Boulevard	35.56
Protected Bicycle Lane	137.79
Shared Use Path	1,797.00
<b>Total</b>	<b>1,880.35</b>

**Table 9: Planned Low Stress Facilities**

in 2020, 75% of the population and 86% would be within a half-mile of it. The proportions of population and jobs within ½ mile of this network in 2045 would be essentially the same, at 76% of population and 87% of jobs.

Shared used paths, protected bike lanes, and bicycle boulevards are low-stress, high quality facilities, suitable for all ages and abilities, and therefore potentially eligible to be part of the National Capital Trail Network.

There are 1880 miles of such facilities planned. If this network existed

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**76% of the population and 86% of the jobs will be within a half mile of a low stress bike/ped facility**

**THE LOW-STRESS NETWORK VS. THE NATIONAL CAPITAL TRAIL NETWORK (NCTN)**

The low-stress network includes all the planned facilities in the Bicycle and Pedestrian Plan that are of a type judged to be “low stress” – shared use paths, protected bike lanes, and bicycle boulevards. Existing facilities are generally not part of the plan.

The National Capital Trail Network includes 779 miles of planned low-stress facilities, while the larger low-stress network identifies 1880 miles of such facilities. The National Capital Trail Network also includes 644 miles of existing low-stress facilities.

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The National Capital Trail Network is one of the initiatives of the region’s transportation plan, Visualize 2045. A project that is part of the National Capital Trail Network is prioritized for funding.

	Low-Stress Network (Bicycle and Pedestrian Plan)	National Capital Trail Network
Miles (Planned)	1,880	779
Miles (Existing)	N/A	644
% Population within ½ Mile	75%	71%
% Jobs within ½ Mile	86%	76%
Miles (Total)	1,880	1423

**Table 10: Planned Low-Stress Network vs. National Capital Trail Network**

**EQUITY EMPHASIS AREAS, ACTIVITY CENTERS, AND TRANSIT ACCESS  
 FOCUS AREAS**

Equity Emphasis Areas are the 351 of the region’s 1,222 total Census tracts identified by the TPB as having high concentrations of low-income individuals and communities of color. In this plan, 283 of the Equity Emphasis Areas in the region will have a low stress bicycle or pedestrian facility built within their boundaries, as will 132 of the 141 Activity Centers, and 42 of the 49 Transit Access Focus Areas. Transit Access Focus Areas around high capacity transit stations have been identified as having the greatest need for improvements to make it easier for people to walk and bike to transit.

Jurisdiction	Number of EEAs Served
City of Alexandria	5
Arlington County	12
Charles County	4
District of Columbia	85
Fairfax County	35
Frederick County	9
Loudoun County	3
City of Manassas	1
City of Manassas Park	1
Montgomery County	45
Prince George's County	68
Prince William County	15
<b>Total</b>	<b>283</b>

**Table 11: Number of Equity Emphasis Areas Served**

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**80% of Equity  
 Emphasis Areas will  
 be served by a planned  
 Low Stress Facility**

Jurisdiction	Activity Centers Served
City of Alexandria	4
Arlington County	10
Charles County	2
District of Columbia	24
Fairfax County	28
Frederick County	7
Loudoun County	7
Montgomery County	22
Prince George's County	19
Prince William County <sup>76</sup>	9
<b>Total</b>	<b>132</b>

**Table 12: Number of Activity Centers Served**

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**94% of Activity Centers will be served by a Low Stress Facility**

Jurisdiction	Number of TAFE Walksheds Served
Arlington County	3
City of Alexandria	2
City of College Park	1
City of Falls Church	1
City of Frederick	1
City of Gaithersburg	1
City of Greenbelt	1
City of Rockville	1
City of Takoma Park	1
District of Columbia	7
Fairfax County	8
Frederick County	1
Montgomery County	8
Prince George's County	7
Prince William County <sup>77</sup>	1
<b>Total</b>	<b>44</b>

**Table 13: Transit Access Focus Areas Served**

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**86% of Transit Access Focus Areas, will be served by a Low Stress Facility**

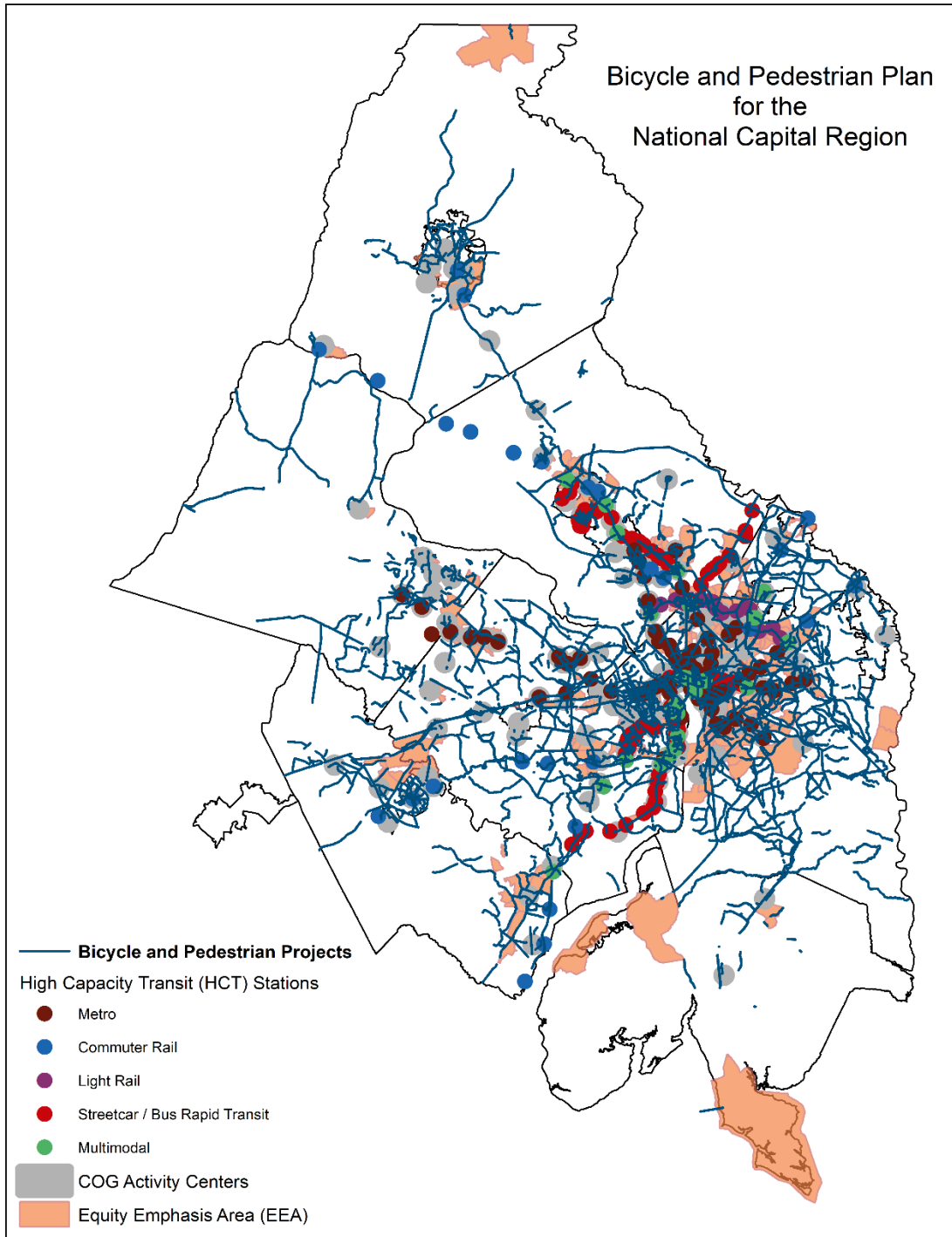
<sup>76</sup> Includes City of Manassas Activity Center

<sup>77</sup> Includes Broad Run TAFE in City of Manassas

### **Project Infotrak Database and the Interactive Map and Dashboard**

During the preparation of this plan, TPB member jurisdictions provided project information and associated GIS layers for the new plan database, enabling mapping for most individual projects. The GIS map in turn helps us analyze the degree to which the network will serve the TPB's priorities.

## THE 2045 NETWORK MAP



**Figure 50 Planned Bicycle and Pedestrian Network**

A static map of the 2045 Network is shown above. An interactive map of the planned projects can be found at [URL to be provided].

## COST PROJECTIONS

Given the difficulties of getting actual cost estimates for each project, we have imputed a range of regional costs for the plan based on an typical cost per mile or per project.

**Completing all the planned projects would cost \$5 billion.**

Costs for bicycle and pedestrian projects vary significantly. Costs for pavement restriping can be very low, especially if carried out in conjunction with scheduled resurfacing. On the other hand, complex urban projects can be quite expensive.<sup>78</sup>

Within the urban core and inner suburbs, the top 20 most expensive projects account for 50% of the cost estimate for completing 408 miles of trail. Completing those 408 miles, according to the combined estimates by the jurisdiction staff, will take \$1.2 billion. Long-distance trails and complex urban projects comprise the top 20 most expensive projects within the network and are not representative of average trail project costs.

The total cost of bicycle and pedestrian improvements listed in the regional plan, based on facility types and mileage, is expected to be on the order of \$5 billion (2020 dollars).

Imputed Costs for Selected Bicycle Facilities (in thousands of dollars)				
Facility Type	Imputed Cost Range per Mile or per Project	Average	Miles or Number of Projects	Imputed Cost
Shared Use Path <sup>79</sup>	\$400 - \$3,000	1700	1707 miles	\$680,000 - \$5,100,000
Bicycle Lane	\$5 - \$50	27	395 miles	\$2,000 - \$40,000
Protected Bicycle Lane	\$130-\$540	140	138	\$18,000-\$74,500
Pedestrian/Bicycle Bridge/Tunnel	\$2,000 - \$10,000	600	8 projects	\$16,000 - \$80,000
Pedestrian Intersection Improvement	\$500 - \$1000	750	9 projects	\$4,500 - \$9,000
Streetscape	\$2,000 - \$5,000	2,500	17 projects	\$34,000 - \$85,000
<b>Total</b>				<b>\$600,000 - \$6,060,000</b>

**Table 14: Imputed Costs**

<sup>78</sup> The Capital Trails Coalition has studied local construction costs within the Washington region, meeting with the staff at the different jurisdictions within the urban core to gather actual costs from recently completed trail projects, as well as locally known project cost estimates.

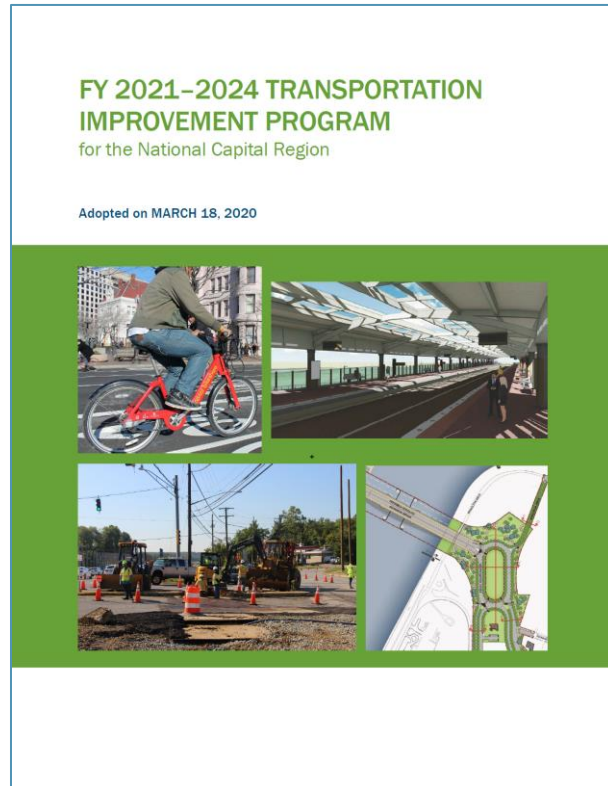
<sup>79</sup> <https://www.capitaltrailscoalition.org/network-cost-estimate/>

**COST OF BIKE/PED PROJECTS IN THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM**

To put the \$5 billion estimate in context, the TPB’s four-year, FY 2021–2024 TIP contains over 300 project records and more than \$15 billion in funding across the region. Of the 420 TIP projects, 49 are identified as being “primarily a bicycle and/or pedestrian project. These projects add up to \$751 million, or **4.7% of the funding in the four year TIP**. If the region maintains that level of spending through 2045, it will spend roughly **\$4.7 billion on pedestrian and bicycle infrastructure**.

The COG/TPB’s goal to increase the rate of construction of bicycle and pedestrian facilities in the region is being met. Funding for bicycle and pedestrian projects in the TIP has increased sharply during the last decade. For example, the six-year Fiscal Year 2013-2018 TIP included \$313 million for bicycle and pedestrian projects, less than half of the level in the current TIP.

The TIP does not provide a complete picture of the region’s planned investments in bicycle and pedestrian infrastructure. Every submitting agency reported that their jurisdiction had a Complete Streets policy, which implies pedestrian and bicycle accommodations in larger road or transit projects. The cost of those accommodations is not always calculated or reported. Privately funded infrastructure is not included in the TIP.





**EXPLANATION OF PROJECT LISTINGS**

Appendix A lists the plan projects, organized alphabetically by lead agency.

The Project Infotrak database contains more extensive information. Agency staff may submit or edit project information via a web portal.

This project list is intended to be a list of significant planned bicycle and pedestrian projects in the Washington region. Agencies were encouraged to submit projects for inclusion if they were one mile or more in length or cost more than \$400,000. Small sidewalk projects are not included unless they were part of a larger pedestrian or bicycle project.

## APPENDIX A: 2045 NETWORK PROJECTS BY LEAD AGENCY

PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
10th Street North Bicycle Facility	Other	Arlington	Arlington Co. DES	8576	0.65
110 Trail/cemetery Wall Trail	Shared Use Path	Arlington	Arlington Co. DES	7278	1.17
11th Street North Bicycle Boulevard	Bike Boulevards	Arlington	Arlington Co. DES	8580	0.65
15th and 16th Streets N. Bicycle Boulevard	Bike Boulevard	Arlington	Arlington Co. DES	8567	1.51
16th Street South Bicycle Boulevard	Bike Boulevards	Arlington	Arlington Co. DES	8592	0.85
18th Street South Bicycle Facility	Other	Arlington	Arlington Co. DES	8545	0.21
19th Street North Bicycle Lanes	Standard Bicycle Lane	Arlington	Arlington Co. DES	8564	0.15
20th Street South Bicycle Boulevard	Bike Boulevards	Arlington	Arlington Co. DES	8587	0.90
22nd St North Bicycle Boulevard	Bike Boulevards	Arlington	Arlington Co. DES	8534	1.69
22nd Street South Bicycle Boulevard	Bike Boulevards	Arlington	Arlington Co. DES	8593	0.52
26th Street Bicycle Boulevard	Bike Boulevards	Arlington	Arlington Co. DES	8535	2.21
8th Road N./Bluemont Park Connector	Shared Use Path	Arlington	Arlington Co. DES	8491	0.11
Airport Viaduct Connector	Standard Bike Lane	Arlington	Arlington Co. DES	8507	0.62
Alcova Heights/South Glebe Road Improvements	Streetscape/Pedestrian Improvements	Arlington	Arlington Co. DES	8514	0.93
Arlington Boulevard Trail	Shared Use Path	Arlington	Arlington Co. DES	7324	4.59

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Arlington National Cemetery Wall Trail	Shared Use Path	Arlington	Arlington Co. DES	8509	0.40
Army Navy Country Club Emergency Access Road	Other	Arlington	Arlington Co. DES	8498	0.21
Army Navy Drive Protected Bike Lane	Shared Use Path	Arlington	Arlington Co. DES	7287	0.69
Ashton Heights-Lyon Park Bicycle Boulevard	Bike Boulevard	Arlington	Arlington Co. DES	8575	1.18
Bluemont Junction Trail Upgrades	Shared Use Path	Arlington	Arlington Co. DES	8518	1.29
Bluemont Park to Upton Hill Park Trail	Shared Use Path	Arlington	Arlington Co. DES	8519	0.39
Chain Bridge Access Improvements	Shared Use Path	Arlington	Arlington Co. DES	8524	0.39
Chain Bridge Connection Enhancements	Pedestrian Intersection Improvement	Arlington	Arlington Co. DES	8560	0.39
Chain Bridge Road /Pimmit Run Trail	Shared Use Path	Arlington	Arlington Co. DES	8520	0.18
Clarendon Metro Station Access	Other	Arlington	Arlington Co. DES	8550	0.68
Columbia Pike Bicycle Boulevards Expansion	Bike Boulevards	Arlington	Arlington Co. DES	8505	2.82
Columbia Pike Sidewalk Project	Shared Use Path	Arlington	Arlington Co. DES	7315	0.81
Courthouse Road Bicycle Facility	Other	Arlington	Arlington Co. DES	8549	0.18
Crystal Drive Two-Way Conversion Bicycle Lanes	Standard Bike Lane	Arlington	Arlington Co. DES	8486	0.15
Crystal Drive/Potomac Avenue Enhanced Bicycle Facilities	Other	Arlington	Arlington Co. DES	8544	1.36
Culpepper to 20th Street North Connector	Shared Use Path	Arlington	Arlington Co. DES	8522	0.10
Custis (I-66) Trail Renovation	Shared Use Path	Arlington	Arlington Co. DES	8493	5.19

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Donaldson Run Trail Renovation	Shared Use Path	Arlington	Arlington Co. DES	8521	0.96
Fairfax Drive Bicycle Boulevard	Bike Boulevard	Arlington	Arlington Co. DES	8566	0.25
Fairfax Drive Bicycle Facility	Other	Arlington	Arlington Co. DES	8565	0.36
Fairfax Drive Enhanced Bicycle Facility	Other	Arlington	Arlington Co. DES	8553	1.09
Fifth Road South Bicycle Facility	Other	Arlington	Arlington Co. DES	8588	0.15
Fort Myer Drive - North Detour	Other	Arlington	Arlington Co. DES	7333	0.43
Fort Myer Drive Protected Bike Lanes	Protected Bicycle Lane	Arlington	Arlington Co. DES	8556	0.42
Fort Scott Drive Bicycle Boulevard	Bike Boulevard	Arlington	Arlington Co. DES	8591	0.96
Four Mile Run - Potomac Yards Connector	Shared Use Path	Arlington	Arlington Co. DES	7336	0.05
Four Mile Run & W&OD Trail Improvements in Benjamin Banneker Park	Shared Use Path	Arlington	Arlington Co. DES	8484	0.30
Four Mile Run Bridge	Pedestrian/Bicycle Bridge or Tunnel	Arlington	Arlington Co. DES	8508	0.19
Four Mile Run Trail Enhancements	Shared Use Path	Arlington	Arlington Co. DES	8494	2.00
Freedom Park Enhancements	Shared Use Path	Arlington	Arlington Co. DES	8512	0.32
Glencarlyn/Hospital Trail	Shared Use Path	Arlington	Arlington Co. DES	8515	0.32
Henderson Rd/S Abingdon/3rd Street/ S Wakefield Bicycle Boulevard	Bike Boulevard	Arlington	Arlington Co. DES	8590	1.41
I-66 Overpass	Pedestrian/Bicycle Bridge or Tunnel	Arlington	Arlington Co. DES	8511	0.16

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Irving Street Bicycle Boulevard	Bike Boulevard	Arlington	Arlington Co. DES	8589	1.22
Iwo Jima Memorial Connection to Theodore Roosevelt Bridge	Shared Use Path	Arlington	Arlington Co. DES	8504	0.28
John Marshal Drive/Ohio Street Bicycle Boulevard	Bike Boulevard	Arlington	Arlington Co. DES	8582	1.98
Key Boulevard Trail Renovation	Shared Use Path	Arlington	Arlington Co. DES	8513	0.40
Key Boulevard/13th Street Bicycle Boulevard	Bike Boulevard	Arlington	Arlington Co. DES	8574	1.68
Kirkwood Road Bicycle Lanes	Standard Bike Lane	Arlington	Arlington Co. DES	8578	0.09
Lee Highway (eastbound) Bicycle Lane	Standard Bike Lane	Arlington	Arlington Co. DES	8557	0.89
Lee Highway Bicycle Facility	Other	Arlington	Arlington Co. DES	8532	1.24
Lee Highway Bicycle Facility	Other	Arlington	Arlington Co. DES	8533	1.09
Lee Highway Bicycle Lanes	Other	Arlington	Arlington Co. DES	8558	0.48
Long Bridge Extension	Shared Use Path	Arlington	Arlington Co. DES	7428	0.48
Long Bridge Section	Shared Use Path	Arlington	Arlington Co. DES	7356	0.71
Manchester Street Bicycle Facility	Other	Arlington	Arlington Co. DES	8597	0.21
Manchester Street/Bluemont Connection	Shared Use Path	Arlington	Arlington Co. DES	8517	0.07
McKinley Road Buffered Bicycle Lanes	Buffered Bicycle Lane	Arlington	Arlington Co. DES	8490	0.61
Memorial Bridge Detour	Other	Arlington	Arlington Co. DES	7449	0.85
Memorial Bridge Detour	Other	Arlington	Arlington Co. DES	7450	0.11
Mount Vernon Pentagon Connector	Shared Use Path	Arlington	Arlington Co. DES	7429	0.19

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Mount Vernon Trail Extension	Shared Use Path	Arlington	Arlington Co. DES	8523	9.73
N. Abingdon/ N. Cameron/Columbus Streets Bicycle Facility	Other	Arlington	Arlington Co. DES	8536	1.46
N. Carlin Springs Rd Bicycle Facility	Other	Arlington	Arlington Co. DES	8583	1.29
N. Carlin Springs Road Trail	Shared Use Path	Arlington	Arlington Co. DES	8516	0.34
N. Edison/4th Street Bicycle Boulevard	Bike Boulevard	Arlington	Arlington Co. DES	8537	0.46
N. Fillmore Street Bicycle Boulevard	Bike Boulevard	Arlington	Arlington Co. DES	8548	0.13
N. George Mason Dr Bicycle Facility	Other	Arlington	Arlington Co. DES	8526	1.48
N. Glebe Road Bicycle Facility	Other	Arlington	Arlington Co. DES	8528	1.44
N. Glebe Road Bicycle Facility	Other	Arlington	Arlington Co. DES	8531	2.92
N. Harrison Street Bicycle Boulevard	Bike Boulevard	Arlington	Arlington Co. DES	8538	3.06
N. Jackson Street Bicycle Boulevard	Bike Boulevard	Arlington	Arlington Co. DES	8577	0.96
N. Lynn Street Protected Bicycle Lanes	Protected Bicycle Lane	Arlington	Arlington Co. DES	8562	0.26
N. Meade Street Bicycle Facility	Other	Arlington	Arlington Co. DES	8555	0.21
N. Nash Street Protected Bicycle Lanes	Protected Bicycle Lane	Arlington	Arlington Co. DES	8563	0.15
N. Quincy Street/Military Road Bicycle Facility	Other	Arlington	Arlington Co. DES	8541	0.51
N. Stafford Street Bicycle Boulevard	Bike Boulevard	Arlington	Arlington Co. DES	8581	1.02
N. Sycamore Street/N. Roosevelt Street Bicycle Facility	Other	Arlington	Arlington Co. DES	8561	1.50

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
North Ballston Custis Connection	Other	Arlington	Arlington Co. DES	8530	0.11
Old Dominion Drive	Pedestrian Intersection Improvement	Arlington	Arlington Co. DES	8559	0.15
Park Drive Bicycle Boulevard	Bike Boulevard	Arlington	Arlington Co. DES	8540	0.96
Penrose- Courthouse Bicycle Boulevard	Bike Boulevard	Arlington	Arlington Co. DES	8547	0.61
Potomac Yard Four Mile Run Trail Connector	Shared Use Path	Arlington	Arlington Co. DES	8485	0.26
Quaker Lane Bicycle Facility	Other	Arlington	Arlington Co. DES	8569	0.67
Rock Spring Road Bicycle Boulevard	Bike Boulevard	Arlington	Arlington Co. DES	8568	0.40
Rock Spring Road/35th Street Bicycle Boulevard	Bike Boulevard	Arlington	Arlington Co. DES	8598	1.23
Rosslyn Circle Underpass	Pedestrian/Bicycl e Bridge or Tunnel	Arlington	Arlington Co. DES	8506	0.07
Route 110 South Trail	Shared Use Path	Arlington	Arlington Co. DES	8510	1.14
Route 110 Trail Upgrades	Shared Use Path	Arlington	Arlington Co. DES	8500	0.71
S. Carlin Springs Road Bicycle Facility	Other	Arlington	Arlington Co. DES	8570	0.35
S. Courthouse Road Bicycle Facility	Other	Arlington	Arlington Co. DES	8595	0.59
S. Fern Street Bicycle Facility	Other	Arlington	Arlington Co. DES	8584	0.55
S. George Mason Drive Bicycle Facility	Other	Arlington	Arlington Co. DES	8525	2.21
S. Glebe Road Enhanced Bicycle Facility	Other	Arlington	Arlington Co. DES	8527	2.28
S. Joyce - June Street Bicycle Boulevard	Bike Boulevard	Arlington	Arlington Co. DES	8585	0.78

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
S. Joyce Street/15th Street S. Enhanced Bicycle Facility	Other	Arlington	Arlington Co. DES	8546	0.52
S. Lynn St/Arlington Ridge Road Bicycle Facility	Other	Arlington	Arlington Co. DES	8586	1.54
S. Monroe Street Bicycle Boulevard	Bike Boulevard	Arlington	Arlington Co. DES	8594	1.18
Shirlington Road Bridge	Pedestrian/Bicycle Bridge or Tunnel	Arlington	Arlington Co. DES	8489	0.07
Shirlington Road/S. Kenmore St Bicycle Facility	Other	Arlington	Arlington Co. DES	8539	0.86
South 2nd Street Bicycle Facility	Other	Arlington	Arlington Co. DES	8596	1.05
South Clark Cycle Track	Protected Bicycle Lane	Arlington	Arlington Co. DES	7279	0.40
Tr Bridge to N Meade St	Shared Use Path	Arlington	Arlington Co. DES	7413	0.20
Virginia Square - Cherrydale Bicycle Boulevard	Bike Boulevard	Arlington	Arlington Co. DES	8579	1.02
W&OD/FMR Trail Crossing of Shirlington Road	Pedestrian Intersection Improvement	Arlington	Arlington Co. DES	8495	0.07
Walter Reed Drive Bicycle Facility	Other	Arlington	Arlington Co. DES	8542	1.52
Walter Reed Drive/Fillmore Street Bicycle Facility	Other	Arlington	Arlington Co. DES	8543	0.33
Washington Boulevard Bicycle Facility	Other	Arlington	Arlington Co. DES	8571	1.05
Washington Boulevard Bicycle Facility	Other	Arlington	Arlington Co. DES	8572	1.10
Washington Boulevard Bicycle Facility	Other	Arlington	Arlington Co. DES	8573	2.37
Washington Boulevard Bridge	Other	Arlington	Arlington Co. DES	7451	0.20



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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Washington Boulevard Bridge	Other	Arlington	Arlington Co. DES	7452	0.08
Washington Boulevard Sidewalk Upgrade	Shared Use Path	Arlington	Arlington Co. DES	8499	1.18
West Ballston Connection	Shared Use Path	Arlington	Arlington Co. DES	8497	0.27
West Ballston On-Street Bicycle Facility	Bike Boulevard	Arlington	Arlington Co. DES	8529	1.01
Wilson Boulevard Bicycle Facility	Other	Arlington	Arlington Co. DES	8554	1.86
Wilson Boulevard Protected Bicycle Lanes	Protected Bicycle Lane	Arlington	Arlington Co. DES	8552	0.29
Wilson Boulevard/Clarendon Boulevard Enhanced Bicycle Facilities	Other	Arlington	Arlington Co. DES	8551	2.90
Billingsley Road East Shared Use Path	Shared Use Path	Charles	Charles County	8867	1.37
Billingsley Road Shared Use Path	Shared Use Path	Charles	Charles County	8852	4.59
Hamilton Road Sidewalk	Streetscape/Pedestrian Improvements	Charles	Charles County	8849	1.20
Middletown Road at Billingsley Road Intersection Treatments	Pedestrian Intersection Improvement	Charles	Charles County	8871	0.01
Middletown Road Shared Use Path	Shared Use Path	Charles	Charles County	8858	0.86
Old Washington Road Reconstruction	Streetscape/Pedestrian Improvements	Charles	Charles County	8847	1.06
Radio Station Road Shared Use Path	Shared Use Path	Charles	Charles County	8857	1.64
Rose Hill Road Shared Use Path Construction	Shared Use Path	Charles	Charles County	8869	2.68

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				ID	Miles
Smallwood Drive Shared Use Path	Shared Use Path	Charles	Charles County	8855	0.68
Smallwood Drive West Shared Use Paths	Shared Use Path	Charles	Charles County	8870	5.44
Southern Md Rapid Transit Study	Other	Charles	Charles County	7571	6.20
St. Charles Parkway Shared Use Path	Shared Use Path	Charles	Charles County	8854	2.76
St. Patrick's Drive Shared Use Path	Shared Use Path	Charles	Charles County	8851	0.36
St. Patrick's Drive Shared Use Path Connection	Shared Use Path	Charles	Charles County	8853	0.45
St. Paul's Drive Shared Use Path	Shared Use Path	Charles	Charles County	8850	0.50
US 301 Smallwood Drive Crosswalks	Pedestrian Intersection Improvement	Charles	Charles County	8856	0.05
Washington Avenue Sidewalk	Streetscape/Pedestrian Improvements	Charles	Charles County	8866	0.87
Western Parkway Phase III	Shared Use Path	Charles	Charles County	8848	0.81
BASHFORD LN	Bicycle Route Marking	City of Alexandria	City of Alexandria	8946	0.37
BERNARD ST	Bicycle Route Marking	City of Alexandria	City of Alexandria	8942	0.13
CALLAHAN DR	Bicycle Route Marking	City of Alexandria	City of Alexandria	8927	0.20
CAMBRIDGE RD	Bicycle Route Marking	City of Alexandria	City of Alexandria	8935	0.48
CAMERON MILLS RD	Bicycle Route Marking	City of Alexandria	City of Alexandria	8937	1.35
Cameron Station	Sidewalk	City of Alexandria	City of Alexandria	7049	0.04
CAMERON STATION BLVD	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8894	0.06
CARPENTER RD	Bicycle Route Marking	City of Alexandria	City of Alexandria	8930	0.07

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
DEWITT AVE	Bicycle Route Marking	City of Alexandria	City of Alexandria	8956	0.23
DUKE ST	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8884	4.07
E ABINGDON DR	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8913	0.14
E CUSTIS AVE	Bicycle Route Marking	City of Alexandria	City of Alexandria	8926	0.48
E GLENDALE AVE	Bicycle Route Marking	City of Alexandria	City of Alexandria	8951	0.27
E HOWELL AVE	Bicycle Route Marking	City of Alexandria	City of Alexandria	8962	0.56
E LURAY AVE	Bicycle Route Marking	City of Alexandria	City of Alexandria	8953	0.27
E MOUNT IDA AVE	Bicycle Route Marking	City of Alexandria	City of Alexandria	8933	0.47
E UHLER AVE	Bicycle Route Marking	City of Alexandria	City of Alexandria	8924	0.12
EDISON ST	Bicycle Route Marking	City of Alexandria	City of Alexandria	8959	0.23
EDSALL RD	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8896	0.81
EISENHOWER AVE	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8917	0.16
Eisenhower Ave	Sidewalk	City of Alexandria	City of Alexandria	8451	0.20
FARRINGTON AVE	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8915	0.23
Fort Williams Pkwy	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8892	0.76
FRANCIS HAMMOND PKWY	Bicycle Route Marking	City of Alexandria	City of Alexandria	8947	0.08
HOLMES RUN PKWY	Bicycle Route Marking	City of Alexandria	City of Alexandria	8934	0.61
KENMORE AVE	Bicycle Route Marking	City of Alexandria	City of Alexandria	8931	0.28
KEY DR	Bicycle Route Marking	City of Alexandria	City of Alexandria	8945	0.52
KING ST	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8900	1.43

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
King St from S 28th to N Quaker	Sidewalk	City of Alexandria	City of Alexandria	7123	1.64
LESLIE AVE	Bicycle Route Marking	City of Alexandria	City of Alexandria	8955	0.20
MADISON ST	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8902	0.60
MARK CENTER DR	Bicycle Route Marking	City of Alexandria	City of Alexandria	8943	0.36
MASSEY LN	Other	City of Alexandria	City of Alexandria	8920	0.06
METRO RD	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8914	0.29
MOUNT VERNON AVE	Bicycle Route Marking	City of Alexandria	City of Alexandria	8925	0.47
N BEAUREGARD ST	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8899	1.52
N Fayette	Sidewalk	City of Alexandria	City of Alexandria	7167	0.04
N FAYETTE ST	Bicycle Route Marking	City of Alexandria	City of Alexandria	8960	0.29
N GORDON ST	Bicycle Route Marking	City of Alexandria	City of Alexandria	8941	0.19
N Jordan St	Sidewalk	City of Alexandria	City of Alexandria	7169	0.47
N JORDAN ST	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8891	1.15
N LATHAM ST	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8879	0.12
N PITT ST	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8905	0.20
N QUAKER LN	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8897	1.17
N RIPLEY ST	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8882	0.32
N ROSSER ST	Bicycle Route Marking	City of Alexandria	City of Alexandria	8921	0.47
N STEVENS ST	Bicycle Route Marking	City of Alexandria	City of Alexandria	8950	0.20

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
N Van Dorn from Kenmore past Fort Ward Park	Sidewalk	City of Alexandria	City of Alexandria	7175	0.66
N VAN DORN ST	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8919	2.47
NETHERTON DR	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8901	0.36
ORONOCO ST	Bicycle Route Marking	City of Alexandria	City of Alexandria	8944	0.17
POLK AVE	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8878	0.45
POTOMAC GREENS DR	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8872	0.36
RAYBURN AVE	Bicycle Route Marking	City of Alexandria	City of Alexandria	8954	0.39
READING AVE	Bicycle Route Marking	City of Alexandria	City of Alexandria	8958	0.21
REINEKERS LN	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8881	0.04
RUSSELL RD	Bicycle Route Marking	City of Alexandria	City of Alexandria	8929	2.49
Russell Rd from Cedar to King St	Sidewalk	City of Alexandria	City of Alexandria	7223	0.07
Russell Rd from W Bellefonte to W Mason, W Monroe from Russell to Hancock	Sidewalk	City of Alexandria	City of Alexandria	7224	0.15
S 30TH ST	Bicycle Route Marking	City of Alexandria	City of Alexandria	8961	0.06
S EARLY ST	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8912	0.24
S GORDON ST	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8889	0.27
S PAYNE ST	Bicycle Route Marking	City of Alexandria	City of Alexandria	8948	0.19
S Payne St, Jefferson St	Sidewalk	City of Alexandria	City of Alexandria	7226	0.03
S PICKETT ST	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8906	0.59

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				ID	Miles
S REYNOLDS ST	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8911	0.47
S WEST ST	Bicycle Route Marking	City of Alexandria	City of Alexandria	8952	0.16
SANGER AVE	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8904	0.58
Seminary Rd	Sidewalk	City of Alexandria	City of Alexandria	7231	0.27
SEMINARY RD	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8875	1.55
SLATERS LN RAMP TO N HENRY ST SB	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8909	0.32
STEVENSON AVE	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8883	0.33
STEWART AVE	Bicycle Route Marking	City of Alexandria	City of Alexandria	8939	0.25
STOVALL ST	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8893	0.10
SWANN AVE	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8877	0.30
UPLAND PL	Standard Bicycle Lane	City of Alexandria	City of Alexandria	8890	0.37
W ABINGDON DR	Bicycle Route Marking	City of Alexandria	City of Alexandria	8964	0.32
W Braddock	Sidewalk	City of Alexandria	City of Alexandria	7263	0.31
W GLEBE RD	Bicycle Route Marking	City of Alexandria	City of Alexandria	8963	0.21
W REED AVE	Bicycle Route Marking	City of Alexandria	City of Alexandria	8949	0.62
WOODBINE ST	Bicycle Route Marking	City of Alexandria	City of Alexandria	8965	0.19
Country Club Commons Connector Trail	Shared Use Path	Fairfax	City of Fairfax	7747	0.14
George Snyder Trail	Shared Use Path	Fairfax	City of Fairfax	7745	1.37
Jermantown Road Corridor Improvements	Shared Use Path	Fairfax	City of Fairfax	7748	0.74

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				ID	Miles
Old Lee Highway Multimodal Improvements	Shared Use Path	Fairfax	City of Fairfax	7744	1.45
Pickett Trail Connector	Shared Use Path	Fairfax	City of Fairfax	7746	0.25
7th St	Shared Use Path	Frederick	City of Frederick	7720	0.55
Baughmans Ln	Shared Use Path	Frederick	City of Frederick	7737	0.42
Butterfly Ln	Shared Use Path	Frederick	City of Frederick	7740	0.95
Carroll Creek	Shared Use Path	Frederick	City of Frederick	7558	1.06
Carroll Creek	Shared Use Path	Frederick	City of Frederick	7560	0.22
Carroll Creek	Shared Use Path	Frederick	City of Frederick	7561	0.43
Carroll Creek	Shared Use Path	Frederick	City of Frederick	7563	0.38
Carroll Creek	Shared Use Path	Frederick	City of Frederick	7564	1.25
Carroll Creek	Shared Use Path	Frederick	City of Frederick	7565	2.10
E Church St	Shared Use Path	Frederick	City of Frederick	7722	0.63
E Patrick St	Shared Use Path	Frederick	City of Frederick	7730	1.26
East St	Other	Frederick	City of Frederick	7566	2.21
East St	Other	Frederick	City of Frederick	7568	0.51
East St	Bike Route Marking	Frederick	City of Frederick	7718	0.32
Gas House Pike	Shared Use Path	Frederick	City of Frederick	7721	2.02
H&F Trolley Trail	Shared Use Path	Frederick	City of Frederick	7591	1.06
Key Pkwy	Shared Use Path	Frederick	City of Frederick	7738	1.62
Lee Pl	Shared Use Path	Frederick	City of Frederick	7735	0.58
Madison St	Shared Use Path	Frederick	City of Frederick	7729	0.33
Main St - Md144	Shared Use Path	Frederick	City of Frederick	7731	0.49

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				ID	Miles
McCain Dr	Shared Use Path	Frederick	City of Frederick	7739	1.03
Mill Pond Rd	Shared Use Path	Frederick	City of Frederick	7724	0.14
Mill Pond Rd	Shared Use Path	Frederick	City of Frederick	7743	0.32
Monocacy Blvd	Other	Frederick	City of Frederick	7554	2.52
Monocacy Blvd	Other	Frederick	City of Frederick	7555	0.68
Monocacy Blvd	Other	Frederick	City of Frederick	7559	0.63
Monocacy Blvd	Other	Frederick	City of Frederick	7562	0.29
Monocacy Blvd	Other	Frederick	City of Frederick	7577	0.65
Monocacy Blvd	Other	Frederick	City of Frederick	7578	0.52
Monocacy Blvd	Bike Route Marking	Frederick	City of Frederick	7719	0.69
Monocacy River	Shared Use Path	Frederick	City of Frederick	7557	3.19
N Market St	Shared Use Path	Frederick	City of Frederick	7726	2.73
Opposumton Pike	Shared Use Path	Frederick	City of Frederick	7732	2.71
Rosemont Ave	Shared Use Path	Frederick	City of Frederick	7742	1.45
Routzahn Way	Shared Use Path	Frederick	City of Frederick	7725	0.11
S Market St	Shared Use Path	Frederick	City of Frederick	7727	0.84
Shookstown Rd	Shared Use Path	Frederick	City of Frederick	7736	0.34
Stadium Dr	Shared Use Path	Frederick	City of Frederick	7728	0.56
Taney Ave	Shared Use Path	Frederick	City of Frederick	7734	0.86
Tbd	Shared Use Path	Frederick	City of Frederick	7567	1.80
Thomas Johnson Dr	Shared Use Path	Frederick	City of Frederick	7733	1.92
Tuscarora Creek	Shared Use Path	Frederick	City of Frederick	7556	0.65



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				ID	Miles
Tuscarora Creek	Shared Use Path	Frederick	City of Frederick	7569	1.55
Tuscarora Creek	Shared Use Path	Frederick	City of Frederick	7570	0.16
Tuscarora Creek Trail	Shared Use Path	Frederick	City of Frederick	7572	0.17
Tuscarora Creek Trail	Shared Use Path	Frederick	City of Frederick	7573	1.55
Tuscarora Creek Trail	Shared Use Path	Frederick	City of Frederick	7576	0.16
Tuscarora Creek Trail	Shared Use Path	Frederick	City of Frederick	7580	0.12
Tuscarora Creek Trail	Shared Use Path	Frederick	City of Frederick	7581	0.45
Tuscarora Creek Trail	Shared Use Path	Frederick	City of Frederick	7582	0.34
Wormans Mill Rd	Shared Use Path	Frederick	City of Frederick	7723	0.70
Yellow Springs Rd	Shared Use Path	Frederick	City of Frederick	7741	1.36
Hungerford Dr (MD 355)	Shared Use Path	Montgomery	City of Gaithersburg	7689	0.76
Hungerford Dr (MD 355)	Protected Bicycle Lane	Montgomery	City of Gaithersburg	7694	0.77
Omega Dr	Protected Bicycle Lane	Montgomery	City of Gaithersburg	8092	0.35
Service Road A	Shared Use Path	Montgomery	City of Gaithersburg	7684	0.26
W Diamond Ave (MD 117)	Shared Use Path	Montgomery	City of Gaithersburg	7685	0.23
Ashton Ave	Bike Route Marking	City of Manassas	City of Manassas	7797	0.84
Battle St	Bike Route Marking	City of Manassas	City of Manassas	7795	0.10
Breeden Ave	Standard Bicycle Lane	City of Manassas	City of Manassas	7754	0.19
Center St	Standard Bicycle Lane	City of Manassas	City of Manassas	7762	0.94
Center St	Bike Route Marking	City of Manassas	City of Manassas	7799	0.77
Church St	Standard Bicycle Lane	City of Manassas	City of Manassas	7761	0.61

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				ID	Miles
Clover Hill Rd	Standard Bicycle Lane	City of Manassas	City of Manassas	7778	0.70
Dean Dr	Standard Bicycle Lane	City of Manassas	City of Manassas	7768	0.82
Dean Park Ln	Shared Use Path	City of Manassas	City of Manassas	7777	1.37
East St	Bike Route Marking	City of Manassas	City of Manassas	7771	0.05
Euclid Ave	Standard Bicycle Lane	City of Manassas	City of Manassas	7798	0.36
Fairview Ave	Shared Use Path	City of Manassas	City of Manassas	7780	0.10
Fairview Ave	Bike Route Marking	City of Manassas	City of Manassas	7781	0.57
Garland Ct And Winterwood Ct Connector	Shared Use Path	City of Manassas	City of Manassas	7800	0.16
Gateway Blvd	Shared Use Path	City of Manassas	City of Manassas	7775	0.79
Gateway Blvd and Godwin Dr Connector	Shared Use Path	City of Manassas	City of Manassas	7776	0.39
Godwin Dr	Standard Bicycle Lane	City of Manassas	City of Manassas	7796	0.34
Grant Ave	Standard Bicycle Lane	City of Manassas	City of Manassas	7749	1.00
Grant Ave	Bike Route Marking	City of Manassas	City of Manassas	7786	1.22
Hastings Dr	Standard Bicycle Lane	City of Manassas	City of Manassas	7763	0.63
Hastings Dr	Bike Route Marking	City of Manassas	City of Manassas	7779	2.32
Jackson Ave	Bike Route Marking	City of Manassas	City of Manassas	7787	0.28
Kirby St	Bike Route Marking	City of Manassas	City of Manassas	7785	0.11
Kirby St And Vicksburg Ln	Bike Route Marking	City of Manassas	City of Manassas	7784	0.17
Lake Jackson Dr	Standard Bicycle Lane	City of Manassas	City of Manassas	7757	0.48

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Liberia Ave	Standard Bicycle Lane	City of Manassas	City of Manassas	7758	2.16
Liberia Ave	Bike Route Marking	City of Manassas	City of Manassas	7788	0.28
Liberty Dr	Bike Route Marking	City of Manassas	City of Manassas	7804	0.14
Lucasville Rd	Standard Bicycle Lane	City of Manassas	City of Manassas	7769	0.13
Main St	Bike Route Marking	City of Manassas	City of Manassas	7766	0.05
Main St	Bike Route Marking	City of Manassas	City of Manassas	7789	0.74
Mathis Ave	Standard Bicycle Lane	City of Manassas	City of Manassas	7755	0.17
Merit Ct And Olden Ct Connector	Shared Use Path	City of Manassas	City of Manassas	7801	0.08
Namette Dr Ext	Shared Use Path	City of Manassas	City of Manassas	7805	0.06
Oakenshaw Dr	Standard Bicycle Lane	City of Manassas	City of Manassas	7756	0.65
Observation Dr	Bike Route Marking	City of Manassas	City of Manassas	7773	0.98
Park Ave	Bike Route Marking	City of Manassas	City of Manassas	7790	0.83
Plantation Ln	Standard Bicycle Lane	City of Manassas	City of Manassas	7759	0.61
Portner Ave	Standard Bicycle Lane	City of Manassas	City of Manassas	7752	1.37
Prince William St	Standard Bicycle Lane	City of Manassas	City of Manassas	7750	1.50
Public Works Dr	Shared Use Path	City of Manassas	City of Manassas	7793	0.13
Quarry Rd	Standard Bicycle Lane	City of Manassas	City of Manassas	7751	0.59
Redoubt Rd	Shared Use Path	City of Manassas	City of Manassas	7767	0.14
Robnel Ave	Bike Route Marking	City of Manassas	City of Manassas	7791	0.78
Rolling Rd	Standard Bicycle Lane	City of Manassas	City of Manassas	7760	0.70

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Stonewall Park	Shared Use Path	City of Manassas	City of Manassas	7764	0.46
Stonewall Rd	Standard Bicycle Lane	City of Manassas	City of Manassas	7794	1.33
Stonewall Rd Ext	Standard Bicycle Lane	City of Manassas	City of Manassas	7772	0.13
Stonewall Road	Bike Route Marking	City of Manassas	City of Manassas	7782	1.07
Sudley Rd	Standard Bicycle Lane	City of Manassas	City of Manassas	7753	0.81
Sudley Rd	Standard Bicycle Lane	City of Manassas	City of Manassas	7770	0.35
Vicksburg Ln Ext	Shared Use Path	City of Manassas	City of Manassas	7792	0.25
Wakeman Dr	Standard Bicycle Lane	City of Manassas	City of Manassas	7774	0.73
Weems Rd	Bike Route Marking	City of Manassas	City of Manassas	7783	1.27
West Ave	Bike Route Marking	City of Manassas	City of Manassas	7765	0.11
10TH ST NW	Standard Bicycle Lane	District of Columbia	DDOT	8627	0.77
11TH ST NE	Standard Bicycle Lane	District of Columbia	DDOT	8628	0.04
11TH ST NW	Standard Bicycle Lane	District of Columbia	DDOT	8630	0.27
11TH ST SE	Standard Bicycle Lane	District of Columbia	DDOT	8631	0.04
11th St. Bridge Crossing	Shared Use Path	District of Columbia	DDOT	8599	0.45
12TH ST NW	Shared Use Path	District of Columbia	DDOT	8633	0.02
12TH ST/Buchanan St., NE	Standard Bicycle Lane	District of Columbia	DDOT	8632	0.44
13TH PL NW/Fort Stevens Dr NW	Standard Bicycle Lane	District of Columbia	DDOT	8634	0.18
14TH ST NW Columbia Rd, NW to Florida Ave., NW	Other	District of Columbia	DDOT	8639	0.51

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
14TH ST NW Eastern Ave., NW to Alaska Ave., NW	Protected Bicycle Lane	District of Columbia	DDOT	8640	0.78
15TH ST NW	Shared Use Path	District of Columbia	DDOT	8644	0.08
15TH ST NW Euclid St., NW to H St., NW	Protected Bicycle Lane	District of Columbia	DDOT	8643	0.54
15th St. NW, from E St., NW to Constitution Ave., NW	Protected Bicycle Lane	District of Columbia	DDOT	7994	0.23
15th St. NW, RW Pl. SW, Ohio Dr. SW, E Basin Dr. SW	Protected Bicycle Lane	District of Columbia	DDOT	8005	1.01
16th ST NW Eastern Ave., NW to Spring Rd, NW	Shared Use Path	District of Columbia	DDOT	8620	3.79
1ST ST SE	Standard Bicycle Lane	District of Columbia	DDOT	8648	0.50
20th and 21st Street, NW Protected Bike Lanes from Conn. Ave. to Constitution Ave., NW	Protected Bicycle Lane	District of Columbia	DDOT	9266	0.07
37th St. NW from Tunlaw Rd., NW to Reservoir Rd., NW	Standard Bicycle Lane	District of Columbia	DDOT	8015	0.48
4th St NE Cycle track	Protected Bicycle Lane	District of Columbia	DDOT	8618	0.31
4TH ST NE from East Capitol St., NE to New York Ave., NE - Cycle track	Protected Bicycle Lane	District of Columbia	DDOT	8662	1.02
4TH ST NW from Penn. Ave., NW to Madison Dr.,	Protected Bicycle Lane	District of Columbia	DDOT	8664	0.17
4TH St SE from East Capitol St., NE to M Street, SE	Protected Bicycle Lane	District of Columbia	DDOT	8666	0.92
4TH ST SW from Madison Drive, SW to P St., SW	Protected Bicycle Lane	District of Columbia	DDOT	8667	1.02

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
6TH ST NE from Brentwood Pkwy., NE to E. Cap. St., NE	Standard Bicycle Lane	District of Columbia	DDOT	8673	1.30
6TH ST NE from Mass Ave., NE to Maryland Ave., NE (Stanton Park segment)	Standard Bicycle Lane	District of Columbia	DDOT	8674	0.07
6TH ST NW from Rhode Island Ave., NW to Penn. Ave., NW	Standard Bicycle Lane	District of Columbia	DDOT	8675	1.40
7TH ST SW from I St., SW to Maine Ave., SW	Standard Bicycle Lane	District of Columbia	DDOT	8677	0.06
8th St. NE from Monroe St., NE to Franklin St., NE	Protected Bicycle Lane	District of Columbia	DDOT	8014	0.47
9TH ST NE Brentwood Pkwy to T St., NE	Standard Bicycle Lane	District of Columbia	DDOT	8680	0.12
9TH ST NE T St., NE to Mt. Olivet St., NE	Standard Bicycle Lane	District of Columbia	DDOT	8679	0.22
9th Street Bicycle Lane	Protected Bicycle Lane	District of Columbia	DDOT	8642	1.70
Alabama Avenue, SE from Burns Street to Martin Luther King Jr. Ave., SE	Standard Bicycle Lane	District of Columbia	DDOT	9426	4.55
Arboretum Bridge and Trail	Shared Use Path	Washington	DDOT	6497	0.69
Arizona Ave NW from Loughboro Rd to MacArthur Blvd., NW	Protected Bicycle Lane	District of Columbia	DDOT	8007	0.74
Arizona Avenue Connector Trail to the Capital Crescent Trail	Shared Use Path	District of Columbia	DDOT	8684	0.11
Arizona Avenue to Capital Crescent Trail	Shared Use Path	District of Columbia	DDOT	8651	0.11

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Aspen Street NW Bicycle Facility from 16th Street to Georgia Ave., NW	Standard Bicycle Lane	District of Columbia	DDOT	9186	0.49
Benning Rd., NE Bicycle Facility from Oklahoma Ave NE to East Capitol Street SE	Protected Bicycle Lane	District of Columbia	DDOT	8616	1.37
Bicycle and Pedestrian Management Program	Bike Rack	District of Columbia	DDOT	3232	9.20
BLADENSBURG RD NE	Protected Bicycle Lane	District of Columbia	DDOT	8689	2.57
BRANCH AVE SE from Southern Ave SE to Randle Circle SE	Standard Bicycle Lane	District of Columbia	DDOT	8693	1.57
Brentwood Parkway two-way Cycle track from Penn St., NE to 9th St., NE	Protected Bicycle Lane	District of Columbia	DDOT	8002	0.32
BRENTWOOD RD NE from Saratoga Ave to V St NE	Protected Bicycle Lane	District of Columbia	DDOT	8694	0.44
C ST NE Cycle track between 17th St to 21st St NE	Protected Bicycle Lane	District of Columbia	DDOT	8699	0.33
C ST NE from 4th St to 6th St NE	Protected Bicycle Lane	District of Columbia	DDOT	8698	0.23
Capital Bikeshare Expansion	Bike Share	District of Columbia	DDOT	8647	0.79
Commodore Joshua Barney Dr Ne Sidepath	Shared Use Path	District of Columbia	DDOT	7317	0.72
CONNECTICUT AVE NW from R St NW to Chevy Chase Circle NW	Protected Bicycle Lane	District of Columbia	DDOT	8704	4.84
Connection to Marvin Gaye Trail	Shared Use Path	District of Columbia	DDOT	8837	0.28

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
from the Anacostia River Trail					
CONSTITUTION AVE NW from Penn. Ave., NW to Louisiana Ave., NW	Protected Bicycle Lane	District of Columbia	DDOT	8706	0.37
Crosstown (Irving St, NW, and NE)	Protected Bicycle Lane	District of Columbia	DDOT	7997	1.24
Dalecarlia Pkwy Trail from Mass Ave., NW to Loughboro Rd., NW	Shared Use Path	District of Columbia	DDOT	7462	1.46
DIVISION AVE NE from Sheriff Rd NE to E Capitol St SE	Standard Bicycle Lane	District of Columbia	DDOT	8709	1.01
East Capitol Street Bridge Connector	Protected Bicycle Lane	District of Columbia	DDOT	7322	0.39
East Capitol Street Corridor Mobility & Safety Plan	Streetscape/Pedestrian Improvements	District of Columbia	DDOT	6315	1.82
Eastern Ave	Standard Bicycle Lane	District of Columbia	DDOT	7323	4.47
First Street, SE	Protected Bicycle Lane	District of Columbia	DDOT	8011	0.13
FLORIDA AVE NE	Shared Use Path	District of Columbia	DDOT	8719	0.65
FLORIDA AVE NW	Shared Use Path	District of Columbia	DDOT	8720	0.86
FLORIDA AVE NW	Shared Use Path	District of Columbia	DDOT	8721	0.41
Florida Ave./NY Ave. NE Project	Bike Boulevards	District of Columbia	DDOT	8003	0.31
Fort Circle Parks Connector/Military Road, NW	Protected Bicycle Lane	District of Columbia	DDOT	7329	1.08
Fort Circle Planned Trails/Fort Davis Drive	Shared Use Path	District of Columbia	DDOT	7463	1.23
Fort Davis Dr and Texas Ave SE Trail	Shared Use Path	District of Columbia	DDOT	8649	2.86



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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Fort Lincoln Drive Connector Trail	Protected Bicycle Lane	District of Columbia	DDOT	7332	0.73
G ST NW from 17th Street NW to Rock Creek Trail	Protected Bicycle Lane	District of Columbia	DDOT	8725	1.03
Galloway Street NE Trail Improvements	Shared Use Path	Washington	DDOT	6678	0.11
Georgetown Waterfront Trail	Protected Bicycle Lane	District of Columbia	DDOT	7338	0.11
Hains Point Bridge	Shared Use Path	District of Columbia	DDOT	8841	0.19
IRVING ST NW	Protected Bicycle Lane	District of Columbia	DDOT	8743	1.30
K St and Water St NW Trail Connection	Shared Use Path	District of Columbia	DDOT	6643	0.02
K Street NE/NW from 1st St NE to 3rd St NW	Protected Bicycle Lane	District of Columbia	DDOT	8006	0.50
K Street NW from 3rd St NW to 4th St NW	Protected Bicycle Lane	District of Columbia	DDOT	8013	0.05
Key Bridge Connection to Capital Crescent Trail	Other	District of Columbia	DDOT	7351	0.32
Klinge Trail	Shared Use Path	District of Columbia	DDOT	2806	0.31
Klinge Trail	Shared Use Path	District of Columbia	DDOT	2806	0.34
Klinge Valley Trail	Shared Use Path	District of Columbia	DDOT	8609	0.34
Long Bridge	Shared Use Path	District of Columbia	DDOT	8623	0.96
Long Bridge Pedestrian and Bicycle Connection	Pedestrian/Bicycle Bridge or Tunnel	District of Columbia	DDOT	6807	0.96
Louisiana Ave (national Mall-mbt Connector)	Shared Use Path	District of Columbia	DDOT	7373	0.64
M ST NW from 29th St NW to 34th St NW	Standard Bicycle Lane	District of Columbia	DDOT	8757	0.52

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
M St. SW/SE from 6th St SW to 11th St SE	Other	District of Columbia	DDOT	8008	1.53
Malcolm X Trail	Sidewalk	District of Columbia	DDOT	7464	1.42
MARYLAND AVE NE from C St NE to M St NE	Standard Bicycle Lane	District of Columbia	DDOT	8763	1.72
Mass Ave NW Sidepath Western Ave NW to R St NW	Shared Use Path	District of Columbia	DDOT	8624	3.62
MASSACHUSETTS AVE NW from Dupont Circle to N Capitol St NW	Protected Bicycle Lane	District of Columbia	DDOT	8765	1.82
MASSACHUSETTS AVE SE from Lincoln Park to Southern Ave SE	Protected Bicycle Lane	District of Columbia	DDOT	8766	2.12
Metropolitan Branch Trail	Shared Use Path	District of Columbia	DDOT	3228	5.65
Metropolitan Branch Trail	Shared Use Path	District of Columbia	DDOT	7367	4.71
Metropolitan Branch Trail	Shared Use Path	District of Columbia	DDOT	8838	0.78
MICHIGAN AVE NE from South Dakota Ave NE to Eastern Ave NE	Shared Use Path	District of Columbia	DDOT	8769	0.42
MILITARY RD NW Nebraska Ave NW to 28th St NW	Shared Use Path	District of Columbia	DDOT	8770	0.62
MINNESOTA AVE NE Eastern Ave NE to Meade St NE	Standard Bicycle Lane	District of Columbia	DDOT	8771	0.78
MOUNT OLIVET RD NE from New York Ave NE to Bladensburg Rd NE	Protected Bicycle Lane	District of Columbia	DDOT	8776	0.81
NANNIE HELEN BURROUGHS AVE NE from Minnesota Ave NE to Gault Place NE	Protected Bicycle Lane	District of Columbia	DDOT	8778	0.49

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				ID	Miles
NEBRASKA AVE NW from Oregon Ave NW to Wisconsin Ave NW	Shared Use Path	District of Columbia	DDOT	8779	2.15
NEBRASKA AVE NW Loughboro Rd NW to Rockwood Pkwy NW	Shared Use Path	District of Columbia	DDOT	8780	0.26
NEW HAMPSHIRE AVE NW from Dupont Circle NW to Washington Circle NW	Protected Bicycle Lane	District of Columbia	DDOT	8783	0.53
NEW HAMPSHIRE AVE NW from Park Rd NW to Kennedy St NE	Standard Bicycle Lane	District of Columbia	DDOT	8782	1.87
NEW JERSEY AVE NW	Protected Bicycle Lane	District of Columbia	DDOT	8784	1.09
New Jersey Ave SE from I St SE to M St SE	Other	District of Columbia	DDOT	8010	0.20
New Jersey Ave SE from M St SE to Tingey Square SE	Bike Boulevards	District of Columbia	DDOT	8009	0.11
New Mexico Ave NW from Tunlaw Rd to Lowell St NW	Protected Bicycle Lane	District of Columbia	DDOT	7983	0.49
New York Ave NE from Montana Ave NE to DC line	Shared Use Path	District of Columbia	DDOT	8612	2.02
New York Ave NE Improvements	Streetscape/Ped estrian Improvements	District of Columbia	DDOT	6230	3.91
New York Ave Trail from MBT to Bladensburg Rd NE	Shared Use Path	District of Columbia	DDOT	7441	1.68
Oxon Cove Trail	Shared Use Path	District of Columbia	DDOT	8608	0.39
Oxon Run Trail	Shared Use Path	District of Columbia	DDOT	8610	0.42
Oxon Run Trail from 13th St to Southern Ave SE	Shared Use Path	District of Columbia	DDOT	7446	2.26

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Oxon Run Trail Restoration	Shared Use Path	District of Columbia	DDOT	2780	0.64
Oxon Run Trail Restoration	Shared Use Path	District of Columbia	DDOT	<Null>	3.44
P ST SW from 2nd St SW to S Capitol St SW	Standard Bicycle Lane	District of Columbia	DDOT	8788	0.26
Palisades Trolley Trail	Shared Use Path	District of Columbia	DDOT	8602	2.28
Pedestrian Bridge over Arizona Ave NW and Connecting Trail Rehabilitation	Pedestrian/Bicycle Bridge or Tunnel	District of Columbia	DDOT	6516	0.74
PENNSYLVANIA AVE NW from M St NW to 15th St NW	Protected Bicycle Lane	District of Columbia	DDOT	8790	1.34
Pennsylvania Ave SE	Shared Use Path	District of Columbia	DDOT	8613	0.30
Pennsylvania Ave SE	Shared Use Path	District of Columbia	DDOT	8614	0.21
Pennsylvania Ave. NW	Protected Bicycle Lane	District of Columbia	DDOT	7986	0.97
Pennsylvania Ave. NW	Other	District of Columbia	DDOT	7993	1.33
Piney Branch Pkwy NW	Shared Use Path	District of Columbia	DDOT	8607	0.83
PINEY BRANCH RD NW Butternut St to Quackenbos St NW	Standard Bicycle Lane	District of Columbia	DDOT	8791	0.55
Potomac Ave., SW	Protected Bicycle Lane	District of Columbia	DDOT	7985	0.11
Potomac Ave., SW	Protected Bicycle Lane	District of Columbia	DDOT	7987	0.09
RIGGS RD NE	Protected Bicycle Lane	District of Columbia	DDOT	8808	0.40
RIGGS RD NE	Shared Use Path	District of Columbia	DDOT	8809	0.46
Roosevelt Bridge to Mt. Vernon Trail	Shared Use Path	Arlington	DDOT	8503	0.16
S. Capitol Bridge Crossing	Shared Use Path	District of Columbia	DDOT	8606	1.36

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Safety Improvements Citywide	Other	Washington	DDOT	3212	6.70
Shepherd Branch Trail (Firth Sterling Road SE and South Capitol Street SE to E Street SE)	Protected Bicycle Lane	District of Columbia	DDOT	7402	3.41
South Capitol Street Trail	Shared Use Path	District of Columbia	DDOT	6114	4.68
South Capitol Street Trail	Shared Use Path	District of Columbia	DDOT	7404	3.33
South Capitol Trail Extension	Shared Use Path	District of Columbia	DDOT	7405	0.38
SOUTHERN AVE SE	Protected Bicycle Lane	District of Columbia	DDOT	8820	1.78
SOUTHERN AVE SE	Protected Bicycle Lane	District of Columbia	DDOT	8821	1.48
Suitland Parkway Trail	Shared Use Path	District of Columbia	DDOT	8652	1.09
Texas Ave SE	Shared Use Path	District of Columbia	DDOT	8600	0.78
Transit Hubs	Bike/Scooter Corral	District of Columbia	DDOT	8653	1.17
Tunlaw Rd. NW	Bike Boulevards	District of Columbia	DDOT	8016	0.31
Tunlaw Rd. NW from New Mexico to 37th St	Protected Bicycle Lane	District of Columbia	DDOT	7984	0.27
VERMONT AVE NW	Standard Bicycle Lane	District of Columbia	DDOT	8829	0.64
Virginia Ave SE between 2nd Street SE and 9th Street SE	Protected Bicycle Lane	District of Columbia	DDOT	7416	0.79
Virginia Ave Trail from 9th St SE to 11th St SE	Shared Use Path	District of Columbia	DDOT	7460	0.12
Virginia Ave. NW	Protected Bicycle Lane	District of Columbia	DDOT	8000	1.08

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				ID	Miles
Virginia Ave. NW from Rock Creek/Potomac Pkwy to Constitution Ave NW	Protected Bicycle Lane	District of Columbia	DDOT	7991	0.09
Walter Reed Main Drive, NW Bicycle Facility from 16th Street to Georgia Ave NW	Standard Bicycle Lane	District of Columbia	DDOT	8604	0.65
Warder St. NW/7th St. NW from Columbia Rd to New Hampshire Ave NW	Protected Bicycle Lane	District of Columbia	DDOT	7999	0.17
West Virginia Ave. NE from Mt Olivet Rd to K St NE	Protected Bicycle Lane	District of Columbia	DDOT	8004	0.76
West Virginia Ave. NE from New York Ave to Mt. Olivet Rd NE	Protected Bicycle Lane	District of Columbia	DDOT	8001	0.60
66 Parallel Trail	Shared Use Path	Fairfax County	Fairfax County	7320	37.16
Annandale Road Trail	Shared Use Path	Fairfax County	Fairfax County	12926	3.79
Arlington Blvd Trail	Streetscape/Pedestrian Improvements	Fairfax County	Fairfax County	11366	8.59
Arlington Blvd Trail Phase 2	Shared Use Path	Fairfax County	Fairfax County	11686	0.49
Backlick Run Stream Valley Trail	Shared Use Path	Fairfax County	Fairfax County	13006	3.78
Backlick Trail	Shared Use Path	Fairfax County	Fairfax County	11946	4.95
Baron Cameron Trail	Shared Use Path	Fairfax County	Fairfax County	12006	0.36
Beacon Hill Road Trail	Shared Use Path	Fairfax County	Fairfax County	13166	0.73
Beauregard Street Trail	Shared Use Path	Fairfax County	Fairfax County	12986	0.27
Beulah Road Trail	Shared Use Path	Fairfax County	Fairfax County	12426	0.98

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				ID	Miles
Braddock Rd - Rt 29 Connector Trail	Shared Use Path	Fairfax County	Fairfax County	12846	0.70
Braddock Road Trail Phase 2	Shared Use Path	Fairfax County	Fairfax County	12726	2.50
Braddock Road Trail Phase 3	Shared Use Path	Fairfax County	Fairfax County	12746	1.29
Braddock Road Trail Phase 4	Shared Use Path	Fairfax County	Fairfax County	12767	2.64
Braddock Trail	Shared Use Path	Fairfax County	Fairfax County	11406	6.27
Burke Lake Road Trail	Shared Use Path	Fairfax County	Fairfax County	13387	1.23
Centreville Rd Trail	Shared Use Path	Fairfax County	Fairfax County	11986	2.72
Centreville to Clifton Trail	Shared Use Path	Fairfax County	Fairfax County	13407	0.72
Clark Crossing Road Trail	Shared Use Path	Fairfax County	Fairfax County	12446	0.87
Clifton Road Trail Phase 1	Shared Use Path	Fairfax County	Fairfax County	13386	4.58
Clifton Road Trail Phase 2	Shared Use Path	Fairfax County	Fairfax County	13406	3.43
Collingwood Road Trail	Shared Use Path	Fairfax County	Fairfax County	13206	1.84
Columbia Pike Trail	Shared Use Path	Fairfax County	Fairfax County	11906	2.91
Colvin Run Road Trail	Shared Use Path	Fairfax County	Fairfax County	12326	0.72
Commerce Street Trail	Shared Use Path	Fairfax County	Fairfax County	13026	1.31
Compton Road Trail	Shared Use Path	Fairfax County	Fairfax County	12807	2.51
Cross County Trail	Shared Use Path	Fairfax County	Fairfax County	11426	20.21
Fair Lakes Circle Trail	Shared Use Path	Fairfax County	Fairfax County	11766	0.60
Fairfax County Parkway to Rolling Road Connector Trail	Shared Use Path	Fairfax County	Fairfax County	13366	3.18
Fairfax County Parkway Trail	Shared Use Path	Fairfax County	Fairfax County	11446	38.09
Fox Mill Road Trail Phase 2	Shared Use Path	Fairfax County	Fairfax County	12706	3.26

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Fox Mill Trail	Shared Use Path	Fairfax County	Fairfax County	11466	1.06
Franconia Trail	Shared Use Path	Fairfax County	Fairfax County	12086	4.35
Franconia-Springfield Parkway Trail	Shared Use Path	Fairfax County	Fairfax County	13066	3.67
Frying Pan Road Trail	Shared Use Path	Fairfax County	Fairfax County	12686	1.88
Furnace Road Trail	Shared Use Path	Fairfax County	Fairfax County	13266	2.72
Gallows Road Trail	Shared Use Path	Fairfax County	Fairfax County	11486	2.29
Gallows Road Trail Phase 2	Shared Use Path	Fairfax County	Fairfax County	12946	2.04
Georgetown Pike Trail	Shared Use Path	Fairfax County	Fairfax County	12286	8.62
Grist Mill Trail Phase 1	Shared Use Path	Fairfax County	Fairfax County	11506	0.90
Grist Mill Trail Phase 2	Shared Use Path	Fairfax County	Fairfax County	11526	5.44
Guinea Road Trail	Shared Use Path	Fairfax County	Fairfax County	13487	3.89
Hampton Road Trail	Shared Use Path	Fairfax County	Fairfax County	13368	2.18
Hancock Road Trail	Shared Use Path	Fairfax County	Fairfax County	12626	1.72
Henderson Road Trail	Shared Use Path	Fairfax County	Fairfax County	13367	1.97
Hooes Road Trail	Shared Use Path	Fairfax County	Fairfax County	13346	3.24
Hunter Mill Road Trail	Shared Use Path	Fairfax County	Fairfax County	12486	7.32
Huntington Trail	Shared Use Path	Fairfax County	Fairfax County	12126	2.68
I-495 Trail	Shared Use Path	Fairfax County	Fairfax County	11866	21.07
Idylwood Road Trail	Shared Use Path	Fairfax County	Fairfax County	12586	5.18
International Drive Trail	Shared Use Path	Fairfax County	Fairfax County	12386	0.97
Jeff Todd Trail	Shared Use Path	Fairfax County	Fairfax County	11566	2.64
Kirby Road Trail	Shared Use Path	Fairfax County	Fairfax County	12606	6.52



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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Lawyers Road Trail	Shared Use Path	Fairfax County	Fairfax County	12526	5.28
Lee Jackson Memorial Hwy Trail	Shared Use Path	Fairfax County	Fairfax County	11786	8.56
Lewinsville Road Trail	Shared Use Path	Fairfax County	Fairfax County	12466	4.95
Lincolnia Road Trail	Shared Use Path	Fairfax County	Fairfax County	12966	0.52
Little River Turnpike Trail	Shared Use Path	Fairfax County	Fairfax County	11886	7.67
Loisdale Road Trail	Shared Use Path	Fairfax County	Fairfax County	13046	0.57
Manchester Blvd Trail	Shared Use Path	Fairfax County	Fairfax County	13086	0.65
Mason Neck Trail	Shared Use Path	Fairfax County	Fairfax County	13286	2.90
Mount Vernon Memorial Highway Trail	Shared Use Path	Fairfax County	Fairfax County	13226	0.96
Mount Vernon Trail	Shared Use Path	Fairfax County	Fairfax County	11586	11.27
North Kings Hwy Trail	Shared Use Path	Fairfax County	Fairfax County	13526	1.15
Old Colchester Road Trail	Shared Use Path	Fairfax County	Fairfax County	13306	0.87
Old Dominion Trail	Shared Use Path	Fairfax County	Fairfax County	11926	10.44
Old Keene Mill Road Trail	Shared Use Path	Fairfax County	Fairfax County	13126	4.45
Ox Road Trail	Shared Use Path	Fairfax County	Fairfax County	11606	1.09
Pleasant Valley Trail	Shared Use Path	Fairfax County	Fairfax County	11966	3.03
Poplar Tree Road Trail	Shared Use Path	Fairfax County	Fairfax County	12786	0.87
Potomac Heritage National Scenic Trail Section 1	Shared Use Path	Fairfax County	Fairfax County	13246	3.93
Prosperity Avenue Trail	Shared Use Path	Fairfax County	Fairfax County	13446	3.53
Reston Parkway Trail	Shared Use Path	Fairfax County	Fairfax County	11626	1.52
Richmond Highway Trail	Shared Use Path	Fairfax County	Fairfax County	11646	9.98

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Roberts Road Trail	Shared Use Path	Fairfax County	Fairfax County	13466	0.25
Rolling Road Trail	Shared Use Path	Fairfax County	Fairfax County	13106	3.52
Route 1 to Laurel Hill Trail	Shared Use Path	Fairfax County	Fairfax County	13326	1.10
Route 1 Trail	Shared Use Path	Fairfax County	Fairfax County	11318	3.43
Route 123 Trail	Shared Use Path	Fairfax County	Fairfax County	11846	11.30
Route 28 Trail	Shared Use Path	Fairfax County	Fairfax County	12007	1.14
Route 29 Trail Phase 1	Shared Use Path	Fairfax County	Fairfax County	12866	3.81
Route 29 Trail Phase 2	Shared Use Path	Fairfax County	Fairfax County	12886	7.56
Route 7 Trail	Shared Use Path	Fairfax County	Fairfax County	11706	17.93
Sherwood Hall Road Trail	Shared Use Path	Fairfax County	Fairfax County	13186	0.57
Shirley Gate Road Trail	Shared Use Path	Fairfax County	Fairfax County	13427	0.84
Shreve Road Trail	Shared Use Path	Fairfax County	Fairfax County	12906	1.76
Sideburn Road Trail	Shared Use Path	Fairfax County	Fairfax County	13467	1.67
South Count East-West Trail Phase 1	Shared Use Path	Fairfax County	Fairfax County	11726	1.68
South County East West Trail	Shared Use Path	Fairfax	Fairfax County	7453	33.12
South Kings Hwy Trail	Shared Use Path	Fairfax County	Fairfax County	12026	2.05
South Van Dorn Street Trail	Shared Use Path	Fairfax County	Fairfax County	13146	3.51
Spring Hill Road Trail	Shared Use Path	Fairfax County	Fairfax County	12366	1.46
Stoncroft Boulevard Trail	Shared Use Path	Fairfax County	Fairfax County	12766	1.73
Stringfellow Road Trail	Shared Use Path	Fairfax County	Fairfax County	12806	0.13
Telegraph Rd Trail	Shared Use Path	Fairfax County	Fairfax County	11746	3.57
Thompson Road Trail	Shared Use Path	Fairfax County	Fairfax County	12826	0.97

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Towlston Road Trail	Shared Use Path	Fairfax County	Fairfax County	12346	2.67
Trap Road Trail	Shared Use Path	Fairfax County	Fairfax County	12406	0.31
Vaden Drive Trail	Shared Use Path	Fairfax County	Fairfax County	11346	0.20
Vale Road Trail	Shared Use Path	Fairfax County	Fairfax County	12506	5.44
W&OD Railroad Trail	Shared Use Path	Fairfax County	Fairfax County	12546	12.91
Walker Road Trail	Shared Use Path	Fairfax County	Fairfax County	12306	1.84
Waples Mill Road Trail	Shared Use Path	Fairfax County	Fairfax County	13426	0.35
West Ox Road Trail	Shared Use Path	Fairfax County	Fairfax County	11326	1.17
Westmoreland Street Trail	Shared Use Path	Fairfax County	Fairfax County	12646	4.73
Zion Drive Trail	Shared Use Path	Fairfax County	Fairfax County	13468	1.82
Ballenger Creek	Shared Use Path	Frederick	Frederick County	7610	0.33
Ballenger Creek	Shared Use Path	Frederick	Frederick County	7616	0.84
Ballenger Creek	Protected Bicycle Lane	Frederick	Frederick County	7619	0.23
Ballenger Creek	Shared Use Path	Frederick	Frederick County	7620	0.13
Brunswick Crossing	Shared Use Path	Frederick	Frederick County	7711	1.37
Brunswick Crossing	Shared Use Path	Frederick	Frederick County	7712	0.74
Bush Creek	Shared Use Path	Frederick	Frederick County	7703	3.28
Bush Creek	Shared Use Path	Frederick	Frederick County	7704	4.99
Emmitsburg Area Trails	Shared Use Path	Frederick	Frederick County	7696	1.35
Frederick and Pennsylvania Line RR Trail	Shared Use Path	Frederick	Frederick County	7575	0.14
Frederick and Pennsylvania Line RR Trail	Shared Use Path	Frederick	Frederick County	7586	3.46

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Frederick and Pennsylvania Line RR Trail	Shared Use Path	Frederick	Frederick County	7614	1.35
Frederick and Pennsylvania Line RR Trail	Shared Use Path	Frederick	Frederick County	7617	2.09
Frederick Scenic Trail	Shared Use Path	Frederick	Frederick County	7613	1.60
Frederick Scenic Trail	Shared Use Path	Frederick	Frederick County	7618	1.43
H&F Trolley Trail	Shared Use Path	Frederick	Frederick County	7583	5.89
H&F Trolley Trail	Shared Use Path	Frederick	Frederick County	7584	2.24
H&F Trolley Trail	Shared Use Path	Frederick	Frederick County	7585	0.82
H&F Trolley Trail	Shared Use Path	Frederick	Frederick County	7589	2.37
H&F Trolley Trail	Shared Use Path	Frederick	Frederick County	7590	0.46
H&F Trolley Trail	Shared Use Path	Frederick	Frederick County	7597	0.41
H&F Trolley Trail	Shared Use Path	Frederick	Frederick County	7611	1.56
H&F Trolley Trail	Shared Use Path	Frederick	Frederick County	7612	1.95
I-270 Transitway	Shared Use Path	Frederick	Frederick County	7593	3.47
I-270 Transitway	Shared Use Path	Frederick	Frederick County	7594	2.70
I-270 Transitway	Shared Use Path	Frederick	Frederick County	7595	4.58
Middletown Greenway	Shared Use Path	Frederick	Frederick County	7601	0.40
Middletown Greenway	Shared Use Path	Frederick	Frederick County	7602	0.63
Middletown Greenway	Shared Use Path	Frederick	Frederick County	7603	0.19
Middletown Greenway	Shared Use Path	Frederick	Frederick County	7604	0.06
Middletown Greenway	Shared Use Path	Frederick	Frederick County	7605	0.08
Middletown Greenway	Sidewalk	Frederick	Frederick County	7606	0.32

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Middletown Greenway	Shared Use Path	Frederick	Frederick County	7607	0.10
Middletown Greenway	Shared Use Path	Frederick	Frederick County	7608	0.05
Middletown Greenway	Shared Use Path	Frederick	Frederick County	7609	0.81
Monocacy Blvd	Sidewalk	Frederick	Frederick County	7579	2.94
Monocacy River	Shared Use Path	Frederick	Frederick County	7706	1.92
Mount Airy Trail	Shared Use Path	Frederick	Frederick County	7717	1.11
New Design Road Protected Bike Lanes	Protected Bicycle Lane	Frederick	Frederick County	7622	2.75
New Design Road Side Path	Shared Use Path	Frederick	Frederick County	7621	8.52
Sugarloaf - Little Bennet Trail	Shared Use Path	Frederick	Frederick County	7705	1.53
Sugarloaf - Little Bennet Trail	Shared Use Path	Frederick	Frederick County	7716	1.68
Town of Middletown Greenway	Shared Use Path	Frederick	Frederick County	7599	0.73
Town of Middletown Greenway	Standard Bicycle Lane	Frederick	Frederick County	7600	0.12
Arcola Boulevard	Shared Use Path	Loudoun	Loudoun County	7644	1.74
Arlington Oaks Drive Bicycle lanes	Buffered Bicycle Lane	Loudoun	Loudoun County	8391	0.47
Ashburn Farm Parkway Shared Use Path Widening	Shared Use Path	Loudoun	Loudoun County	7668	1.06
Ashburn Road	Shared Use Path	Loudoun	Loudoun County	8367	0.43
Ashburn Road Bike Lanes and Sidewalk	Standard Bicycle Lane	Loudoun	Loudoun County	8368	0.95
Ashburn Road Bike Lanes and Sidewalk	Standard Bicycle Lane	Loudoun	Loudoun County	8431	0.26
Ashburn Road Shared Use Path	Shared Use Path	Loudoun	Loudoun County	8430	0.41

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Ashburn Village Boulevard Bike Lanes	Buffered Bicycle Lane	Loudoun	Loudoun County	8324	4.49
Atlantic Boulevard Shared Use Path	Shared Use Path	Loudoun	Loudoun County	7653	1.12
Atwater Drive Bike Lanes and Sidewalk	Standard Bicycle Lane	Loudoun	Loudoun County	8392	0.30
Augusta Drive Bicycle Lanes	Buffered Bicycle Lane	Loudoun	Loudoun County	8376	0.74
Augusta Drive Bike Lanes and Sidewalk	Standard Bicycle Lane	Loudoun	Loudoun County	8338	0.09
Barrister Street Bicycle Lanes	Buffered Bicycle Lane	Loudoun	Loudoun County	8428	0.20
Barrister Street/Bullpen Drive	Standard Bicycle Lane	Loudoun	Loudoun County	8342	0.69
Bartholomew Fair Drive Bicycle Lanes and Sidewalk	Standard Bicycle Lane	Loudoun	Loudoun County	8397	0.55
Belfort Park Drive	Standard Bicycle Lane	Loudoun	Loudoun County	8352	0.29
Belmont Ridge Road Shared Use Path	Shared Use Path	Loudoun	Loudoun County	7645	1.61
Benedict Drive Bicycle Lanes and Sidewalk	Standard Bicycle Lane	Loudoun	Loudoun County	8398	0.20
Berlin Turnpike (VA Route 287)	Shared Use Path	Loudoun	Loudoun County	7663	12.03
Bles Park Drive	Standard Bicycle Lane	Loudoun	Loudoun County	8438	0.16
Braddock Road Shared Use Path	Shared Use Path	Loudoun	Loudoun County	7678	1.34
Bridgefield Way/Research Place Bicycle Lanes	Buffered Bicycle Lane	Loudoun	Loudoun County	8407	0.33
Broadmore Drive Bike Lanes	Buffered Bicycle Lane	Loudoun	Loudoun County	8419	0.21
Broderick Drive Bike Lanes	Buffered Bicycle Lane	Loudoun	Loudoun County	8413	0.45
Cascades Parkway Shared Use Path	Shared Use Path	Loudoun	Loudoun County	7654	0.43

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Cedar Ridge Blvd	Buffered Bicycle Lane	Loudoun	Loudoun County	8379	1.70
Centergate Drive Bike Lanes	Buffered Bicycle Lane	Loudoun	Loudoun County	8343	0.43
Charles Town Pike Shared Use path	Shared Use Path	Loudoun	Loudoun County	7662	12.70
Christiana Drive Bike Lanes	Buffered Bicycle Lane	Loudoun	Loudoun County	8411	0.40
Church Road Bike Lane and Sidewalk	Buffered Bicycle Lane	Loudoun	Loudoun County	8421	0.23
Circle Drive Bike Lanes	Buffered Bicycle Lane	Loudoun	Loudoun County	8436	0.64
Claude Moore Drive Sidewalk	Shared Use Path	Loudoun	Loudoun County	8340	0.24
Cromwell Road Bicycle Lanes	Buffered Bicycle Lane	Loudoun	Loudoun County	8385	0.26
Croson Lane Pedestrian Facilities	Shared Use Path	Loudoun	Loudoun County	7669	1.31
Crossroads Drive Bicycle Lanes	Buffered Bicycle Lane	Loudoun	Loudoun County	8427	0.81
Davis Drive	Shared Use Path	Loudoun	Loudoun County	8332	0.97
Davis Drive Pedestrian Facilities	Shared Use Path	Loudoun	Loudoun County	8439	1.03
Deerfield Avenue Bicycle Lanes	Buffered Bicycle Lane	Loudoun	Loudoun County	8404	0.25
Defender Drive Bicycle Lanes	Buffered Bicycle Lane	Loudoun	Loudoun County	8395	0.21
Demott Drive Bicycle Lanes	Shared Use Path	Loudoun	Loudoun County	8425	0.73
Destiny Drive Bicycle Lanes	Buffered Bicycle Lane	Loudoun	Loudoun County	8371	1.10
Devin Shafron Drive Bicycle Lanes	Buffered Bicycle Lane	Loudoun	Loudoun County	8364	0.30
Dresden Street Bicycle Lanes	Buffered Bicycle Lane	Loudoun	Loudoun County	8414	0.24
Dulles Center Boulevard Bicycle Lanes and Pedestrian Improvements	Buffered Bicycle Lane	Loudoun	Loudoun County	8381	0.81

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
East Maple Avenue Bicycle and Pedestrian Improvements	Standard Bicycle Lane	Loudoun	Loudoun County	8420	0.48
Eastgate View Drive	Buffered Bicycle Lane	Loudoun	Loudoun County	8339	0.62
PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
Eastgate View Drive Bicycle and Pedestrian Facilities	Buffered Bicycle Lane	Loudoun	Loudoun County	8396	0.51
Edgewater Street Bicycle Lanes and Pedestrian Facilities	Buffered Bicycle Lane	Loudoun	Loudoun County	8335	0.50
Edgewater Street Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8336	1.82
Everfield Drive Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8412	2.66
Fincastle Drive Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8422	0.43
Glenn Drive Bicycle Lanes and Pedestrian Facilities	Buffered Bicycle Lane	Loudoun	Loudoun County	8331	0.63
Grassland Grove Drive (Route 3394)	Standard Bicycle Lane	Loudoun	Loudoun County	8347	3.03
Haleybird Drive Bicycle Lanes and Pedestrian Facilities	Buffered Bicycle Lane	Loudoun	Loudoun County	8401	0.34
Hansen Park Shared Use Path	Shared Use Path	Loudoun	Loudoun County	7647	0.81
Hardwood Forest Drive Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8423	0.29
Harry Byrd Highway	Shared Use Path	Loudoun	Loudoun County	7655	2.98
Hay Road Bicycle Lanes and Pedestrian Facilities	Buffered Bicycle Lane	Loudoun	Loudoun County	8355	1.33



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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Innovation Avenue Bicycle Lanes and Pedestrian Facilities	Shared Use Path	Loudoun	Loudoun County	8349	0.64
James Monroe Highway Pedestrian Facilities	Shared Use Path	Loudoun	Loudoun County	7649	10.39
James Monroe Highway Pedestrian Facilities	Shared Use Path	Loudoun	Loudoun County	7661	2.58
John Mosby Highway Pedestrian Facilities	Shared Use Path	Loudoun	Loudoun County	7673	9.79
John Mosby Highway Pedestrian Facilities	Shared Use Path	Loudoun	Loudoun County	7674	0.80
Ladbrook Drive Bicycle Lanes	Buffered Bicycle Lane	Loudoun	Loudoun County	8426	0.73
Lansdowne Boulevard Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8406	0.38
Leesburg Bypass Pedestrian Facility	Shared Use Path	Loudoun	Loudoun County	7660	0.81
Lockridge Road Bicycle Lanes and Pedestrian Facilities	Shared Use Path	Loudoun	Loudoun County	7648	1.02
Lockridge Road Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8360	0.19
Loudoun County Parkway Pedestrian Facilities	Shared Use Path	Loudoun	Loudoun County	7670	9.93
Loudoun County Parkway Pedestrian Facilities	Shared Use Path	Loudoun	Loudoun County	7671	3.69
Loudoun Reserve Drive Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8429	0.46
Loudoun Reserve Drive Bicycle Lanes and Pedestrian Facilities.	Standard Bicycle Lane	Loudoun	Loudoun County	8388	0.80

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Loudoun Station Drive Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8403	0.32
Lovettsville Road Pedestrian Facilities	Shared Use Path	Loudoun	Loudoun County	7650	5.76
Magnolia Drive Pedestrian Improvements	Standard Bicycle Lane	Loudoun	Loudoun County	8416	0.47
Marblehead Drive Bicycle and Pedestrian Improvements	Buffered Bicycle Lane	Loudoun	Loudoun County	8375	1.15
Middlefield Drive Bicycle Lane and Pedestrian Facilities	Buffered Bicycle Lane	Loudoun	Loudoun County	8387	0.61
Millstream Drive Bicycle Lanes and Pedestrian Improvements	Buffered Bicycle Lane	Loudoun	Loudoun County	8373	1.20
Mineral Springs Circle Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8380	0.31
Mooreview Parkway Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8337	0.14
Mooreview Parkway Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8369	0.77
Mooreview Parkway Bicycle Lanes and Pedestrian Facilities	Shared Use Path	Loudoun	Loudoun County	7652	0.61
Moran Road Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8351	0.67
North Sterling Boulevard Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8330	1.70

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Pinebrook Road Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8382	0.21
Pinebrook Road Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8383	0.33
Pleasant Valley Road Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8350	0.97
Poland Rd (Route 742) Bicycle Lanes	Buffered Bicycle Lane	Loudoun	Loudoun County	8365	0.44
Poland Road Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8323	1.20
Poland Road Extension to Defender Drive	Standard Bicycle Lane	Loudoun	Loudoun County	8322	0.42
Portsmouth Boulevard Bicycle Lanes and Pedestrian Facilities	Buffered Bicycle Lane	Loudoun	Loudoun County	8374	0.73
Prentice Drive Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8361	0.72
Prentice Drive Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8362	1.05
Prentice Drive Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8363	0.48
Red Rum Drive Bicycle Lanes and Pedestrian Improvements	Buffered Bicycle Lane	Loudoun	Loudoun County	8415	0.60
Ridgetop Circle Bicycle Lanes and Pedestrian Facilities	Buffered Bicycle Lane	Loudoun	Loudoun County	8399	1.33
River Bank Street Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8424	0.37
River Creek Parkway	Buffered Bicycle Lane	Loudoun	Loudoun County	8326	0.19

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
River Creek Parkway Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8370	0.30
River Creek Parkway Bicycle Lanes and Pedestrian Facilities	Buffered Bicycle Lane	Loudoun	Loudoun County	8325	0.55
River Creek Parkway Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8327	0.31
Riverside Parkway Pedestrian Facilities	Shared Use Path	Loudoun	Loudoun County	7666	0.31
Riverside Parkway Pedestrian Facilities	Shared Use Path	Loudoun	Loudoun County	7667	0.69
Route 9	Shared Use Path	Loudoun	Loudoun County	7675	0.35
Saulty Drive Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8409	0.35
Seneca Ridge Drive Bicycle Lanes and Pedestrian Improvements	Standard Bicycle Lane	Loudoun	Loudoun County	8377	0.23
Shaw Road Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8353	0.17
Shaw Road Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8354	0.61
Shellhorn Road Bicycle Lanes and pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8328	0.55
Shellhorn Road Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8356	0.24
Shellhorn Road Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8357	1.15
Shellhorn Road Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8358	1.02

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				ID	Miles
Shellhorn Road Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8433	0.13
Snickersville Turnpike Bicycle Lanes	Shared Use Path	Loudoun	Loudoun County	7659	1.97
South Cottage Road Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8378	0.79
South Fillmore Avenue Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8393	0.23
South Fillmore Avenue Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8394	0.35
South Sterling Boulevard Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8432	0.26
South Sterling Boulevard Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8437	0.91
South Sterling Boulevard Bicycle Lanes and Pedestrian Improvements	Standard Bicycle Lane	Loudoun	Loudoun County	8329	0.68
State Street Bicycle Lanes and Pedestrian Improvements	Standard Bicycle Lane	Loudoun	Loudoun County	8402	0.40
Stone Springs Boulevard Bicycle Lanes and Pedestrian Improvements	Standard Bicycle Lane	Loudoun	Loudoun County	8372	0.67
Stone Springs Boulevard Bicycle Lanes and Pedestrian Improvements	Standard Bicycle Lane	Loudoun	Loudoun County	8384	0.38

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				ID	Miles
Summerall Drive Bicycle Lanes and Pedestrian Improvements	Standard Bicycle Lane	Loudoun	Loudoun County	8390	0.54
Supreme Drive Bicycle Lanes and Pedestrian Improvements	Standard Bicycle Lane	Loudoun	Loudoun County	8389	0.13
Sycolin Creek Connector Bicycle and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8408	1.78
Tall Cedars Parkway Bicycle Lanes and Pedestrian Improvements	Shared Use Path	Loudoun	Loudoun County	7672	0.27
Tall Cedars Parkway Bicycle Lanes and Pedestrian Improvements	Standard Bicycle Lane	Loudoun	Loudoun County	8334	1.34
Thumb Drive Bicycle Lanes and Sidewalk	Standard Bicycle Lane	Loudoun	Loudoun County	8344	0.39
Town of Lovettsville - East Broad Way	Streetscape/Ped estrian Improvements	Loudoun	Loudoun County	7677	0.59
Trailhead Drive Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8346	1.14
Trailhead Drive Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8435	0.81
Trailhead Drive Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8434	0.62
Trailhead Drive Bicycle Lanes and Pedestrian Improvements	Standard Bicycle Lane	Loudoun	Loudoun County	8345	1.90
Tripleseven Road Bicycle Lanes and Pedestrian Facilities	Buffered Bicycle Lane	Loudoun	Loudoun County	8386	0.59

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				ID	Miles
Victoria Station Drive Bicycle Lanes and Pedestrian Facilities	Buffered Bicycle Lane	Loudoun	Loudoun County	8417	0.51
W & OD West Extension	Shared Use Path	Loudoun	Loudoun County	7665	8.58
Whites Ferry Connector	Shared Use Path	Loudoun	Loudoun County	7664	4.67
Windmill Drive Bicycle Lanes and Pedestrian Facilities	Standard Bicycle Lane	Loudoun	Loudoun County	8410	0.93
Woodridge Parkway Bicycle Lanes and Pedestrian Improvements	Buffered Bicycle Lane	Loudoun	Loudoun County	8405	0.92
Woodshire Drive Bicycle Lanes and Pedestrian Facilities	Buffered Bicycle Lane	Loudoun	Loudoun County	8400	0.28
Wynridge Drive Bicycle Lane and Pedestrian Facilities	Buffered Bicycle Lane	Loudoun	Loudoun County	8341	0.58
Jingle Connector	Shared Use Path	Montgomery	Maryland-National Capital Park and Planning Commission	8314	0.18
Magruder Branch Trail Extension	Shared Use Path	Montgomery County	Maryland-National Capital Park and Planning Commission	8626	0.63
Matthew Henson to Poplar Run	Shared Use Path	Montgomery County	Maryland-National Capital Park and Planning Commission	8636	0.64
Matthew Henson Trail Connector	Shared Use Path	Montgomery	Maryland-National Capital Park and Planning Commission	7529	0.19

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				ID	Miles
Muddy Branch Trail	Shared Use Path	Montgomery County	Maryland-National Capital Park and Planning Commission	8635	1.60
North Branch Lakeside Renovation	Shared Use Path	Montgomery County	Maryland-National Capital Park and Planning Commission	8637	0.99
North Branch Trail-ICC Connector	Shared Use Path	Montgomery County	Maryland-National Capital Park and Planning Commission	8625	0.26
Ovid Hazen Wells to Damascus	Shared Use Path	Montgomery County	Maryland-National Capital Park and Planning Commission	8629	1.62
Piedmont Crossing Local Park Trail	Shared Use Path	Montgomery	Maryland-National Capital Park and Planning Commission	8094	0.06
Powerline Trail	Shared Use Path	Montgomery	Maryland-National Capital Park and Planning Commission	8621	0.44
Wheaton Through Connector to Poplar Run	Shared Use Path	Montgomery County	Maryland-National Capital Park and Planning Commission	8638	1.67
Nice/Middleton Bridge Bike/Ped Access	Shared Use Path	Charles	MDOT/Maryland Transportation Authority	8868	1.96
16th St (MD 390)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8124	0.33
16th St (MD 390)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8203	0.76



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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Arliss St (MD 594-D)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8225	0.55
Bradley Blvd (MD 191)	Standard Bicycle Lane	Montgomery	MDOT/State Highway Administration	8105	1.14
Bradley Blvd (MD 191)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8116	1.13
Bradley Blvd (MD 191)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8118	0.46
Bradley Ln (MD 191)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8282	0.05
Burlington Ave (MD 410)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8087	0.34
Capitol View Ave (MD 192)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8197	1.06
Clarksburg Rd (MD 121)	Standard Bicycle Lane	Montgomery	MDOT/State Highway Administration	8247	0.36
Clarksburg Rd (MD 121)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8307	0.35
Clopper Rd (MD 117)	Shared Use Path	Montgomery	MDOT/State Highway Administration	7682	1.21
Colesville Rd (MD 384)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8102	0.16
Colesville Rd (MD 384)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8115	0.10
Colesville Rd (MD 384)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8128	0.31

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Connecticut Ave (MD 185)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8182	0.33
Connecticut Ave (MD 185)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8221	0.02
Connecticut Ave (MD 185)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8231	0.27
Connecticut Ave (MD 185)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8254	0.54
Connecticut Ave (MD 185)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8284	0.15
East West Hwy (MD 410)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8136	0.80
East West Hwy (MD 410)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8311	0.35
Falls Rd (MD 189)	Shared Use Path	Montgomery	MDOT/State Highway Administration	7688	1.14
Falls Rd (MD 189)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8058	3.82
Flower Ave (MD 787)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8226	0.38
Forest Glen Rd (MD 192)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8268	0.07
Frederick Ave (MD 355)	Shared Use Path	Montgomery	MDOT/State Highway Administration	7679	3.26
Frederick Rd (MD 355)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8093	0.70

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Frederick Rd (MD 355)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8244	0.53
Frederick Rd (MD 355)	Bikeable Shoulders	Montgomery	MDOT/State Highway Administration	8298	0.54
Frederick Rd Sidepath (Stringtown Rd to North Germantown Greenway Trail)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8039	2.37
Georgia Ave (MD 97)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8202	0.46
Georgia Ave (MD 97)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8292	0.25
Germantown Rd (MD 118)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8215	1.10
Germantown Rd (MD 118)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8259	0.13
Goldsboro Rd (MD 614)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8110	2.12
Great Seneca Hwy (MD 119)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8106	0.03
Indian Head Highway Sidewalk Construction	Streetscape/Pedestrian Improvements	Charles	MDOT/State Highway Administration	8864	0.36
Indian Head Rail Trail Path Connection	Shared Use Path	Charles	MDOT/State Highway Administration	8865	0.74
Knowles Ave (MD 547)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8232	0.42
La Plata Sidewalk on US 301	Streetscape/Pedestrian Improvements	Charles	MDOT/State Highway Administration	8860	5.73

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Layhill Rd (MD 182)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8220	0.23
Main St (MD 108)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8236	0.30
Main St (MD 108)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8296	0.22
MD 5 Bike/Ped Treatments	Shared Use Path	Charles	MDOT/State Highway Administration	8863	0.13
MD 6 Bike/Ped Treatments Over Zekiah Swamp	Shared Use Path	Charles	MDOT/State Highway Administration	8862	0.11
Metropolitan Ave (MD 192)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8290	0.15
Midcounty Hwy (MD 124)	Shared Use Path	Montgomery	MDOT/State Highway Administration	7683	4.03
Mitchell Road Intersection Treatments	Pedestrian Intersection Improvement	Charles	MDOT/State Highway Administration	8861	0.02
Montgomery Ave Separated Bike Lanes (Wisconsin Ave to East West Hwy)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8027	0.45
Montgomery Village Ave (MD 124)	Shared Use Path	Montgomery	MDOT/State Highway Administration	7680	2.65
Muncaster Mill Rd (MD 115)	Shared Use Path	Montgomery	MDOT/State Highway Administration	7690	0.66
New Hampshire Ave (MD 650)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8189	0.42
New Hampshire Ave (MD 650)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8218	0.53

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				ID	Miles
New Hampshire Ave (MD 650)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8248	0.08
New Hampshire Ave (MD 650)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8264	0.46
New Hampshire Ave (MD 650)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8297	0.45
New Hampshire Ave (MD 650)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8299	0.16
Old Georgetown Rd (MD 187)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8103	0.30
Old Georgetown Rd (MD 187)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8143	0.17
Old Georgetown Rd (MD 187)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8158	0.30
Olney-Sandy Spring Rd (MD 108)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8180	1.22
Piney Branch Rd (MD 320)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8206	0.24
Piney Branch Rd (MD 320)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8227	0.48
Piney Branch Rd (MD 320)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8253	0.51
Piney Branch Rd (MD 320)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8275	0.22
Piney Branch Rd Separated Bike Lanes (Flower Ave to University Blvd)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8053	0.02

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Plyers Mill Rd (MD 192)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8257	0.31
Quince Orchard Rd (MD 124)	Shared Use Path	Montgomery	MDOT/State Highway Administration	7681	2.30
Ridge Rd (MD 27)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8195	0.64
Ridge Rd (MD 27)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8196	0.26
Ridge Rd (MD 27)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8280	0.34
River Rd (MD 190)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8193	0.19
Rockville Pike (MD 355)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	7695	1.72
Rockville Pike (MD 355)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8073	1.39
Rockville Pike (MD 355)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8129	0.50
Rockville Pike (MD 355)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8187	0.73
Rockville Pike (MD 355)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8192	0.31
Rockville Pike (MD 355)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8262	1.13
Rockville Pike (MD 355)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8266	0.11

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Silver Spring Green Trail Sidepath (Cedar St to Sligo Creek Pkwy)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8026	0.68
University Blvd (MD 193)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8067	0.70
University Blvd (MD 193)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8080	0.31
University Blvd (MD 193)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8112	0.21
University Blvd (MD 193)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8199	0.19
University Blvd (MD 193)	Protected Bicycle Lane	Montgomery	MDOT/State Highway Administration	8207	0.64
Waldorf/White Plains Sidewalk on US 301	Streetscape/Pedestrian Improvements	Charles	MDOT/State Highway Administration	8859	12.99
Wisconsin Ave (MD 355)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8159	0.07
Woodfield Rd (MD 124)	Shared Use Path	Montgomery	MDOT/State Highway Administration	8181	0.30
2nd Ave	Bike Route Marking	Montgomery	Montgomery County	8078	0.47
2nd Ave / Wayne Ave	Protected Bicycle Lane	Montgomery	Montgomery County	8152	0.31
A-251	Shared Use Path	Montgomery	Montgomery County	7546	0.73
Adrian St	Bike Route Marking	Montgomery	Montgomery County	8265	0.80
Aircraft Dr	Protected Bicycle Lane	Montgomery	Montgomery County	7523	0.12
Aircraft Dr	Protected Bicycle Lane	Montgomery	Montgomery County	8250	0.17

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				ID	Miles
Alton Pkwy	Bike Route Marking	Montgomery	Montgomery County	8079	0.59
Anne St	Bike Route Marking	Montgomery	Montgomery County	8066	0.31
Appomattox Ave	Protected Bicycle Lane	Montgomery	Montgomery County	8216	0.79
Arlington Rd Separated Bike Lanes (Old Georgetown Rd to Bradley Blvd)	Protected Bicycle Lane	Montgomery	Montgomery County	8038	0.66
Aspen Hill Rd	Protected Bicycle Lane	Montgomery	Montgomery County	8190	0.28
Aspen Hill Rd	Bike Route Marking	Montgomery	Montgomery County	8316	0.03
Avery Rd	Shared Use Path	Montgomery	Montgomery County	7686	1.18
Baltimore Ave	Bike Route Marking	Montgomery	Montgomery County	8313	0.00
Battery Ln	Protected Bicycle Lane	Montgomery	Montgomery County	8137	0.32
Belward Campus Dr	Protected Bicycle Lane	Montgomery	Montgomery County	8125	0.75
Bethesda Trolley Trail	Buffered Bicycle Lane	Montgomery	Montgomery County	7485	0.07
Bethesda Trolley Trail	Shared Use Path	Montgomery	Montgomery County	7541	0.23
Blackwell Rd	Protected Bicycle Lane	Montgomery	Montgomery County	8090	2.00
Blackwell Rd	Protected Bicycle Lane	Montgomery	Montgomery County	8148	0.19
Blueridge Ave	Protected Bicycle Lane	Montgomery	Montgomery County	8098	0.76
Bowie Mill Rd	Shared Use Path	Montgomery	Montgomery County	8208	3.35
Briggs Rd	Shared Use Path	Montgomery	Montgomery County	8179	0.34
Broadbirch Dr Separated Bike Lanes (Tech Rd to Cherry Hill Rd)	Protected Bicycle Lane	Montgomery	Montgomery County	8030	0.67



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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Broschart Rd	Protected Bicycle Lane	Montgomery	Montgomery County	8133	0.52
Burtonsville Access Road	Shared Use Path	Montgomery	Montgomery County	8285	0.27
Burtonsville To Silver Spring	Shared Use Path	Montgomery	Montgomery County	7493	8.43
Burtonsville To Silver Spring	Other	Montgomery	Montgomery County	7499	1.63
Burtonsville To Silver Spring	Protected Bicycle Lane	Montgomery	Montgomery County	7519	0.86
Burtonsville To Silver Spring	Shared Use Path	Montgomery	Montgomery County	7542	0.34
Cameron St	Protected Bicycle Lane	Montgomery	Montgomery County	8141	0.34
Capital Crescent Trail	Shared Use Path	Montgomery	Montgomery County	7472	7.90
Capital Crescent Trail	Shared Use Path	Montgomery	Montgomery County	7475	4.52
Capital Crescent Trail (surface Route)	Protected Bicycle Lane	Montgomery	Montgomery County	7478	0.05
Capital Crescent Trail (Surface Route) (Woodmont Ave to Elm St Park)	Protected Bicycle Lane	Montgomery	Montgomery County	8029	0.25
Capital Crescent Trail (Surface Route) (Woodmont Ave to Elm St Park)	Shared Use Path	Montgomery	Montgomery County	8049	0.07
Capital Crescent Trail Access	Shared Use Path	Montgomery	Montgomery County	7471	0.97
Capital Crescent Trail Breezeway (Elm St Park to Silver Spring Transit Center)	Shared Use Path	Montgomery	Montgomery County	8028	0.37
Capital Crescent Trail Breezeway (Elm St Park to Silver Spring Transit Center)	Shared Use Path	Montgomery	Montgomery County	8055	0.05

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Capital Crescent Trail Connector	Shared Use Path	Montgomery	Montgomery County	8161	0.06
Capital Crescent Trail Connector	Shared Use Path	Montgomery	Montgomery County	8173	0.03
Carl Henn Millennium Trail	Standard Bicycle Lane	Montgomery	Montgomery County	7492	0.20
Cheltenham Dr	Protected Bicycle Lane	Montgomery	Montgomery County	8082	0.08
Cherry Hill Rd	Protected Bicycle Lane	Montgomery	Montgomery County	7549	1.42
Cherry Hill Rd Separated Bike Lanes (Prosperity Dr to Prince George's County)	Protected Bicycle Lane	Montgomery	Montgomery County	8036	1.31
City of Rockville To Friendship Heights	Protected Bicycle Lane	Montgomery	Montgomery County	7482	0.15
City of Rockville To Friendship Heights	Protected Bicycle Lane	Montgomery	Montgomery County	7487	1.00
City of Rockville To Friendship Heights	Buffered Bicycle Lane	Montgomery	Montgomery County	7501	0.14
City of Rockville To Friendship Heights	Protected Bicycle Lane	Montgomery	Montgomery County	7516	0.42
City of Rockville To Friendship Heights	Protected Bicycle Lane	Montgomery	Montgomery County	7517	0.03
City of Rockville To Friendship Heights	Shared Use Path	Montgomery	Montgomery County	7522	0.13
City of Rockville To Friendship Heights	Protected Bicycle Lane	Montgomery	Montgomery County	7531	0.13
City of Rockville To Friendship Heights	Protected Bicycle Lane	Montgomery	Montgomery County	7538	0.89
City of Rockville To Wheaton	Protected Bicycle Lane	Montgomery	Montgomery County	7509	2.73
City of Rockville To Wheaton	Shared Use Path	Montgomery	Montgomery County	7514	1.66
Clark Pl	Bike Route Marking	Montgomery	Montgomery County	8294	0.09
Clarksburg To City of Gaithersburg	Shared Use Path	Montgomery	Montgomery County	7496	3.95
Clarksburg To City of Gaithersburg	Protected Bicycle Lane	Montgomery	Montgomery County	7518	0.35

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				ID	Miles
Clarksburg To City of Gaithersburg	Protected Bicycle Lane	Montgomery	Montgomery County	7526	0.14
Clarksburg To City of Gaithersburg	Shared Use Path	Montgomery	Montgomery County	7534	0.09
Colie Dr	Shared Use Path	Montgomery	Montgomery County	8287	0.36
College View Dr	Bike Route Marking	Montgomery	Montgomery County	8075	0.42
College View Dr	Bike Route Marking	Montgomery	Montgomery County	8165	0.17
Crabbs Branch Way	Shared Use Path	Montgomery	Montgomery County	8134	0.41
Crystal Rock Dr	Protected Bicycle Lane	Montgomery	Montgomery County	8245	1.02
Crystal Rock Dr	Shared Use Path	Montgomery	Montgomery County	8246	0.42
Dale Dr	Shared Use Path	Montgomery	Montgomery County	8184	2.12
Darcy Forest Dr	Bike Route Marking	Montgomery	Montgomery County	8291	0.18
Darnestown Rd	Shared Use Path	Montgomery	Montgomery County	8223	0.42
Decoverly Dr	Protected Bicycle Lane	Montgomery	Montgomery County	8126	0.46
Denley Rd	Bike Boulevards	Montgomery	Montgomery County	8279	0.48
Diamondback Dr	Shared Use Path	Montgomery	Montgomery County	8127	0.51
Diamondback Dr	Protected Bicycle Lane	Montgomery	Montgomery County	8151	0.18
Dixon Ave	Protected Bicycle Lane	Montgomery	Montgomery County	8166	0.29
Dorset Ave	Bike Route Marking	Montgomery	Montgomery County	8101	0.68
Dorsey Mill Rd	Protected Bicycle Lane	Montgomery	Montgomery County	8149	0.02
Douglas Ave	Bike Route Marking	Montgomery	Montgomery County	8076	1.21
Douglas Ave	Bike Boulevards	Montgomery	Montgomery County	8219	0.18

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
E Jefferson St	Protected Bicycle Lane	Montgomery	Montgomery County	8119	0.46
East Ave	Protected Bicycle Lane	Montgomery	Montgomery County	8096	0.05
Edgemoor Ln Neighborhood Greenway (Exeter Rd to Arlington Rd)	Other	Montgomery	Montgomery County	8034	0.25
Edgemoor Ln Separated Bike Lanes (Arlington Rd to Bethesda Metrorail Station)	Protected Bicycle Lane	Montgomery	Montgomery County	8025	0.16
Edson Ln	Protected Bicycle Lane	Montgomery	Montgomery County	8140	0.40
Ellsworth Dr	Bike Route Marking	Montgomery	Montgomery County	8132	0.15
Elm St	Bike Route Marking	Montgomery	Montgomery County	8120	0.51
Emory Lane Sidepath	Shared Use Path	Montgomery	Montgomery County	7488	0.30
Emory Ln	Shared Use Path	Montgomery	Montgomery County	7687	0.01
Erskine St	Bike Route Marking	Montgomery	Montgomery County	8252	0.14
Evans Dr	Bike Route Marking	Montgomery	Montgomery County	8260	0.06
Evans Parkway Neighborhood Park Trail	Shared Use Path	Montgomery	Montgomery County	7535	0.05
Executive Blvd	Protected Bicycle Lane	Montgomery	Montgomery County	8104	0.29
Executive Blvd	Protected Bicycle Lane	Montgomery	Montgomery County	8170	0.34
Exeter Rd	Bike Route Marking	Montgomery	Montgomery County	8070	0.62
Falcon St	Bike Route Marking	Montgomery	Montgomery County	8281	0.13
Falls	Standard Bicycle Lane	Montgomery	Montgomery County	8022	0.58

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				ID	Miles
Farragut Ave	Protected Bicycle Lane	Montgomery	Montgomery County	8233	0.06
FDA Blvd	Protected Bicycle Lane	Montgomery	Montgomery County	8074	0.77
Fenton St Separated Bike Lanes (Ellsworth Dr to Wayne Ave)	Protected Bicycle Lane	Montgomery	Montgomery County	8054	0.11
Fenton St Separated Bike Lanes (Wayne Ave to King St)	Protected Bicycle Lane	Montgomery	Montgomery County	8024	0.57
Fernwood Rd	Protected Bicycle Lane	Montgomery	Montgomery County	8241	0.41
Ferrara Ave	Bike Route Marking	Montgomery	Montgomery County	8117	0.63
Forest Glen Rd	Shared Use Path	Montgomery	Montgomery County	8283	0.02
Frederick Rd	Shared Use Path	Montgomery	Montgomery County	7547	3.14
Friendship Blvd Separated Bike Lanes (Willard Ave to District of Columbia)	Protected Bicycle Lane	Montgomery	Montgomery County	8040	0.20
Gaither Rd	Shared Use Path	Montgomery	Montgomery County	8293	0.32
Galt Ave	Bike Route Marking	Montgomery	Montgomery County	8142	0.14
Germantown To Burtonsville	Shared Use Path	Montgomery	Montgomery County	7533	0.00
Germantown To Life Sciences Center	Protected Bicycle Lane	Montgomery	Montgomery County	7495	3.68
Germantown To Life Sciences Center	Shared Use Path	Montgomery	Montgomery County	7528	0.52
Germantown Town Center to Montgomery College	Shared Use Path	Montgomery	Montgomery County	7505	0.97
Gilbert St	Bike Route Marking	Montgomery	Montgomery County	8139	0.51

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Glenallan Ave	Protected Bicycle Lane	Montgomery	Montgomery County	8289	0.61
Glenmont To Silver Spring	Other	Montgomery	Montgomery County	7511	1.47
Glenmont To Silver Spring	Protected Bicycle Lane	Montgomery	Montgomery County	7512	2.59
Glenmont To Silver Spring	Shared Use Path	Montgomery	Montgomery County	7524	0.31
Glenmont To Silver Spring	Other	Montgomery	Montgomery County	7527	0.67
Glenmont to Silver Spring Breezeway (Georgia Ave to Arcola Ave)	Bike Route Marking	Montgomery	Montgomery County	8167	0.69
Glenmont to Silver Spring Breezeway (Georgia Ave to Arcola Ave)	Bike Boulevards	Montgomery	Montgomery County	8440	0.70
Glenside Dr	Bike Route Marking	Montgomery	Montgomery County	8113	0.59
Gold Mine Rd Sidepath (James Creek Ct to Chandlee Mill Rd)	Shared Use Path	Montgomery	Montgomery County	8047	0.14
Goshen Rd	Standard Bicycle Lane	Montgomery	Montgomery County	8211	3.09
Goshen Rd	Shared Use Path	Montgomery	Montgomery County	8237	3.10
Gould Rd	Bike Route Marking	Montgomery	Montgomery County	8315	0.01
Grandview Ave	Bike Route Marking	Montgomery	Montgomery County	8155	0.28
Grandview Ave Separated Bike Lanes (Blueridge Ave to University Blvd)	Protected Bicycle Lane	Montgomery	Montgomery County	8033	0.26
Grandview Ave Separated Bike Lanes (University Blvd to Reddie Dr)	Protected Bicycle Lane	Montgomery	Montgomery County	8032	0.41

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Great Seneca Hwy	Shared Use Path	Montgomery	Montgomery County	8056	0.49
Greeley Ave	Bike Route Marking	Montgomery	Montgomery County	8303	0.07
Green Trail	Shared Use Path	Montgomery	Montgomery County	7474	0.68
Green Trail	Protected Bicycle Lane	Montgomery	Montgomery County	7483	0.34
Greenwood Ave	Bike Route Marking	Montgomery	Montgomery County	8061	0.32
Greenwood Ave	Bike Route Marking	Montgomery	Montgomery County	8135	0.51
Grosvenor Ln	Shared Use Path	Montgomery	Montgomery County	8263	0.52
Grosvenor Pl	Shared Use Path	Montgomery	Montgomery County	8258	0.52
Grove St	Bike Route Marking	Montgomery	Montgomery County	8063	0.71
Grubb Rd	Protected Bicycle Lane	Montgomery	Montgomery County	8147	0.23
Grubb Rd	Protected Bicycle Lane	Montgomery	Montgomery County	8224	0.66
Hildarose Dr	Bike Route Marking	Montgomery	Montgomery County	8308	0.06
Holton Ln	Bike Route Marking	Montgomery	Montgomery County	8286	0.10
Howard Ave	Shared Use Path	Montgomery	Montgomery County	8300	0.04
Hyattstown Bypass	Shared Use Path	Montgomery	Montgomery County	7548	0.51
I-495 Bridge	Shared Use Path	Montgomery	Montgomery County	7525	0.36
I-495 Bridge (east Side)	Shared Use Path	Montgomery	Montgomery County	7521	0.36
Icc Trail Extension	Shared Use Path	Montgomery	Montgomery County	7539	0.11
Icc Trail Extension	Shared Use Path	Montgomery	Montgomery County	7540	0.14
Industrial Dr	Shared Use Path	Montgomery	Montgomery County	8273	0.32

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Industrial Pkwy	Protected Bicycle Lane	Montgomery	Montgomery County	8111	2.11
Intercounty Connector Trail	Shared Use Path	Montgomery	Montgomery County	7468	5.51
Intercounty Connector Trail	Shared Use Path	Montgomery	Montgomery County	7480	4.28
Jefferson	Contraflow Lanes	Montgomery	Montgomery County	8017	0.49
Jingle Ln	Bike Boulevards	Montgomery	Montgomery County	8306	0.12
Johns Hopkins Dr	Protected Bicycle Lane	Montgomery	Montgomery County	8146	0.12
Jones Bridge	Shared Use Path	Montgomery	Montgomery County	7477	0.06
Jones Bridge Rd	Shared Use Path	Montgomery	Montgomery County	8084	0.03
Jones Bridge Rd (South Side) Sidepath (Platt Ridge Dr to Connecticut Ave)	Shared Use Path	Montgomery	Montgomery County	8051	0.17
Kensington Blvd	Shared Use Path	Montgomery	Montgomery County	8097	0.27
Larkin Pl	Bike Route Marking	Montgomery	Montgomery County	8317	0.05
Leland St	Protected Bicycle Lane	Montgomery	Montgomery County	8144	0.07
Lewis Dr	Protected Bicycle Lane	Montgomery	Montgomery County	8194	0.18
Life Sciences Center Loop (Great Seneca Hwy to Key West Ave)	Protected Bicycle Lane	Montgomery	Montgomery County	8031	0.45
Life Sciences Center Loop (Key West Ave to Great Seneca Hwy)	Protected Bicycle Lane	Montgomery	Montgomery County	8041	1.10
Life Sciences Center to Shady Grove Metro	Shared Use Path	Montgomery	Montgomery County	7502	2.67
Little Seneca Pkwy	Shared Use Path	Montgomery	Montgomery County	8157	0.27



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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Lockwood Dr	Shared Use Path	Montgomery	Montgomery County	8156	0.14
Long Branch Trail	Shared Use Path	Montgomery	Montgomery County	7520	0.01
Lyttonsville Rd	Bike Route Marking	Montgomery	Montgomery County	8059	0.34
Lyttonsville Rd	Protected Bicycle Lane	Montgomery	Montgomery County	8109	0.86
Macarthur Blvd	Shared Use Path	Montgomery	Montgomery County	7479	1.66
MacArthur Blvd	Bikeable Shoulders	Montgomery	Montgomery County	8191	2.64
MacArthur Blvd	Bikeable Shoulders	Montgomery	Montgomery County	8222	1.08
MacArthur Blvd	Shared Use Path	Montgomery	Montgomery County	8249	1.33
MacArthur Blvd Sidepath and Bikeable Shoulders (Goldsboro Rd to District of Columbia)	Bike Route Marking	Montgomery	Montgomery County	8044	2.56
MacArthur Blvd Sidepath and Bikeable Shoulders (Goldsboro Rd to District of Columbia)	Shared Use Path	Montgomery	Montgomery County	8052	0.33
Marinelli Rd Separated Bike Lanes (Executive Blvd to Woodglen Dr)	Protected Bicycle Lane	Montgomery	Montgomery County	8048	0.18
Marinelli Rd Separated Bike Lanes (Rockville Pike to Nebel St)	Protected Bicycle Lane	Montgomery	Montgomery County	8045	0.42
Maryland Ave	Bike Route Marking	Montgomery	Montgomery County	8021	0.68
Maryland Ave	Bike Route Marking	Montgomery	Montgomery County	8085	0.49
Matthew Henson Trail Ext	Shared Use Path	Montgomery	Montgomery County	7491	0.54

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<b>PROJ_TITLE</b>	<b>FACILITY TYPE</b>	<b>COUNTY</b>	<b>LEAD AGENCY</b>	<b>PROJ ID</b>	<b>Miles</b>
Matthew Henson Trail to Poplar Run	Shared Use Path	Montgomery	Montgomery County	7489	0.60
McKenney Ave	Bike Boulevards	Montgomery	Montgomery County	8200	0.30
McKinley St	Bike Route Marking	Montgomery	Montgomery County	8154	0.15
Medical Center Dr	Protected Bicycle Lane	Montgomery	Montgomery County	8153	0.12
Medical Center Dr Ext (Outer Side) Separated Bike Lanes (Great Seneca Hwy to Key West Ave)	Protected Bicycle Lane	Montgomery	Montgomery County	8046	0.48
<b>PROJ_TITLE</b>	<b>FACILITY TYPE</b>	<b>COUNTY</b>	<b>LEAD AGENCY</b>	<b>PROJ ID</b>	<b>Miles</b>
Mercury Dr	Bike Boulevards	Montgomery	Montgomery County	8239	0.26
Metropolitan Branch Trail	Shared Use Path	Montgomery	Montgomery County	7481	0.61
Metropolitan Branch Trail Breezeway (Silver Spring Transit Center to King St)	Shared Use Path	Montgomery	Montgomery County	8035	0.03
Middlebrook Rd	Shared Use Path	Montgomery	Montgomery County	8205	0.33
Montgomery Ave	Shared Use Path	Montgomery	Montgomery County	8243	0.06
Montgomery Ln Separated Bike Lanes (Woodmont Ave to Wisconsin Ave)	Protected Bicycle Lane	Montgomery	Montgomery County	8042	0.14
Montgomery St	Protected Bicycle Lane	Montgomery	Montgomery County	8171	0.06
Montrose Ave	Shared Use Path	Montgomery	Montgomery County	8277	0.49
Montrose Pkwy	Shared Use Path	Montgomery	Montgomery County	7484	0.02
Montrose Rd	Shared Use Path	Montgomery	Montgomery County	8256	1.00

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<b>PROJ_TITLE</b>	<b>FACILITY TYPE</b>	<b>COUNTY</b>	<b>LEAD AGENCY</b>	<b>PROJ ID</b>	<b>Miles</b>
Moorland Ln	Bike Route Marking	Montgomery	Montgomery County	8081	0.96
Morningwood Dr	Shared Use Path	Montgomery	Montgomery County	8255	0.20
Nebel St	Protected Bicycle Lane	Montgomery	Montgomery County	8089	0.50
Nebel St Ext	Protected Bicycle Lane	Montgomery	Montgomery County	8088	1.30
Needwood Drive Bike path	Shared Use Path	Montgomery	Montgomery County	7476	0.26
New Ave Bikeway	Shared Use Path	Montgomery	Montgomery County	7552	0.77
Nicholson Ln	Protected Bicycle Lane	Montgomery	Montgomery County	8072	0.74
<b>PROJ_TITLE</b>	<b>FACILITY TYPE</b>	<b>COUNTY</b>	<b>LEAD AGENCY</b>	<b>PROJ ID</b>	<b>Miles</b>
Nicholson Ln	Protected Bicycle Lane	Montgomery	Montgomery County	8091	1.00
Nicholson Ln	Shared Use Path	Montgomery	Montgomery County	8269	0.16
Norfolk Ave	Bike Route Marking	Montgomery	Montgomery County	8069	0.30
Norfolk Ave	Protected Bicycle Lane	Montgomery	Montgomery County	8083	0.11
North Branch Hiker-biker Trail	Shared Use Path	Montgomery	Montgomery County	7550	3.92
Norwood Trail	Other	Montgomery	Montgomery County	8121	0.18
Observation Dr	Shared Use Path	Montgomery	Montgomery County	7504	2.19
Off-Street Trail	Shared Use Path	Montgomery	Montgomery County	8312	0.04
Old Columbia Pike	Shared Use Path	Montgomery	Montgomery County	7543	0.10
Old Columbia Pike	Shared Use Path	Montgomery	Montgomery County	7545	0.12
Olney #2	Protected Bicycle Lane	Montgomery	Montgomery County	8209	0.71
Olney #6	Shared Use Path	Montgomery	Montgomery County	8309	0.11

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Olney To Glenmont	Shared Use Path	Montgomery	Montgomery County	7497	2.59
Olney To Glenmont	Protected Bicycle Lane	Montgomery	Montgomery County	7498	0.36
Olney To Glenmont	Shared Use Path	Montgomery	Montgomery County	7510	1.17
Olney To Glenmont	Shared Use Path	Montgomery	Montgomery County	7530	0.06
Olney to Glenmont Breezeway (Wendy Ln to Matthew Henson Trail)	Shared Use Path	Montgomery	Montgomery County	8321	0.40
Omega Dr	Protected Bicycle Lane	Montgomery	Montgomery County	8172	0.12
Parklawn Dr	Shared Use Path	Montgomery	Montgomery County	8213	0.91
PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
Parklawn Dr	Shared Use Path	Montgomery	Montgomery County	8278	0.59
Pearl St	Protected Bicycle Lane	Montgomery	Montgomery County	8107	0.13
Pearl St	Protected Bicycle Lane	Montgomery	Montgomery County	8108	0.30
Pearl St	Bike Route Marking	Montgomery	Montgomery County	8175	0.06
Piedmont Crossing Local Park Trail	Shared Use Path	Montgomery	Montgomery County	8114	0.30
Plum Orchard Dr	Protected Bicycle Lane	Montgomery	Montgomery County	8130	1.28
Plyers Mill Rd	Shared Use Path	Montgomery	Montgomery County	8310	0.10
Potomac To Rock Spring	Shared Use Path	Montgomery	Montgomery County	7500	2.08
Potomac To Veirs Mill Road	Shared Use Path	Montgomery	Montgomery County	7515	3.00
Potomac to Veirs Mill Road Breezeway (Randolph Rd to Veirs Mill Rd)	Shared Use Path	Montgomery	Montgomery County	8050	0.10

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Powder Mill Rd	Shared Use Path	Montgomery	Montgomery County	8198	0.69
Prichard Rd	Protected Bicycle Lane	Montgomery	Montgomery County	8099	0.19
Queen Mary Dr	Shared Use Path	Montgomery	Montgomery County	8229	0.13
Railroad Crossing	Shared Use Path	Montgomery	Montgomery County	8320	0.05
Randolph Rd	Shared Use Path	Montgomery	Montgomery County	7544	0.77
Randolph Rd	Shared Use Path	Montgomery	Montgomery County	8305	0.18
Ray Dr	Bike Route Marking	Montgomery	Montgomery County	8100	0.65
Redland Rd	Shared Use Path	Montgomery	Montgomery County	7691	1.28
Reedie Dr	Protected Bicycle Lane	Montgomery	Montgomery County	8123	0.13
PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	ID	Miles
Reedie Dr	Bike Route Marking	Montgomery	Montgomery County	8160	0.09
Research Blvd NB	Contraflow Lanes	Montgomery	Montgomery County	8020	1.24
Research Blvd SB	Bike Route Marking	Montgomery	Montgomery County	8019	1.27
Rock Spring Dr	Protected Bicycle Lane	Montgomery	Montgomery County	8240	0.66
Rockledge Dr	Protected Bicycle Lane	Montgomery	Montgomery County	8188	0.48
Rockledge Dr	Protected Bicycle Lane	Montgomery	Montgomery County	8210	1.20
Rockville Pkwy	Protected Bicycle Lane	Montgomery	Montgomery County	7469	5.08
Rosedale Ave	Bike Route Marking	Montgomery	Montgomery County	8168	0.23
Saratoga Ave	Bike Route Marking	Montgomery	Montgomery County	8319	0.00
Scott WB	Shared Use Path	Montgomery	Montgomery County	8018	0.63

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Selfridge Rd	Bike Route Marking	Montgomery	Montgomery County	8164	0.31
Selfridge Rd	Other	Montgomery	Montgomery County	8174	0.04
Seven Locks Rd	Bike Route Marking	Montgomery	Montgomery County	8057	1.00
Seven Locks Rd	Shared Use Path	Montgomery	Montgomery County	8065	1.24
Sherrill Ave	Bike Route Marking	Montgomery	Montgomery County	8301	0.01
Silver Spring Ave	Bike Route Marking	Montgomery	Montgomery County	8150	0.70
Sleaford Rd	Bike Route Marking	Montgomery	Montgomery County	8122	0.45
Sligo Ave	Protected Bicycle Lane	Montgomery	Montgomery County	8163	0.06
Sligo Creek Trail	Shared Use Path	Montgomery	Montgomery County	7536	0.01
Sligo Creek Trail	Shared Use Path	Montgomery	Montgomery County	7537	0.06
<b>PROJ_TITLE</b>	<b>FACILITY TYPE</b>	<b>COUNTY</b>	<b>LEAD AGENCY</b>	<b>PROJ ID</b>	<b>Miles</b>
Sligo Creek Trail Ext. To Matthew Henson	Shared Use Path	Montgomery	Montgomery County	7551	3.50
Snouffer School Rd Sidepath (Centerway Rd to Sweet Autumn Dr)	Shared Use Path	Montgomery	Montgomery County	8043	1.03
Snowden Farm Pkwy	Shared Use Path	Montgomery	Montgomery County	8267	0.58
Southlawn Ln	Shared Use Path	Montgomery	Montgomery County	7692	0.21
Southlawn Ln	Shared Use Path	Montgomery	Montgomery County	7693	1.05
Spartan Rd	Protected Bicycle Lane	Montgomery	Montgomery County	8217	0.62
Spartan Rd	Protected Bicycle Lane	Montgomery	Montgomery County	8271	0.38
Spring St / Cedar St	Protected Bicycle Lane	Montgomery	Montgomery County	8176	0.16

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St Elmo Ave	Standard Bicycle Lane	Montgomery	Montgomery County	8071	0.21
Stewart Ln	Standard Bicycle Lane	Montgomery	Montgomery County	8162	0.06
Strathmore Hall St	Shared Use Path	Montgomery	Montgomery County	8288	0.04
Street A-251	Shared Use Path	Montgomery	Montgomery County	8251	0.73
Street B-2	Protected Bicycle Lane	Montgomery	Montgomery County	8272	0.26
Street B-2	Protected Bicycle Lane	Montgomery	Montgomery County	8295	0.34
Street B-5	Protected Bicycle Lane	Montgomery	Montgomery County	8095	0.37
Stringtown Rd	Shared Use Path	Montgomery	Montgomery County	8183	1.19
Sudbury Rd	Bike Route Marking	Montgomery	Montgomery County	8068	0.79
Summit Ave	Protected Bicycle Lane	Montgomery	Montgomery County	8234	0.18
Summit Ave Ext	Protected Bicycle Lane	Montgomery	Montgomery County	8178	0.19
<b>PROJ_TITLE</b>	<b>FACILITY TYPE</b>	<b>COUNTY</b>	<b>LEAD AGENCY</b>	<b>PROJ ID</b>	<b>Miles</b>
Summit Hills Bikeway	Shared Use Path	Montgomery	Montgomery County	8304	0.21
Sundale Dr	Bike Route Marking	Montgomery	Montgomery County	8060	0.84
Tech Rd	Protected Bicycle Lane	Montgomery	Montgomery County	8131	0.82
Tilbury St	Bike Route Marking	Montgomery	Montgomery County	8086	0.35
Towne Rd	Protected Bicycle Lane	Montgomery	Montgomery County	8145	0.21
Traville Gateway Dr Ext	Protected Bicycle Lane	Montgomery	Montgomery County	8169	0.17
Tuckerman Ln	Shared Use Path	Montgomery	Montgomery County	7470	5.72
Tuckerman Ln	Protected Bicycle Lane	Montgomery	Montgomery County	8177	0.66

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Tuckerman Ln	Standard Bicycle Lane	Montgomery	Montgomery County	8185	1.51
Tuckerman Ln	Standard Bicycle Lane	Montgomery	Montgomery County	8186	2.32
Tuckerman Ln	Shared Use Path	Montgomery	Montgomery County	8235	1.52
Twinbrook Pkwy	Protected Bicycle Lane	Montgomery	Montgomery County	8212	0.30
Twinbrook Pkwy	Protected Bicycle Lane	Montgomery	Montgomery County	8270	0.06
Twinbrook Pkwy	Protected Bicycle Lane	Montgomery	Montgomery County	8318	0.14
Upton Dr	Bike Route Marking	Montgomery	Montgomery County	8077	0.20
Utility Corridor #1	Shared Use Path	Montgomery	Montgomery County	7473	11.19
Utility Corridor #2	Shared Use Path	Montgomery	Montgomery County	7513	25.32
Veirs Mill Road to White Oak	Shared Use Path	Montgomery	Montgomery County	7494	6.12
Veirs Mill Road to White Oak	Shared Use Path	Montgomery	Montgomery County	7532	0.02
Walter Johnson Rd	Shared Use Path	Montgomery	Montgomery County	8214	0.32
Weiss St	Bike Route Marking	Montgomery	Montgomery County	8238	0.09
Weller Rd	Bike Boulevards	Montgomery	Montgomery County	8261	0.11
Weller Rd	Shared Use Path	Montgomery	Montgomery County	8276	0.10
West Ave	Bike Route Marking	Montgomery	Montgomery County	8064	0.42
Westbard Ave	Protected Bicycle Lane	Montgomery	Montgomery County	8228	0.70
Westbard Ave	Shared Use Path	Montgomery	Montgomery County	8302	0.31
Westlake Ter	Protected Bicycle Lane	Montgomery	Montgomery County	8242	0.79
Wheaton Plaza Entrance	Protected Bicycle Lane	Montgomery	Montgomery County	8138	0.13



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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Wheaton Plaza Ring Road	Protected Bicycle Lane	Montgomery	Montgomery County	8201	2.19
Wheaton To Takoma / Langley	Shared Use Path	Montgomery	Montgomery County	7506	4.32
Wheaton To Takoma / Langley	Protected Bicycle Lane	Montgomery	Montgomery County	7508	1.23
White Flint to Rock Spring	Protected Bicycle Lane	Montgomery	Montgomery County	7490	0.62
White Flint to Rock Spring	Shared Use Path	Montgomery	Montgomery County	7507	1.34
Wildwood Dr	Bike Route Marking	Montgomery	Montgomery County	8062	0.63
Willard Ave	Protected Bicycle Lane	Montgomery	Montgomery County	8230	0.50
Willard Ave Trail	Shared Use Path	Montgomery	Montgomery County	8274	0.45
Wisteria Dr	Protected Bicycle Lane	Montgomery	Montgomery County	8204	1.04
Woodglen	Shared Use Path	Montgomery	Montgomery County	7486	0.07
Woodmont Ave Separated Bike Lanes (Strathmore St to Wisconsin Ave)	Protected Bicycle Lane	Montgomery	Montgomery County	8037	0.06
15th St NW Cycle Track from Penn Ave NW to Maine Ave SW	Protected Bicycle Lane	District of Columbia	National Park Service	7861	0.80
Anacostia Kenilworth Trail	Shared Use Path	District of Columbia	National Park Service	8839	1.75
Anacostia River Trail	Other	District of Columbia	National Park Service	7283	2.47
Anacostia River Trail-SW From Buzzard Point to the Wharf	Shared Use Path	District of Columbia	National Park Service	7443	1.82
Anacostia Riverwalk Trail Phase II	Shared Use Path	District of Columbia	National Park Service	7859	9.61
Arboretum Connector	Shared Use Path	District of Columbia	National Park Service	7286	1.11

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				ID	Miles
Kennedy Center Pedestrian/Bicycle Trail	Shared Use Path	District of Columbia	National Park Service	7858	0.60
Long Bridge Park to Mt. Vernon Trail Connection	Shared Use Path	Arlington	National Park Service	8502	0.19
Mount Vernon Trail Extension	Shared Use Path	Arlington	National Park Service	7370	0.12
Mount Vernon Trail Widening	Shared Use Path	Arlington	National Park Service	8501	5.20
Oxon Cove Hiker Biker Trail	Shared Use Path	District of Columbia	National Park Service	7376	1.07
Rock Creek Park Multi-Use Trail and Pedestrian Bridge Project	Shared Use Path	District of Columbia	National Park Service	10086	6.44
Rock Creek Park Trail	Shared Use Path	District of Columbia	National Park Service	<Null>	1.30
Rock Creek Park Trail Extension	Shared Use Path	District of Columbia	National Park Service	7395	3.57
Suitland Parkway Sidepath from Southern Ave to Firth Sterling Ave SE	Shared Use Path	Prince Georges	National Park Service	7442	2.76
W&OD and Four Mile Run Trail Upgrades	Shared Use Path	Arlington	NOVA Parks	8492	8.40
W&OD Realignment at East Falls Church	Streetscape/Pedestrian Improvements	Arlington	NOVA Parks	8496	0.09
23rd Parkway Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7000	1.00
38th Street (MD 208) Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	10034	0.96
A-55 Side Path	Shared Use Path	Prince Georges	Prince Georges County	7002	3.77
A-56 Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7003	1.65
A-6 Side Path	Shared Use Path	Prince Georges	Prince Georges County	10006	1.03

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				ID	Miles
A-63 Side Path	Shared Use Path	Prince Georges	Prince Georges County	10035	1.94
A-65	Other	Prince Georges	Prince Georges County	7282	0.03
A-65 Side Path	Shared Use Path	Prince Georges	Prince Georges County	7006	4.55
Addison Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7007	1.94
Adelphi Rd. Pedestrian Safety Improvements	Streetscape/Pedestrian Improvements	Prince George's County	Prince Georges County	10346	2.82
Ager Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7008	1.90
Allentown Road (MD 337) Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	10007	1.75
Allentown Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7010	0.88
Allentown Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7011	1.36
Allentown Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	9706	0.39
Ammendale Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7013	0.63
Annapolis Rd	Other	Prince Georges	Prince Georges County	7284	1.08
Annapolis Road (MD 450)	Other	Prince Georges	Prince Georges County	7285	0.59
Annapolis Road (MD 450, MD 202) Side Path	Shared Use Path	Prince Georges	Prince Georges County	10008	0.95
Annapolis Road (MD 450, MD 202) Side Path	Shared Use Path	Prince Georges	Prince Georges County	9826	0.86
Ardwick Ardmore Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7015	1.76
Arena Drive Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7016	0.53
Auth Way Side Path	Shared Use Path	Prince Georges	Prince Georges County	7017	1.28
Back Branch Trail	Shared Use Path	Prince Georges	Prince Georges County	7288	1.36

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				ID	Miles
Back Branch Trail	Shared Use Path	Prince Georges	Prince Georges County	7289	3.20
Back Branch Trail	Shared Use Path	Prince Georges	Prince Georges County	7434	0.05
Back Branch Trail Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7019	1.58
Bald Hill Branch Trail	Shared Use Path	Prince Georges	Prince Georges County	7291	3.89
Baltimore Avenue (US-1) Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	10009	1.07
Baltimore Avenue (US-1) Side Path	Shared Use Path	Prince Georges	Prince Georges County	10010	5.40
Baltimore-washington Parkway	Shared Use Path	Prince Georges	Prince Georges County	7292	3.75
Barnaby Run Trail Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7025	1.53
Beaver Dam Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7026	3.46
Beaver Dam Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7027	1.32
Beech Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7028	1.18
Bike Share Stations in Prince George's County	Bike Share	Prince George's County	Prince Georges County	8622	0.19
Black Swamp Trail Natural Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7029	6.30
Bock Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7030	1.03
Bond Mill Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7031	1.58
Boston Connector Trail	Shared Use Path	Prince Georges	Prince Georges County	7294	0.29
Bowie Connector Trail Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7032	1.17
Bowie Heritage Trail	Shared Use Path	Prince Georges	Prince Georges County	7295	0.72

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				ID	Miles
Bowie Heritage Trail	Shared Use Path	Prince Georges	Prince Georges County	7467	2.89
Brandywine Connector	Other	Prince Georges	Prince Georges County	7465	0.57
Brandywine Connector	Other	Prince Georges	Prince Georges County	7466	0.22
Brandywine Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7033	1.79
Brandywine Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7034	0.55
Brandywine Road Trail	Shared Use Path	Prince Georges	Prince Georges County	7297	8.68
Brandywine To Piscataway	Shared Use Path	Prince Georges	Prince Georges County	7298	3.26
Brightseat Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7035	1.58
Brightseat Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7036	2.22
Brinkley Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7037	3.97
Brooke Rd Sidepath	Shared Use Path	Prince Georges	Prince Georges County	7299	0.13
Brooke Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7038	1.04
Brooklyn Bridge Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7039	2.26
Brooks Dr Sidepath	Shared Use Path	Prince Georges	Prince Georges County	7300	0.80
Brooks Drive Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7040	1.02
Brown Station Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7041	4.02
Burch Branch Trail	Shared Use Path	Prince Georges	Prince Georges County	7301	4.42
Burch Branch Trail Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7042	3.59
Butler Branch Costca Connector Trail Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7043	1.31

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Cabin Branch Trail	Shared Use Path	Prince Georges	Prince Georges County	7302	3.66
Cabin Branch Trail	Shared Use Path	Prince Georges	Prince Georges County	7303	5.97
Camp Springs Connector	Shared Use Path	Prince Georges	Prince Georges County	7304	6.75
Campus Dr. Green Street Improvements	Standard Bicycle Lane	Prince Georges	Prince Georges County	10366	0.75
Campus Way Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7050	1.53
Campus Way Side Path	Shared Use Path	Prince Georges	Prince Georges County	7051	1.24
Campus Way Side Path	Shared Use Path	Prince Georges	Prince Georges County	7052	0.60
Capitol Heights Boulevard Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7053	0.48
Cattail Branch	Shared Use Path	Prince Georges	Prince Georges County	7305	0.04
Cattail Branch Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7054	2.66
Cb Rail-trail Connector	Shared Use Path	Prince Georges	Prince Georges County	7306	0.53
Central Avenue (MD 214) Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	9786	2.78
Central Avenue (MD 332) Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	10011	1.11
Central Avenue Connector Trail	Shared Use Path	Prince Georges	Prince Georges County	7307	5.94
Central Park Loop Trail Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7058	1.26
Charles Branch Connector Trails Natural Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7059	1.21
Charles Branch Trail	Shared Use Path	Prince Georges	Prince Georges County	7308	1.17
Charles Branch Trail Natural Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7060	7.26

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Cheltingham Park Connector Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7061	1.78
Cherry Hill Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	10012	2.64
Cherry Hill Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7063	1.19
Cherry Tree Crossing Rd	Shared Use Path	Prince Georges	Prince Georges County	7310	0.00
Cherrywood Lane Sidepath West Side Path	Shared Use Path	Prince Georges	Prince Georges County	7064	1.57
Chesapeake Beach Rail Trail Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7065	1.18
Chesapeake Beach Railway Trail	Shared Use Path	Prince Georges	Prince Georges County	7311	7.66
Chestnut Avenue & Highbridge Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7066	2.67
Cheverly To Bladensburg Waterfront Park	Shared Use Path	Prince Georges	Prince Georges County	7355	0.27
Cheverly To Bladensburg Waterfront Park Trail	Shared Use Path	Prince Georges	Prince Georges County	7280	0.31
Cheverly To Bladensburg Waterfront Park Trail	Shared Use Path	Prince Georges	Prince Georges County	7364	0.25
Church Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7067	1.87
College Park Woods Connector	Shared Use Path	Prince Georges	Prince Georges County	7312	0.50
Collington Branch Trail	Shared Use Path	Prince Georges	Prince Georges County	7313	7.36
Collington Road (MD 197) Side Path	Standard Bicycle Lane	Prince Georges	Prince Georges County	9866	1.92
Collington Road/laurel Bowie Road	Shared Use Path	Prince Georges	Prince Georges County	7314	1.36

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Collington Road/Laurel Bowie Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7070	1.40
Columbia Park Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7072	2.17
Contee Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7075	3.07
Corporate Drive Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7076	1.01
Crain Hwy Sidepath	Shared Use Path	Prince Georges	Prince Georges County	7318	0.26
Croom Rd Sidepath	Shared Use Path	Prince Georges	Prince Georges County	7319	0.89
DB-7 Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7079	1.19
Donnell Dr. Pedestrian Safety Improvements	Streetscape/Ped estrian Improvements	Prince George's County	Prince Georges County	10386	0.87
Dower House Branch Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7081	1.41
Dower House Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7082	1.06
Duckettown Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7083	1.70
Dyson Road	Other	Prince Georges	Prince Georges County	7321	0.00
Dyson Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7086	0.71
East West Highway (MD 410) Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	9886	5.10
Edmonston Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7089	1.17
Ellin Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7091	1.27
Enterprise Road (MD 193) Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	9906	1.60
Euclid Street Sidepath	Shared Use Path	Prince Georges	Prince Georges County	7325	0.05
Fairwood Drive Side Path	Shared Use Path	Prince Georges	Prince Georges County	7094	1.02



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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Farm Road Trail Natural Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7095	2.42
Fletchertown Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7097	0.62
Floral Park Road	Other	Prince Georges	Prince Georges County	7326	0.31
Floral Park Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7098	5.40
Folly Branch Trail	Shared Use Path	Prince Georges	Prince Georges County	7327	2.63
Folly Branch Trail	Shared Use Path	Prince Georges	Prince Georges County	7328	0.77
Folly Branch Trail Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7099	1.94
Forbes Boulevard Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7100	2.62
Fort Foote Road	Other	Prince Georges	Prince Georges County	7331	0.24
Fort Washington Rd Sidepath	Shared Use Path	Prince Georges	Prince Georges County	7334	1.28
Fort Washington Rd Sidepath	Shared Use Path	Prince Georges	Prince Georges County	7335	1.81
Garrett A Morgan Boulevard Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7103	0.51
Good Luck Road	Other	Prince Georges	Prince Georges County	7339	1.64
Good Luck Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7104	6.71
Good Luck Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7105	6.71
Grandhaven Ave Sidepath	Shared Use Path	Prince Georges	Prince Georges County	7340	0.48
Greenbelt Road Sidepath North Side Path	Shared Use Path	Prince Georges	Prince Georges County	7107	3.11
Grey Fox Road Natural Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7108	1.13

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				ID	Miles
Gunpowder Road	Standard Bicycle Lane	Prince Georges	Prince Georges County	7341	0.61
Gunpowder Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7109	3.67
Gunpowder Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7110	1.05
Gunpowder Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7111	1.04
Harry S Truman Drive Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7113	0.53
Henson Creek Trail	Shared Use Path	Prince Georges	Prince Georges County	7342	3.46
Heritage Blvd	Other	Prince Georges	Prince Georges County	7343	0.70
Hill Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7115	1.70
Hillmeade Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7116	0.68
HOA Trail Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7117	1.09
Hotchkins Branch Trail Natural Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7118	2.49
Indian Creek	Shared Use Path	Prince Georges	Prince Georges County	7344	1.09
Indian Head Highway (md 210)	Shared Use Path	Prince Georges	Prince Georges County	7345	1.95
Indian Head Highway (MD 210) Side Path	Shared Use Path	Prince Georges	Prince Georges County	10022	14.46
Indian Head Hwy Sidepath	Shared Use Path	Prince Georges	Prince Georges County	7346	0.08
Iverson St. Pedestrian Safety Improvements	Streetscape/Ped estrian Improvements	Prince Georges	Prince Georges County	10406	1.88
Jericho Park Road Extension to Bowie State	Other	Prince Georges	Prince Georges County	7347	0.70
John Hanson Hwy	Shared Use Path	Prince Georges	Prince Georges County	7348	1.16

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Jug Bay Park Connector	Shared Use Path	Prince Georges	Prince Georges County	7349	0.99
Karen Boulevard Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7120	1.34
Kenhill Dr Sidepath	Shared Use Path	Prince Georges	Prince Georges County	7350	0.09
Kenilworth Avenue (MD 201) Side Path	Standard Bicycle Lane	Prince Georges	Prince Georges County	9926	7.24
Lake Arbor Way Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7124	1.79
Landover Gateway Bike Trail Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7125	1.09
Landover Road (MD 202) Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	9946	3.61
Landover Road (MD 202) Side Path	Shared Use Path	Prince Georges	Prince Georges County	9966	1.56
Landover Road (MD 202) Side Path	Shared Use Path	Prince Georges	Prince Georges County	9986	1.09
Lanham Severn Road (MD 564) Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	10013	5.02
Lanham Severn Road (MD 564) Side Path	Shared Use Path	Prince Georges	Prince Georges County	10014	2.24
Lanham Severn Road (MD 564) Side Path	Shared Use Path	Prince Georges	Prince Georges County	10015	2.68
Larchmont Avenue Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7132	1.04
Largo Area CIP Roadway Project	Protected Bicycle Lane	Prince George's County	Prince Georges County	10306	2.54
Largo Road (md 202)	Shared Use Path	Prince Georges	Prince Georges County	7352	2.27
Largo Road (MD 202) Side Path	Shared Use Path	Prince Georges	Prince Georges County	10023	7.59
Laurel Bowie Road (md 197)	Shared Use Path	Prince Georges	Prince Georges County	7353	6.33
Laurel-bowie Connection	Other	Prince Georges	Prince Georges County	7440	5.85

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				ID	Miles
LB-7 Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7137	1.26
Little Paint Branch Trail	Shared Use Path	Prince Georges	Prince Georges County	7309	1.19
Little Paint Branch Trail	Shared Use Path	Prince Georges	Prince Georges County	7380	0.25
Little Paint Branch Trail	Shared Use Path	Prince Georges	Prince Georges County	7401	0.78
Livingston Rd	Other	Prince Georges	Prince Georges County	7293	0.18
Livingston Rd	Other	Prince Georges	Prince Georges County	7354	2.50
Livingston Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7138	3.02
Lottsford Branch Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7139	2.82
Lottsford Branch Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7140	1.77
Lottsford Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7141	3.15
Lottsford Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7142	2.05
Lottsford Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7143	1.10
Lottsford Vista Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7144	2.64
Lower Beaverdam Trail	Shared Use Path	Prince Georges	Prince Georges County	7357	1.78
Lower Beaverdam Trail Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7145	3.15
Lydell Rd Sidepath	Shared Use Path	Prince Georges	Prince Georges County	7358	0.10
Marlboro Pike Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7146	2.74
Marlboro Pike Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7147	4.25
Marlboro Race Track Rd Sidepath	Shared Use Path	Prince Georges	Prince Georges County	7359	0.91

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Marlton Park Trail	Shared Use Path	Prince Georges	Prince Georges County	7360	0.25
Martin Luther King Jr Boulevard (MD 704) Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	10019	4.35
Martin Luther King Jr Boulevard (MD 704) Side Path	Shared Use Path	Prince Georges	Prince Georges County	10020	4.36
Martin Luther King Jr Boulevard (MD 704) Side Path	Shared Use Path	Prince Georges	Prince Georges County	10021	2.32
Martin Luther King Jr. Hwy (md 704)/wb&a Extension	Shared Use Path	Prince Georges	Prince Georges County	7361	6.38
Martin Luther King Jr. Hwy (md 704)/wb&a Extension	Shared Use Path	Prince Georges	Prince Georges County	7417	0.20
Maryland 4 To Livingston Sidepath	Shared Use Path	Prince Georges	Prince Georges County	7362	10.04
Mataponi Hiker Equestrian Trail Natural Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7151	1.75
Mathew Street	Other	Prince Georges	Prince Georges County	7363	1.93
Mattawoman Creek Trail Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7153	13.97
Mattawoman Creek Trail Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7154	1.86
MC-703 Side Path	Shared Use Path	Prince Georges	Prince Georges County	7155	2.26
MD 223	Other	Prince Georges	Prince Georges County	7365	2.76
Melwood Community Park Connector	Shared Use Path	Prince Georges	Prince Georges County	7366	0.04
Melwood Community Park	Shared Use Path	Prince Georges	Prince Georges County	7157	3.39

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Connector Natural Surface Trail					
Melwood Legacy Trail Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7158	1.05
Metroland Parkway Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7159	1.13
Metzerott Rd., MD 650 to Adelphi Rd., Pedestrian Safety Improvements	Traffic Calming	Prince George's County	Prince Georges County	10966	1.83
Metzerott Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7160	2.08
Mitchellville Road	Other	Prince Georges	Prince Georges County	7368	1.23
Mitchellville Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7161	1.23
Montgomery Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7162	1.69
Montgomery Street Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7163	1.23
Mt. Oak Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7164	1.25
Muirkirk Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7165	4.41
N Crain Hwy Sidepath	Shared Use Path	Prince Georges	Prince Georges County	7371	0.97
National Harbor Blvd	Shared Use Path	Prince Georges	Prince Georges County	7372	0.97
New Hampshire Avenue (MD 650) Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	10025	1.12
Oak Grove Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7177	1.24
Oak Grove/Leeland Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7178	1.57
Odell Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7179	2.66
Old Baltimore Pike Side Path	Shared Use Path	Prince Georges	Prince Georges County	7180	1.51

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Old Branch Avenue Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7181	3.13
Old Branch Avenue Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7182	3.80
Old Fort Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7185	2.64
Old Fort Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7186	3.23
Old Gunpowder Road Bike Lane	Standard Bicycle Lane	Prince George's County	Prince Georges County	10486	0.61
Old Laurel Bowie Road	Shared Use Path	Prince Georges	Prince Georges County	7375	0.28
Oxon Hill Road	Shared Use Path	Prince Georges	Prince Georges County	7378	1.49
Oxon Hill Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7187	1.72
Oxon Hill Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7188	1.13
Oxon Run Trail Extension	Shared Use Path	Prince Georges	Prince Georges County	7448	0.79
Oxon Run Trail Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7189	3.40
Paint Branch Parkway	Standard Bicycle Lane	Prince Georges	Prince Georges County	7379	0.43
Palmer Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7190	1.36
Parkwood Street Side Path	Shared Use Path	Prince Georges	Prince Georges County	7191	1.22
Patuxent River Park Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7192	1.76
Patuxent River Park Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7193	1.21
Patuxent River Park Natural Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7194	1.05
Pea Hill Branch Connection 2 Side Path	Shared Use Path	Prince Georges	Prince Georges County	7195	1.28

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				ID	Miles
Pea Hill Branch Trail Natural Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7196	3.21
Pennsy Drive Side Path	Shared Use Path	Prince Georges	Prince Georges County	7197	2.08
Pennsylvania Avenue (MD 4) Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	10026	4.46
Pennsylvania Avenue Sidepath	Shared Use Path	Prince Georges	Prince Georges County	7381	7.26
Peppermill Drive Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7200	1.00
Peppermill Drive Side Path	Shared Use Path	Prince Georges	Prince Georges County	7201	1.00
Perrie Trail Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7202	1.12
Piscataway Creek Trail	Shared Use Path	Prince Georges	Prince Georges County	7382	16.82
Powder Mill Road (MD 212) Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	10028	5.42
Powder Mill Road (MD 212) Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	10029	5.02
Power Line Connector	Shared Use Path	Prince Georges	Prince Georges County	7384	3.35
Presidential Parkway (MD 634)	Shared Use Path	Prince Georges	Prince Georges County	7385	4.50
Prince Georges Connector	Shared Use Path	Prince Georges	Prince Georges County	7387	0.38
Princess Garden Parkway Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7207	0.50
Prospect Hill Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7208	1.51
Race Track Road	Shared Use Path	Prince Georges	Prince Georges County	7388	2.71
Rail Trail	Shared Use Path	Prince Georges	Prince Georges County	7389	2.65
Redskins Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7211	1.11
Regency Ln Sidepath	Shared Use Path	Prince Georges	Prince Georges County	7390	0.20



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				ID	Miles
Regency Parkway Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7212	1.06
Rhode Island Avenue (US 1) Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	10031	1.69
Rhode Island Avenue Trolley Trail	Shared Use Path	Prince Georges	Prince Georges County	7392	4.00
Rhode Island Avenue Trolley Trail Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	10032	1.33
Ritchie Branch Trail Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7215	2.67
Ritchie Marlboro Road	Shared Use Path	Prince Georges	Prince Georges County	7394	0.04
Ritchie Marlboro Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7216	2.44
Ritchie Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7217	1.20
Riverview Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7218	2.07
Rock Creek Trail Natural Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7219	6.17
Rollins Avenue Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7220	1.64
Rosaryville Connector	Shared Use Path	Prince Georges	Prince Georges County	7396	2.61
Rosaryville Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7221	2.42
S. Crain Hwy Sidepath	Shared Use Path	Prince Georges	Prince Georges County	7398	0.41
Saarc Connector	Shared Use Path	Prince Georges	Prince Georges County	7399	1.68
Schuster Dr	Other	Prince Georges	Prince Georges County	7400	0.54
Seat Pleasant Drive Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7229	1.17
Sellman Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7230	1.96
Sheriff Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7232	3.48

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				ID	Miles
Silver Hill Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7233	3.11
Soil Conservation Rd	Other	Prince Georges	Prince Georges County	7386	1.28
Soil Conservation Rd	Other	Prince Georges	Prince Georges County	7403	2.32
Southwest Branch Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7234	7.71
SP-40 Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7235	1.76
Springfield Rd	Other	Prince Georges	Prince Georges County	7406	2.44
Springfield Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7236	4.96
St. Barnabas Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7237	4.11
Steed Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7238	1.71
Stuart Ln. Pedestrian Safety Improvements	Streetscape/Ped estrian Improvements	Prince George's County	Prince Georges County	10986	0.65
Suitland Bog Connector	Shared Use Path	Prince Georges	Prince Georges County	7407	1.33
Suitland Bog Park Trail	Shared Use Path	Prince Georges	Prince Georges County	7408	0.45
Suitland Community Park	Shared Use Path	Prince Georges	Prince Georges County	7409	1.11
Suitland Parkway Extended (MC 631) Side Path	Shared Use Path	Prince Georges	Prince Georges County	10033	3.05
Suitland Parkway Side Path	Shared Use Path	Prince Georges	Prince Georges County	7241	6.42
Suitland Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7242	4.58
Sunnyside Avenue Side Path	Shared Use Path	Prince Georges	Prince Georges County	7243	1.04
Swan Creek Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7244	1.27
Swan Point Creek Trail Natural Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7245	1.16

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Temple Hill Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7247	5.55
Timothy Branch Trail	Shared Use Path	Prince Georges	Prince Georges County	7411	1.66
Timothy Branch Trail Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7248	3.96
Tinkers Creek Trail	Shared Use Path	Prince Georges	Prince Georges County	7412	8.64
Tinkers Creek Trail	Shared Use Path	Prince Georges	Prince Georges County	7430	0.03
Tom Walls Branch Trail Natural Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7250	3.66
Trolley Trail Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7251	1.43
Tucker Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7252	1.14
University Boulevard (MD 193) Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	10046	2.45
University Boulevard (MD 193) Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	10047	2.09
University Boulevard (MD 193) Side Path	Shared Use Path	Prince Georges	Prince Georges County	10048	2.14
Unknown	Shared Use Path	Prince Georges	Prince Georges County	7431	2.57
Unknown	Shared Use Path	Prince Georges	Prince Georges County	7432	1.19
Unknown	Shared Use Path	Prince Georges	Prince Georges County	7433	0.74
Unknown	Shared Use Path	Prince Georges	Prince Georges County	7435	0.41
Unknown	Shared Use Path	Prince Georges	Prince Georges County	7436	0.19
Unknown	Shared Use Path	Prince Georges	Prince Georges County	7437	0.11
Unknown	Other	Prince Georges	Prince Georges County	7438	0.00

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Unknown	Other	Prince Georges	Prince Georges County	7439	0.00
Upper Marlboro Connector	Shared Use Path	Prince Georges	Prince Georges County	7414	1.15
US-1 Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	10049	5.28
US-1 Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	10050	4.73
US-1 Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	10051	1.79
US-1 Side Path	Shared Use Path	Prince Georges	Prince Georges County	10052	1.73
US-1 Side Path	Shared Use Path	Prince Georges	Prince Georges County	10053	3.65
Van Dusen Road	Shared Use Path	Prince Georges	Prince Georges County	7415	1.52
Veteran's Parkway (MD 410) Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	10054	2.23
Walker Mill Regional Park/Chesapeake Rail Trail	Shared Use Path	Prince Georges	Prince Georges County	7418	1.21
Walker Mill Regional Park/Chesapeake Rail Trail Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7264	1.22
Walker Mill Road	Other	Prince Georges	Prince Georges County	7419	0.33
Walker Mill Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7265	2.72
Walker Mill Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7266	2.31
Walker Mill Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7267	1.35
Waterfront St	Other	Prince Georges	Prince Georges County	7420	0.23
Watkins Connector	Shared Use Path	Prince Georges	Prince Georges County	7421	0.99
Watkins Reg. Park Connector	Shared Use Path	Prince Georges	Prince Georges County	7422	1.82

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Watkins Regional Park Trails	Shared Use Path	Prince Georges	Prince Georges County	7423	0.91
Wells Pkwy E #1	Other	Prince Georges	Prince Georges County	7424	0.31
Wesson Drive Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7269	1.01
Western Branch Trail	Shared Use Path	Prince Georges	Prince Georges County	7426	4.69
Western Branch Trail Hard Surface Trail	Shared Use Path	Prince Georges	Prince Georges County	7270	15.41
Westphalia Road (C-626) Side Path	Shared Use Path	Prince Georges	Prince Georges County	10055	2.56
Wheeler Road (C-704) Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7272	1.79
White House Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7273	0.95
White Marsh Park Trail	Shared Use Path	Prince Georges	Prince Georges County	7427	0.36
Whitfield Chapel Road Bike Lane	Standard Bicycle Lane	Prince Georges	Prince Georges County	7274	1.82
Woodmoore Road Side Path	Shared Use Path	Prince Georges	Prince Georges County	7275	2.62
Balls Ford	Shared Use Path	Prince William	Prince William Co. DPW	7809	2.82
Belmont Bay	Shared Use Path	Prince William	Prince William Co. DPW	7806	0.70
Benita Fitzgerald	Shared Use Path	Prince William	Prince William Co. DPW	7807	1.06
Blackburn	Shared Use Path	Prince William	Prince William Co. DPW	7641	1.28
Carver	Shared Use Path	Prince William	Prince William Co. DPW	7830	0.95
Catharpin	Shared Use Path	Prince William	Prince William Co. DPW	7841	0.71
Caton Hill	Shared Use Path	Prince William	Prince William Co. DPW	7810	0.88
Centreville	Shared Use Path	Prince William	Prince William Co. DPW	7637	2.10

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Clover Hill	Shared Use Path	Prince William	Prince William Co. DPW	7802	1.10
Csx Potomac River Corridor	Shared Use Path	Prince William	Prince William Co. DPW	7857	8.08
Cushing Road	Shared Use Path	Prince William	Prince William Co. DPW	7848	0.70
Dale	Shared Use Path	Prince William	Prince William Co. DPW	7811	6.05
Dale	Shared Use Path	Prince William	Prince William Co. DPW	7812	1.91
Devlin	Shared Use Path	Prince William	Prince William Co. DPW	7808	1.96
Dumfries	Shared Use Path	Prince William	Prince William Co. DPW	7639	2.16
Dumfries	Shared Use Path	Prince William	Prince William Co. DPW	7803	0.93
Dumfries Rd	Shared Use Path	Prince William	Prince William Co. DPW	7626	0.97
Farm Creek	Shared Use Path	Prince William	Prince William Co. DPW	7629	1.05
Featherstone	Shared Use Path	Prince William	Prince William Co. DPW	7630	0.97
Freedom Center	Shared Use Path	Prince William	Prince William Co. DPW	7813	0.69
Gideon	Shared Use Path	Prince William	Prince William Co. DPW	7814	0.81
Godwin Dr	Shared Use Path	Prince William	Prince William Co. DPW	7553	0.90
Godwin Trail	Shared Use Path	Prince William	Prince William Co. DPW	7624	2.06
Gordon	Shared Use Path	Prince William	Prince William Co. DPW	7632	2.06
Grant Ave	Shared Use Path	Prince William	Prince William Co. DPW	7627	0.62
Harbor Station	Shared Use Path	Prince William	Prince William Co. DPW	7825	1.31
Harbor Station	Shared Use Path	Prince William	Prince William Co. DPW	7839	0.37
Harbor Station	Shared Use Path	Prince William	Prince William Co. DPW	7840	0.16

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Hoadly	Shared Use Path	Prince William	Prince William Co. DPW	7815	2.23
Hoadly	Shared Use Path	Prince William	Prince William Co. DPW	7846	1.55
Horner	Shared Use Path	Prince William	Prince William Co. DPW	7816	1.27
James Madison	Shared Use Path	Prince William	Prince William Co. DPW	7631	6.58
Jefferson Davis	Shared Use Path	Prince William	Prince William Co. DPW	7634	11.68
John Marshall	Shared Use Path	Prince William	Prince William Co. DPW	7826	0.49
John Marshall	Shared Use Path	Prince William	Prince William Co. DPW	7843	1.73
John Marshall	Shared Use Path	Prince William	Prince William Co. DPW	7844	0.81
Lee	Shared Use Path	Prince William	Prince William Co. DPW	7633	5.86
Manassas Bat Byp	Shared Use Path	Prince William	Prince William Co. DPW	7835	2.08
Manassas Drive	Shared Use Path	Prince William	Prince William Co. DPW	7643	1.16
McGraws Corner	Shared Use Path	Prince William	Prince William Co. DPW	7832	1.32
Neabsco	Shared Use Path	Prince William	Prince William Co. DPW	7827	1.52
Neabsco Mills	Shared Use Path	Prince William	Prince William Co. DPW	7829	1.10
Nokesville	Shared Use Path	Prince William	Prince William Co. DPW	7640	6.40
Nokesville Road	Shared Use Path	Prince William	Prince William Co. DPW	7623	0.58
North South	Shared Use Path	Prince William	Prince William Co. DPW	7834	0.88
Occoquan Greenway Segment 1	Shared Use Path	Prince William	Prince William Co. DPW	7852	1.46
Old Bridge	Shared Use Path	Prince William	Prince William Co. DPW	7842	0.37

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Opitz	Shared Use Path	Prince William	Prince William Co. DPW	7836	1.57
Potomac Shore Powerline Cut	Shared Use Path	Prince William	Prince William Co. DPW	7856	2.30
Powell's Creek Boardwalk	Shared Use Path	Prince William	Prince William Co. DPW	7851	0.66
Prince William	Shared Use Path	Prince William	Prince William Co. DPW	7635	9.47
Prince William Park Connector To Van Buren Rd	Shared Use Path	Prince William	Prince William Co. DPW	7853	1.63
Purcell	Shared Use Path	Prince William	Prince William Co. DPW	7817	3.20
Red Mulberry Powerline Cut	Shared Use Path	Prince William	Prince William Co. DPW	7855	1.83
Reddy	Shared Use Path	Prince William	Prince William Co. DPW	7837	0.27
Rippon	Shared Use Path	Prince William	Prince William Co. DPW	7638	0.30
Rippon	Shared Use Path	Prince William	Prince William Co. DPW	7818	1.99
River Heritage	Shared Use Path	Prince William	Prince William Co. DPW	7850	0.62
Rollins Ford	Shared Use Path	Prince William	Prince William Co. DPW	7833	3.47
Route 29 Alternate	Shared Use Path	Prince William	Prince William Co. DPW	7636	5.17
Smoketown	Shared Use Path	Prince William	Prince William Co. DPW	7819	1.35
Station	Shared Use Path	Prince William	Prince William Co. DPW	7824	1.64
Sudley Manor	Shared Use Path	Prince William	Prince William Co. DPW	7828	1.78
Summit School	Shared Use Path	Prince William	Prince William Co. DPW	7820	0.62
Summit School	Shared Use Path	Prince William	Prince William Co. DPW	7838	0.33
Telegraph	Shared Use Path	Prince William	Prince William Co. DPW	7821	1.44



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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Telegraph	Shared Use Path	Prince William	Prince William Co. DPW	7849	0.14
Thoroughfare	Shared Use Path	Prince William	Prince William Co. DPW	7831	1.35
Town Of Dumfries Connector	Shared Use Path	Prince William	Prince William Co. DPW	7854	0.55
Tri-County	Shared Use Path	Prince William	Prince William Co. DPW	7628	2.14
University	Shared Use Path	Prince William	Prince William Co. DPW	7845	2.33
University	Shared Use Path	Prince William	Prince William Co. DPW	7847	1.09
Van Buren North	Shared Use Path	Prince William	Prince William Co. DPW	7822	2.56
Waterway	Shared Use Path	Prince William	Prince William Co. DPW	7823	3.46
Wellington	Shared Use Path	Prince William	Prince William Co. DPW	7642	6.75
Wellington Road	Shared Use Path	Prince William	Prince William Co. DPW	7625	0.45
Van Buren Street from W&OD to Monroe Street Bridge	Sidewalk	Fairfax	Town of Herndon	7888	1.06
Creek Crossing Pedestrian Enhancements	Standard Bicycle Lane	Fairfax	Town of Vienna	7863	0.57
Creek Crossing Pedestrian Enhancements	Streetscape/Pedestrian Improvements	Fairfax	Town of Vienna	7869	0.57
Old Courthouse Road Trail	Shared Use Path	Fairfax	Town of Vienna	7905	0.37
Boundary Channel Connection	Pedestrian Intersection Improvement	Arlington	VDOT	8487	0.43
Braddock Road Multimodal Corridor Improvements	Pedestrian Intersection Improvement	Fairfax	VDOT	7972	3.03
Frontier Drive from Franconia-	Bike Route Marking	Fairfax	VDOT	7922	0.56

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PROJ_TITLE	FACILITY TYPE	COUNTY	LEAD AGENCY	PROJ	
				ID	Miles
Springfield Parkway to Loisdale Road					
Herndon Parkway from W&OD Trail to Fairbrook Drive	Shared Use Path	Fairfax	VDOT	7944	0.45
I-495 Express Lanes Ped/Bike at Idylwood Road (North)	Shared Use Path	Fairfax	VDOT	7874	0.26
I-495 Express Lanes Ped/Bike at Idylwood Road (South)	Other	Fairfax	VDOT	7902	0.18
I-495 Tysons Ped/Bike Bridge South of Route 123	Sidewalk	Fairfax	VDOT	7952	0.84
Monument Drive Bridge - Pedestrian Improvements	Sidewalk	Fairfax	VDOT	7909	0.24
Poplar Tree Road - Bridge Widening	Pedestrian/Bicycle Bridge or Tunnel	Fairfax	VDOT	7926	0.83
Rolling Road Widening Phase II - Viola Street to Old Keene Mill Road	Other	Fairfax	VDOT	7879	1.75
Rosslyn Esplanade/Circle Improvements	Pedestrian Intersection Improvement	Arlington	VDOT	8488	0.16
Route 29 Pedestrian Improvements from Nutley Street to Vaden Drive	Shared Use Path	Fairfax	VDOT	7936	0.36
Route 7 Sidepath	Shared Use Path	Fairfax	VDOT	7397	11.52
W&OD Trail Crossing at Lee Highway	Pedestrian/Bicycle Bridge or Tunnel	Arlington	VDOT	8483	0.07
Wakefield Chapel Road Walkway	Sidewalk	Fairfax	VDOT	7925	0.14

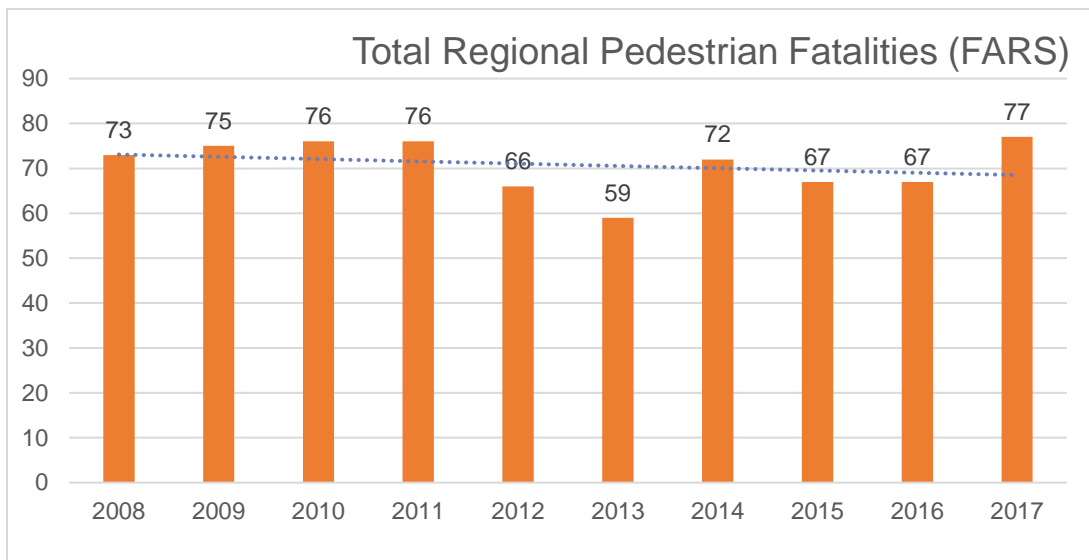


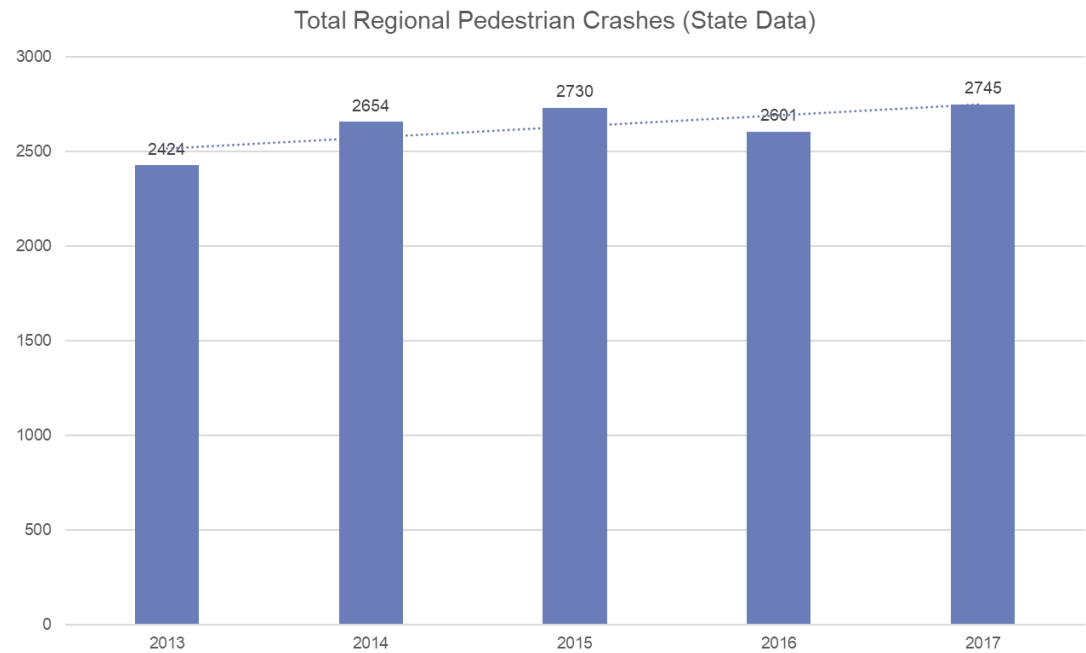
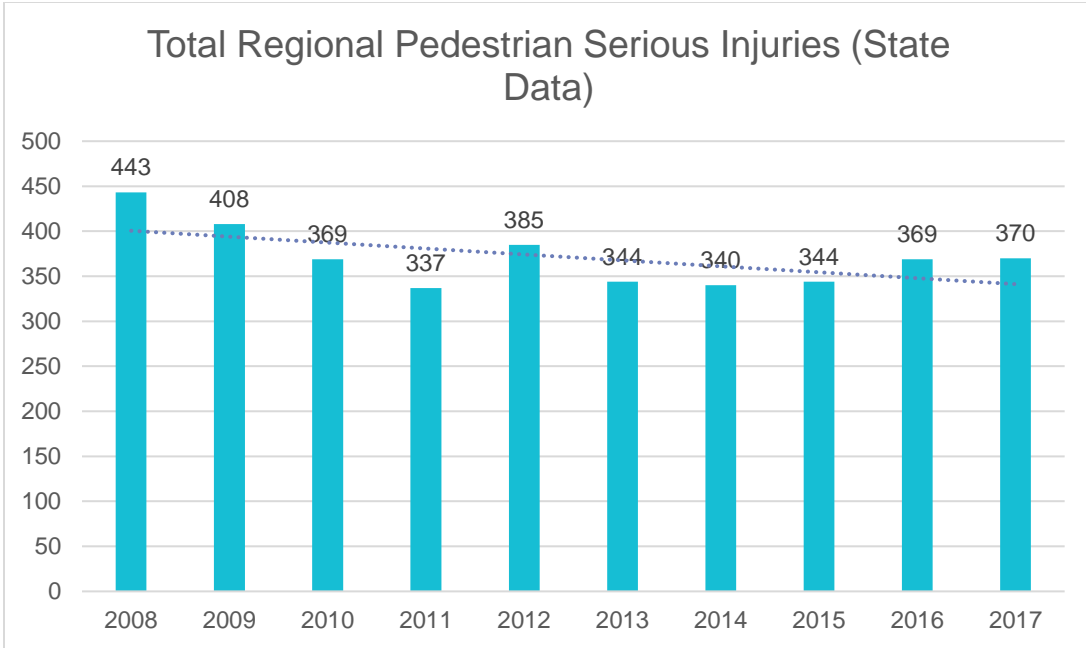
## APPENDIX B: “DEEP DIVE” INTO PEDESTRIAN CRASHES IN THE WASHINGTON REGION

TPB carried out a study of traffic safety in the Washington region in 2019. The results relating to pedestrian crashes are summarized below.

The region had a stable number of pedestrian fatalities and serious injuries through 2017, but the 2018-2020 fatality numbers are worse. Historically the combined pedestrian and bicyclist fatalities were roughly one quarter of the total traffic fatalities, but now they are at 30%.

**Figure 5: Regional Pedestrian Fatalities and Injuries**





**Table 11: Pedestrian Crash Severity**

<b>Pedestrian Crash Severity by Jurisdiction, 2013-2017</b>			
Jurisdiction	Fatalities	Serious Injuries	Total Crashes
District of Columbia	50	399	5431
Charles County, MD	16	49	208
Frederick County, MD	7	36	284
Montgomery County, MD	56	318	2297
Prince George's County, MD	108	269	2156
Arlington County, VA	6	74	693
Fairfax County, VA	55	331	1024
Fauquier County, VA (urbanized area)	1	7	24
Loudoun County, VA	14	57	235
Prince William County, VA	20	96	299
Alexandria, VA	7	58	338
Fairfax City, VA	1	21	54
Falls Church, VA	0	13	30
Manassas, VA	1	39	74
Manassas Park, VA	0	0	7
<b>District of Columbia</b>	50	399	5431
<b>Suburban Maryland</b>	187	672	4945
<b>Northern Virginia</b>	105	696	2778
<b>National Capital Region Total</b>	<b>342</b>	<b>1767</b>	<b>13154</b>

The District of Columbia had the largest number of serious injuries and pedestrian crashes, while Prince George's the largest number of fatalities. Pedestrian activity is far more intense in DC than in Prince George's, but vehicle speeds are much higher in Prince George's.

**Table 12: Pedestrian Injury Severity by Time of Day**

<b>Pedestrian Injury Severity by Time of Day</b>			
<b>Time of Day</b>	<b>National Capital Region</b>		
	<b>Fatalities</b>	<b>Serious Injuries</b>	<b>Total Crashes</b>
Midnight - 0:59 a.m.	11	37	206
1:00 a.m. - 1:59 a.m.	13	35	161
2:00 a.m. - 2:59 a.m.	13	35	163
3:00 a.m. - 3:59 a.m.	7	31	131
4:00 a.m. - 4:59 a.m.	10	4	67
5:00 a.m. - 5:59 a.m.	15	29	187
6:00 a.m. - 6:59 a.m.	24	65	390
7:00 a.m. - 7:59 a.m.	12	85	623
8:00 a.m. - 8:59 a.m.	3	88	673
9:00 a.m. - 9:59 a.m.	7	57	543
10:00 a.m. - 10:59 a.m.	11	59	498
11:00 a.m. - 11:59 a.m.	8	64	547
12:00 p.m. - 12:59 p.m.	6	64	531
1:00 p.m. - 1:59 p.m.	5	68	588
2:00 p.m. - 2:59 p.m.	9	84	726
3:00 p.m. - 3:59 p.m.	11	107	872
4:00 p.m. - 4:59 p.m.	12	104	862
5:00 p.m. - 5:59 p.m.	12	151	1103
6:00 p.m. - 6:59 p.m.	25	166	1151
7:00 p.m. - 7:59 p.m.	26	137	911
8:00 p.m. - 8:59 p.m.	34	103	757
9:00 p.m. - 9:59 p.m.	33	99	632
10:00 p.m. - 10:59 p.m.	28	92	518
11:00 p.m. - 11:59 p.m.	18	65	311

Pedestrian injuries peaked during the evening rush hour, while deaths peak later, after 8 p.m.

**Table 13: Pedestrian Injury Severity by Day of the Week**

<b>Pedestrian Injury Severity by Day of the Week</b>			
<b>Day of Week</b>	<b>National Capital Region</b>		
	<b>Fatalities</b>	<b>Serious Injuries</b>	<b>Total Crashes</b>
Sunday	39	215	1272

<b>Monday</b>	41	277	1838
<b>Tuesday</b>	50	280	2076
<b>Wednesday</b>	51	278	2091
<b>Thursday</b>	66	249	2006
<b>Friday</b>	48	296	2183
<b>Saturday</b>	58	235	1688

October-December are the peak months for pedestrian fatalities, serious injuries, and crashes. October is pedestrian safety month.

**Table 14: Pedestrian Injury Severity by Month**

<b>Pedestrian Injury Severity by Month</b>			
<b>Month</b>	<b>National Capital Region</b>		
	<b>Fatalities</b>	<b>Serious Injuries</b>	<b>Total Crashes</b>
<b>January</b>	28	151	1162
<b>February</b>	28	136	929
<b>March</b>	27	145	984
<b>April</b>	23	149	1027
<b>May</b>	31	155	1101
<b>June</b>	23	150	1087
<b>July</b>	22	109	892
<b>August</b>	29	160	967
<b>September</b>	24	156	1117
<b>October</b>	40	180	1389
<b>November</b>	38	163	1242
<b>December</b>	40	176	1257

“Not at an intersection” is the most dangerous place to cross the street.



**Table 15: Injury Severity by Pedestrian Location**

<b>Injury Severity by Pedestrian Location</b>			
<b>Pedestrian Location</b>	<b>National Capital Region</b>		
	<b>Fatalities</b>	<b>Serious Injuries</b>	<b>Total Crashes</b>
<b>Unknown</b>	65	414	4270
<b>Unmarked Crosswalk</b>	6	54	386
<b>Marked Crosswalk</b>	61	536	3927
<b>Sidewalk</b>	7	33	252
<b>In Roadway/Unmarked Midblock/Not at Intersection</b>	197	675	3770
<b>Median/Island</b>	2	4	28
<b>Outside Roadway</b>	15	114	521

Figure 6: Pedestrian Non-Intersection Fatalities

### Pedestrian Fatalities

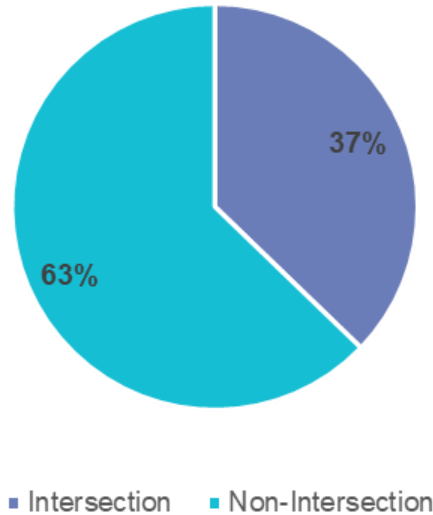


Table 16: Injury Severity by Pedestrian Age

Injury Severity by Pedestrian Age			
Pedestrian Age	TPB Region		
	Fatalities	Serious Injuries	Total Pedestrians in Crashes
Younger than 5	9	27	351
5-9	2	52	488
10-14	2	70	665
15-19	15	148	1088
20-24	28	205	1495
25-29	22	204	1584
30-34	30	145	1344
35-39	29	119	1057
40-44	20	94	828
45-49	24	132	905
50-54	33	129	928
55-59	33	114	843
60-64	35	104	766
65-69	13	80	490
70-74	20	48	314
75-79	16	39	216
80-84	10	14	119
Older than 84	10	25	147

Older pedestrians are much more likely to be killed if they are hit. It should be noted that the Washington region has a relatively young population, and these numbers are not adjusted for exposure. People over the age of 65 may be aware of their vulnerability and exercise greater caution in crossing, or avoid making dangerous crossings.

People aged 15-34 are heavily represented among pedestrian crashes, but are less likely to die when hit.

**Table 17: Pedestrian Injury Severity by Lighting Condition**

<b>Pedestrian Injury Severity by Light Condition</b>			
<b>Light Condition</b>	<b>National Capital Region</b>		
	<b>Fatalities</b>	<b>Serious Injuries</b>	<b>Total Crashes</b>
<b>Dawn</b>	7	41	245
<b>Daylight</b>	90	922	7443
<b>Dusk</b>	4	41	333
<b>Dark (Lighted)</b>	157	603	4033
<b>Dark (Not Lighted)</b>	86	188	716
<b>Dark (Unknown Lighting)</b>	4	22	128
<b>Unknown</b>	4	13	256

Far more crashes happen during daylight than at night, but the night-time crashes are much more likely to be fatal.

**Table 18: Pedestrian Injury Severity by Functional Class**

Pedestrian Injury Severity by Functional Class			
Functional Class	TPB Region		
	Fatalities	Serious Injuries	Total Crashes
Collector	38	288	2220
Expressway	10	40	250
Freeways	26	111	500
Major Arterial	146	674	4875
Minor Arterial	109	641	4650
Ramp	5	18	94

Major arterials are the most dangerous for pedestrians. They have the most crashes, and a higher likelihood of a fatal collision than a minor arterial.

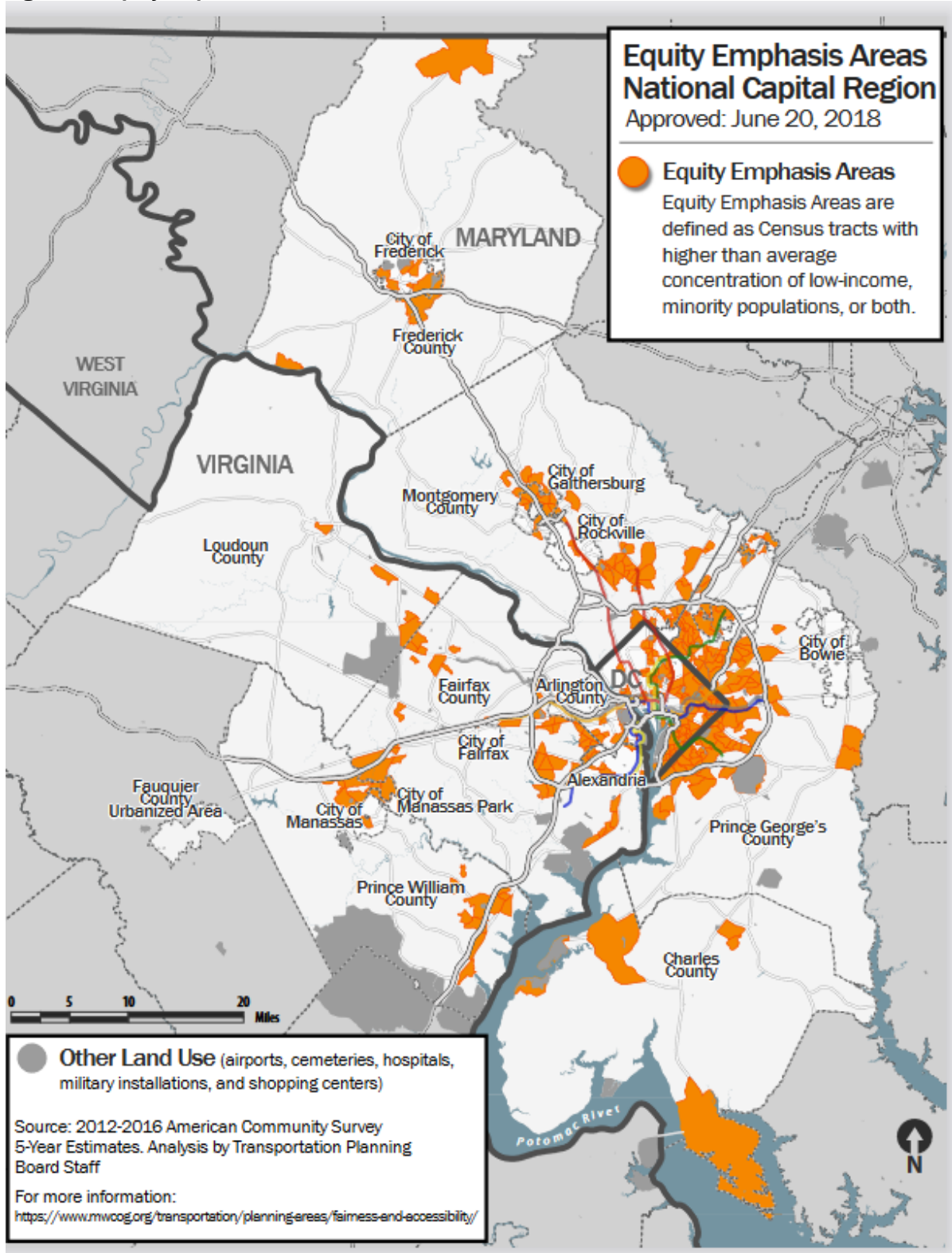
### Safety in Equity Emphasis Areas

TPB defines equity emphasis areas as those containing high concentrations of low income and/or minority populations. These areas were approved by the Board in 2017, updated in June 2018 to reflect current census data.

The Equity Emphasis Areas contain 29 percent of the region’s population yet they account for 34 percent of the region’s fatalities. They have higher percentages of fatalities involving young drivers, pedestrians, crashes at intersections, and crashes on major arterials.

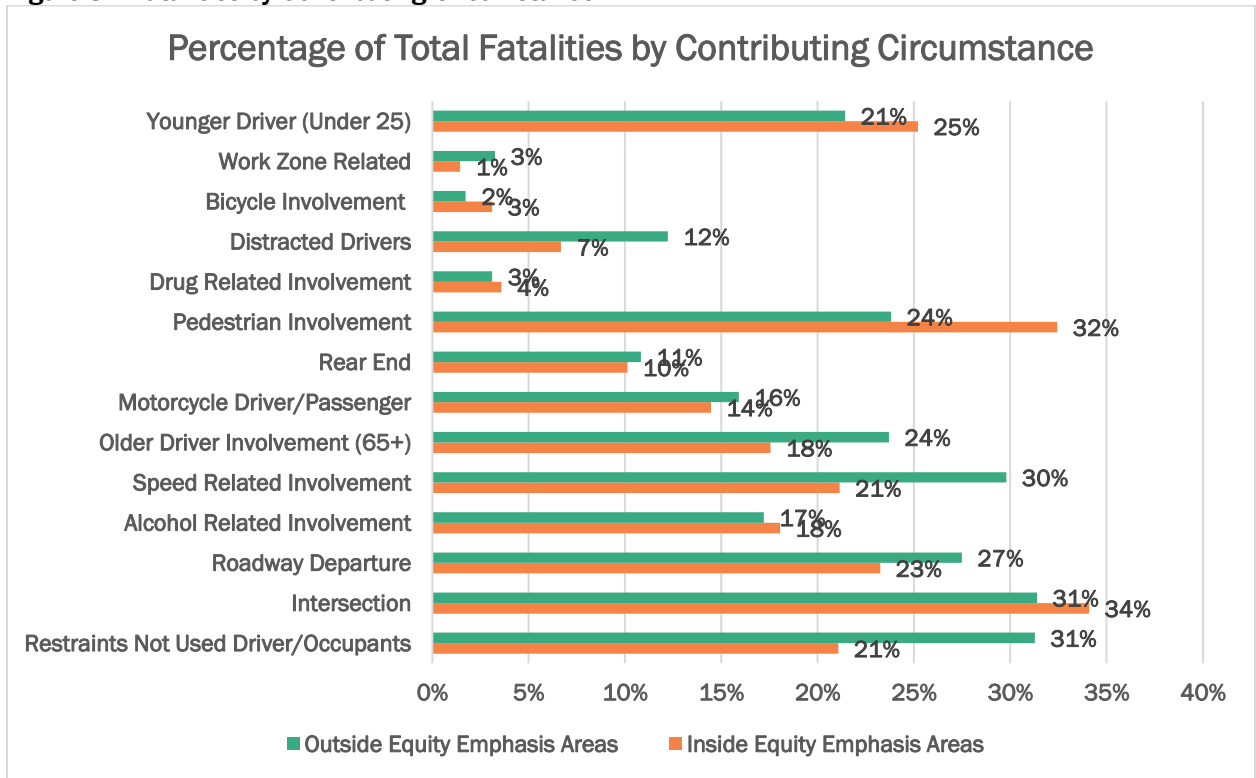
Not all categories of crash are more common in equity emphasis areas. Unbelted crashes, speeding-related crashes, and roadway departure crashes are more likely outside an equity emphasis area.

Figure 7: Equity Emphasis Areas



Equity emphasis areas have higher rates of pedestrian and bicycle crashes than areas outside of equity emphasis areas.

**Figure 8: Fatalities by Contributing Circumstance**



## APPENDIX C: MODE OF ACCESS TO METRORAIL

Major Modes of Access, by Walk Mode of Access, All-Day  
 2016 WMATA Rail Passenger Survey

Station	Dropped off	Drove alone	Metrobus	Other bus	Bike	Shuttle	Taxi/Ride Share	Walk
CAPITOL SOUTH	0%	2%	2%	1%	0%	0%	1%	93%
FEDERAL CENTER SW	1%	3%	2%	0%	0%	0%	0%	93%
MT VERNON SQUARE 7TH ST-CONVENTION CENTER	1%	3%	2%	0%	0%	0%	0%	91%
COURT HOUSE	2%	3%	2%	1%	0%	0%	0%	90%
NAVY YARD-BALLPARK	1%	2%	4%	1%	0%	1%	0%	90%
JUDICIARY SQUARE	2%	5%	1%	0%	0%	0%	0%	90%
WATERFRONT	1%	3%	4%	0%	0%	0%	0%	89%
FEDERAL TRIANGLE	1%	5%	2%	1%	0%	0%	0%	88%
U STREET/AFRICAN-AMERICAN CIVIL WAR MEMORIAL/CARDOZ O	1%	1%	8%	0%	0%	0%	0%	88%
FARRAGUT NORTH	1%	3%	4%	1%	0%	1%	0%	88%
VIRGINIA SQUARE-GMU	4%	5%	1%	0%	1%	0%	0%	88%
CLEVELAND PARK	3%	4%	4%	0%	0%	0%	0%	87%
NOMA-GALLAUDET U	1%	2%	4%	1%	1%	1%	0%	87%
WOODLEY PARK-ZOO	1%	3%	5%	2%	1%	0%	0%	86%
METRO CENTER	1%	4%	3%	2%	0%	0%	0%	86%
ARCHIVES-NAVY MEMORIAL-PENN QUARTER	1%	6%	5%	1%	0%	0%	0%	86%
MCPHERSON SQUARE	1%	4%	7%	0%	0%	1%	0%	86%
FOGGY BOTTOM-GWU	1%	3%	6%	1%	0%	1%	0%	85%
GALLERY PLACE-CHINATOWN	2%	3%	6%	1%	0%	0%	0%	85%
FARRAGUT WEST	1%	4%	7%	1%	0%	1%	0%	85%
SMITHSONIAN	2%	5%	2%	2%	0%	1%	0%	85%
ARLINGTON CEMETERY	0%	1%	3%	1%	1%	5%	0%	84%
EASTERN MARKET	1%	2%	8%	1%	1%	0%	0%	84%

**DRAFT 2022 Bicycle and Pedestrian Plan for the National Capital Region**  
**March 10, 2022**

Station	Dropped off	Drove alone	Metrobus	Other bus	Bike	Shuttle	Taxi/Ride Share	Walk
CLARENDON	3%	4%	3%	3%	1%	0%	1%	83%
DUPONT CIRCLE	1%	2%	9%	1%	0%	2%	0%	82%
SHAW-HOWARD UNIVERSITY	2%	3%	11%	0%	1%	0%	0%	81%
VAN NESS-UDC	3%	4%	10%	1%	1%	0%	0%	80%
COLUMBIA HEIGHTS	1%	1%	13%	1%	0%	6%	0%	76%
CRYSTAL CITY	3%	3%	7%	2%	0%	4%	0%	75%
STADIUM-ARMORY	3%	5%	15%	0%	0%	0%	1%	74%
L'ENFANT PLAZA	2%	5%	4%	4%	0%	4%	0%	74%
BALLSTON-MU	4%	6%	11%	2%	1%	3%	0%	72%
EISENHOWER AVENUE	12%	9%	2%	1%	1%	4%	0%	71%
ROSSLYN	5%	3%	7%	6%	0%	6%	0%	71%
GREENSBORO	14%	11%	2%	0%	1%	1%	0%	70%
MEDICAL CENTER	3%	3%	7%	6%	1%	7%	0%	70%
GEORGIA AVE-PETWORTH	3%	3%	22%	1%	0%	0%	1%	69%
FRIENDSHIP HEIGHTS	5%	6%	14%	2%	1%	1%	0%	68%
POTOMAC AVENUE	1%	4%	22%	3%	0%	0%	0%	68%
BETHESDA	5%	9%	5%	8%	1%	2%	0%	67%
KING STREET-OLD TOWN	5%	2%	7%	12%	2%	4%	1%	65%
BRADDOCK ROAD	8%	3%	12%	7%	3%	4%	0%	62%
Total	4.2%	11.1%	10.9%	3.7%	0.6%	2.4%	0.4%	62.0%
SPRING HILL	12%	4%	5%	10%	1%	4%	0%	62%
WHITE FLINT	7%	14%	6%	6%	2%	2%	1%	61%
PENTAGON CITY	4%	7%	10%	1%	0%	12%	1%	61%
TYSONS CORNER	8%	5%	11%	12%	0%	3%	1%	58%
SILVER SPRING	4%	6%	18%	7%	1%	1%	0%	58%
BROOKLAND-CUA	6%	5%	18%	1%	0%	10%	1%	58%
UNION STATION	1%	3%	4%	1%	0%	1%	0%	58%
TENLEYTOWN-AU	5%	8%	12%	3%	1%	13%	0%	56%
TAKOMA	9%	8%	10%	14%	2%	0%	0%	55%
BENNING ROAD	7%	5%	31%	1%	0%	1%	1%	53%
TWINBROOK	5%	27%	7%	5%	1%	1%	0%	51%
MCLEAN	13%	14%	7%	3%	2%	7%	1%	50%
MINNESOTA AVENUE	3%	8%	42%	0%	0%	0%	0%	46%



**DRAFT 2022 Bicycle and Pedestrian Plan for the National Capital Region**  
**March 10, 2022**

Station	Dropped off	Drove alone	Metrobus	Other bus	Bike	Shuttle	Taxi/Ride Share	Walk
FOREST GLEN	13%	27%	2%	3%	1%	0%	0%	46%
WHEATON	10%	23%	16%	3%	0%	0%	0%	45%
PRINCE GEORGE'S PLAZA	5%	18%	22%	1%	2%	6%	0%	43%
WEST HYATTSVILLE	10%	16%	22%	2%	4%	0%	1%	42%
CONGRESS HEIGHTS	6%	13%	37%	0%	0%	0%	0%	41%
DUNN LORING-MERRIFIELD	9%	30%	6%	2%	2%	8%	1%	40%
DEANWOOD	7%	20%	25%	0%	0%	1%	0%	39%
RONALD REAGAN WASHINGTON NATIONAL AIRPORT	2%	3%	6%	2%	0%	5%	1%	37%
ROCKVILLE	12%	17%	7%	14%	1%	2%	0%	37%
PENTAGON	2%	4%	42%	8%	0%	2%	1%	37%
RHODE ISLAND AVENUE-BRENTWOOD	5%	7%	45%	1%	0%	1%	1%	37%
GROSVENOR-STRATHMORE	8%	41%	3%	7%	2%	0%	0%	33%
EAST FALLS CHURCH	15%	21%	17%	3%	3%	4%	1%	31%
MORGAN BLVD	16%	34%	4%	8%	1%	1%	2%	30%
FORT TOTTEN	8%	9%	46%	1%	1%	1%	1%	29%
CAPITOL HEIGHTS	12%	26%	23%	5%	1%	0%	1%	27%
SUITLAND	5%	31%	31%	3%	0%	0%	1%	26%
HUNTINGTON	7%	39%	8%	10%	1%	7%	0%	24%
NAYLOR ROAD	12%	19%	40%	5%	0%	1%	0%	21%
COLLEGE PARK - U OF MD	10%	27%	10%	7%	4%	15%	1%	20%
WEST FALLS CHURCH-VT/UVA	10%	37%	12%	8%	2%	5%	0%	20%
ANACOSTIA	2%	8%	65%	2%	1%	1%	0%	19%
CHEVERLY	16%	37%	19%	2%	0%	0%	0%	19%
VIENNA/FAIRFAX-GMU	10%	42%	6%	15%	1%	5%	0%	16%
ADDISON ROAD	11%	33%	34%	4%	0%	2%	1%	13%
VAN DORN STREET	9%	15%	9%	18%	1%	31%	2%	12%
WIEHLE-RESTON EAST	12%	34%	8%	26%	2%	5%	1%	11%
GLENMONT	13%	45%	12%	7%	1%	0%	1%	11%
LARGO TOWN CENTER	15%	51%	12%	3%	0%	1%	1%	10%

**DRAFT 2022 Bicycle and Pedestrian Plan for the National Capital Region  
March 10, 2022**

<b>Station</b>	<b>Dropped off</b>	<b>Drove alone</b>	<b>Metrobus</b>	<b>Other bus</b>	<b>Bike</b>	<b>Shuttle</b>	<b>Taxi/Ride Share</b>	<b>Walk</b>
BRANCH AVENUE	14%	54%	12%	2%	0%	0%	1%	9%
SOUTHERN AVENUE	7%	31%	44%	2%	0%	1%	1%	9%
LANDOVER	6%	48%	23%	6%	0%	2%	2%	7%
SHADY GROVE	9%	42%	9%	20%	1%	7%	0%	7%
GREENBELT	11%	48%	20%	3%	2%	4%	1%	7%
FRANCONIA-SPRINGFIELD	10%	55%	6%	10%	2%	4%	1%	6%
NEW CARROLLTON	11%	52%	19%	1%	0%	1%	1%	6%

## APPENDIX D: GLOSSARY OF TERMS

**BICYCLE LANE (BIKE LANE)** A portion of a roadway which has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists. Consists of a 4'-6' lane in each direction, with bicycle traffic moving in the same direction as motorized traffic.

**BICYCLE PATH (BIKE PATH)** A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right of way or within an independent right of way.

**BICYCLE PARKING** An area dedicated and designed specifically for storing and locking a bicycle. Includes bicycle racks and bicycle lockers.

**BICYCLE ROUTE (BIKE ROUTE)** A segment of a system of bikeways designated by the jurisdiction with appropriate directional and informational markers, with or without specific bicycle route numbers.

**BIKE CORRAL** A bike corral transforms a standard parking lane or curbside zone into bike parking, typically by placing bike racks in the space, and using with flexiwands and curb stops to discourage conflicts with automobiles. Often used in areas with narrow and/or busy sidewalks.

**BIKE SHARING** Short-term bicycle rental available at a network of unattended locations.

**BIKE STATION** A staffed, enclosed bicycle parking facility, usually located at a transit center, which may offer such services as bicycle repair, rental, lockers, and showers.

**BIKEWAY** Any road, path, or way which in some manner is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

**BUFFERED BIKE LANE** Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane.

**COMPLETE STREETS** Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street

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**CYCLE TRACK (Protected Bike Lane)** A bicycle-only facility that provides physical separation within the right of way from vehicle travel lanes.

**CLASS I, II or III BIKEWAY** Terms sometimes used to describe different types of bicycle facilities. Class I is a shared-use path, Class II a bicycle lane, and Class III a shared roadway. However, Since there is some disagreement on the exact meaning of these terms, the AASHTO terms (listed above) should be used.

**GREENWAY** A linear park or recreation facility of limited width, located along the length of an existing or former public utility or railroad right-of-way, or along a stream bed.

**HIKER-BIKER TRAIL** A paved path designed for use by both pedestrians and bicyclists, which is completely separated from vehicular traffic.

**METROPOLITAN STATISTICAL AREA** A core area containing a substantial population nucleus, together with adjacent communities having a high degree of social and economic integration with that core. Metropolitan statistical areas comprise one or more entire counties. They are used by the United States Census for the purpose of tabulating, enumerating, and publishing data.

**RAILS-TO-TRAILS CONSERVANCY** A national membership organization that works to facilitate the acquisition of abandoned railroad lines for use in creating bicycle and pedestrian trails and linear parks.

**RAIL-TRAIL** A Shared-Use Path, either paved or unpaved, built within the right-of-way of an existing or former railroad.

**REGIONAL ACTIVITY CENTER** A set of locations within the National Capital Region Transportation Planning Board planning area identified by the Council of Government's Planning Director's Technical Advisory Committee as employment centers of regional significance. Five types of Regional Activity Center have been designated, with different employment and residential density criteria for each.

**REGIONAL ACTIVITY CLUSTER** An employment center adjacent to a Regional Activity Center, with a lower density than a Regional Activity Center

**ROAD DIET** A road diet is a technique whereby a road is reduced in number of travel lanes and/or effective width in order to achieve systemic improvements. An example of a road diet would be the conversion of two travel lanes in each direction to a 3-lane section with one travel lane in each direction, optional bicycle lanes, and a two-way turn lane in the middle.

**SHARED ROADWAY** A roadway which is open to both bicycle and motor vehicle travel. This may be an existing roadway, street with wide curb lanes, or road with paved shoulders.

**SHARED-USE PATH** A bikeway, at least 8' in width, physically separated from motorized vehicular traffic by an open space or barrier and either within the highway

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right-of-way or within an independent right-of-way. Shared-Use Paths may also be used by pedestrians, skaters, wheelchair users, joggers, and other non-motorized users. Also called a multi-use path.

**SHARROW** A shared-lane marking or sharrow is a street marking used to indicate the recommended position and direction of travel for the bicyclist.

**SIDE-PATH** A shared-used path built within the right-of-way of a non limited-access highway.

**SIDEWALK** The portion of a street or highway right-of-way, at least 4' in width, designed for preferential or exclusive use by pedestrians.

**SIGNED SHARED ROADWAY** A shared roadway that has been designated as a referred route for bicycle use using warning, directional, and informational signage.

**TRAFFIC CALMING** Traffic calming is a way to design streets, using physical measures, to encourage people to drive more slowly.

**TRAVELED WAY** The portion of a roadway for the movement of vehicles, exclusive of shoulders.

**UNIFORM VEHICLE CODE** The standards for traffic regulations recommended for adoption by state and local jurisdictions, as prepared by the National Committee on Uniform Traffic Laws and Ordinances.

## APPENDIX E: GLOSSARY OF ACRONYMS

AASHTO	American Association of Highway Transportation Officials
ADA	Americans with Disabilities Act
AFA	Access for All Advisory Committee
CLRP	Financially Constrained Long-Range Transportation Plan
CMAQ	Congestion Mitigation and Air Quality Improvement Program
COG	Metropolitan Washington Council of Governments
DDOT	District of Columbia Department of Transportation
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
IIJA	Infrastructure Investment and Jobs Act
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
MAP-21	Moving Ahead for Progress in the 21st Century Act
MDOT	Maryland Department of Transportation
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
MTA	Maryland Transit Administration
MUTCD	Manual on Uniform Traffic Control Devices
NACTO	National Association of City Transportation Officials
NCPC	National Capital Planning Commission
NVTC	Northern Virginia Transportation Commission
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: Legacy for Users
MDSHA	Maryland State Highway Administration
SOV	Single-Occupant Vehicle
SRTS	Safe Routes to School
TCSP	Transportation and Community and System Preservation Pilot Program
TEA-21	Transportation Equity Act for the 21st Century
TIP	Transportation Improvement Program
TPB	National Capital Region Transportation Planning Board
US DOT	U.S. Department of Transportation
VDOT	Virginia Department of Transportation
VMT	Vehicle-Miles Traveled
WABA	Washington Area Bicyclist Association
WMATA	Washington Metropolitan Area Transit Authority



## **APPENDIX F: LINKS AND RESOURCES**

Alexandria Rideshare

[www.alexride.org](http://www.alexride.org)

BikeArlington

[www.bikearlington.com](http://www.bikearlington.com)

*Arlington bicycle information.*

BikeWashington

[www.bikewashington.org](http://www.bikewashington.org)

*Bike trails and routes in the Washington region, clubs, and organized rides.*

Capital Bikeshare

[www.capitalbikeshare.com/](http://www.capitalbikeshare.com/)

*Regional self-service bicycle rental.*

Capital Trails Coalition

<https://www.capitaltrailscoalition.org/>

*Advocacy coalition for a regional trail network. Staffed by the Washington Area Bicyclist Association.*

Coalition for Smarter Growth

[www.smartergrowth.net](http://www.smartergrowth.net)

*An advocacy group for transit-oriented development in the Washington region.*

Fairfax Advocates for Better Bicycling

<http://www.fabb-bikes.org/>

*Advocacy Group for bicycling in Fairfax County, VA. ‘*

League of American Bicyclists

[www.bikeleague.org](http://www.bikeleague.org)

*LAB is a national cycling advocacy group founded in 1880.*

National Center for Bicycling and Walking

[www.bikewalk.org](http://www.bikewalk.org)



**DRAFT Bicycle and Pedestrian Plan**  
**01/24/2022**

*A national advocacy group for walking and bicycling.*

Metropolitan Washington Council of Governments  
777 North Capitol Street NE, Suite 300  
Washington, D.C. 20002  
(202) 962-3200  
[www.mwcog.org](http://www.mwcog.org)  
[www.commuterconnections.org](http://www.commuterconnections.org)

*Metropolitan planning organization. Offers ride matching and Guaranteed Ride Home services through its Commuter Connections program, publishes a Bike to Work Guide.*

National Association of City Transportation Officials  
[www.nacto.org/](http://www.nacto.org/)

*An association of big city transportation officials oriented towards “smart growth” principles.*

National Complete Streets Coalition  
[www.completestreets.org/](http://www.completestreets.org/)

*Advocacy group for “complete streets”, or provision of pedestrian and bicycle facilities as part of all transportation projects.*

Pedestrian and Bicycle Information Center  
[www.bicyclinginfo.org](http://www.bicyclinginfo.org)  
[www.walkinginfo.org](http://www.walkinginfo.org)

*National clearinghouse for information on walking and bicycling.*

Rails to Trails Conservancy  
<https://www.railstotrails.org/>

*A national advocacy organization for trails.*

Ride the City  
[www.ridethecity.com/dc](http://www.ridethecity.com/dc)

*A bicycle route finding web site.*

Safe Routes to School  
[www.saferoutesinfo.org](http://www.saferoutesinfo.org)

*The Safe Routes to School programs enables community leaders, schools, and parents across the United States to improve safety and encourage more children, including children with disabilities, to safely walk and bicycle to school.*

**DRAFT Bicycle and Pedestrian Plan**  
**01/24/2022**

United States Access Board  
[www.access-board.gov](http://www.access-board.gov)

*A federal agency dedicated to design that is accessible to persons with disabilities.*

Virginia Bicycling Federation  
[www.vabike.org](http://www.vabike.org)

*Advocacy group for Virginia bicycling.*

WalkArlington  
[www.walkarlington.com](http://www.walkarlington.com)

*Arlington walking information.*

Washington Area Bicyclist Association  
[www.waba.org](http://www.waba.org)

## **ITEM 11 – Information**

March 16, 2022

### Cooperative Forecasting Status Update

**Background:**

COG staff will provide an overview of the draft Round 9.2 Cooperative Forecasts, work activities to be undertaken to prepare the next major update of the Cooperative Forecasts, Round 10, and recent market observations to be considered in the forecasting process.

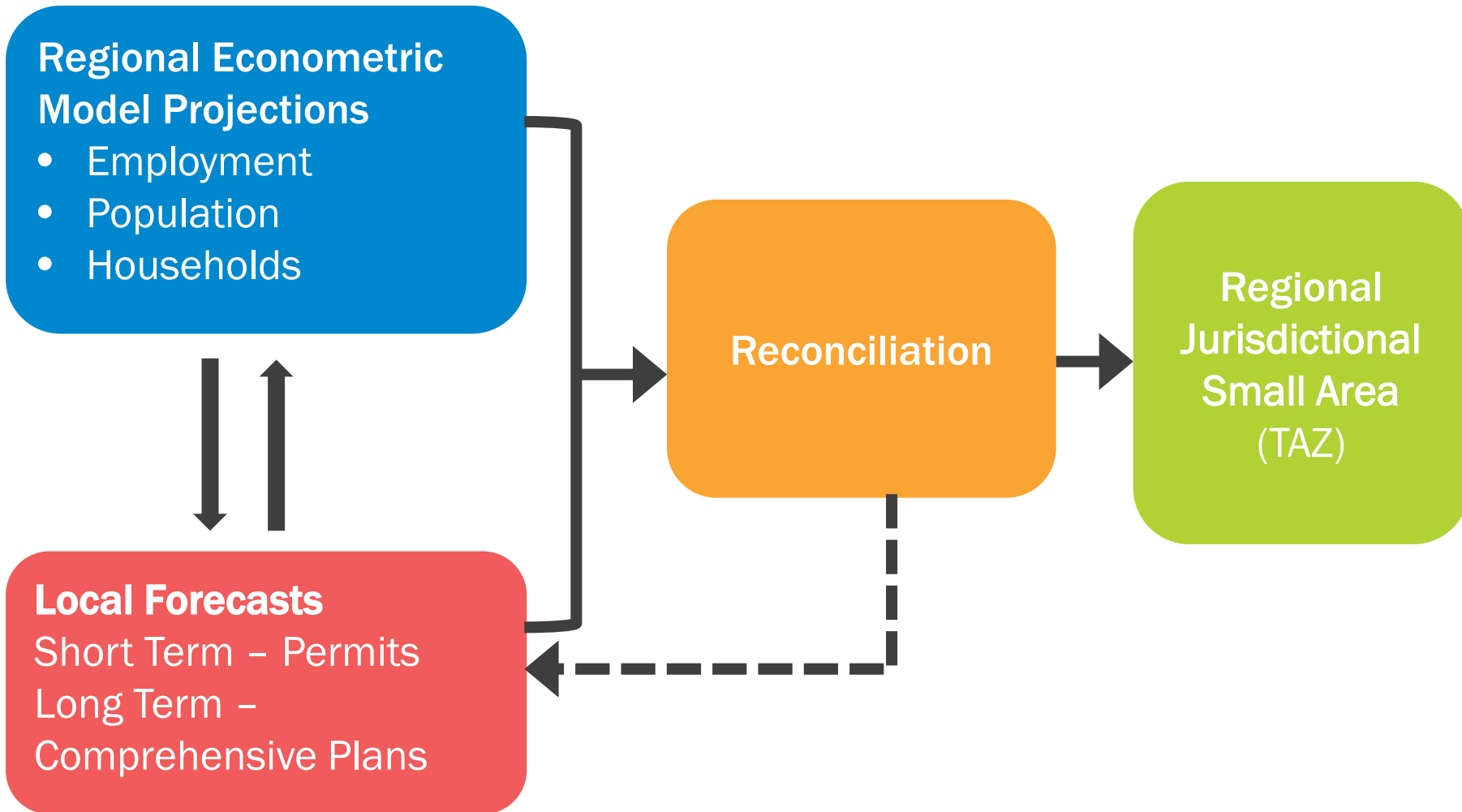
# COOPERATIVE FORECASTING: UPDATE ON ROUND 9.2 AND PLANNING FOR ROUND 10.0

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Paul DesJardin  
Director, Community Planning and Services

National Capital Region Transportation Planning Board  
Agenda Item 11  
March 16, 2022

# COG Cooperative Forecasting Process



# Summary of Draft Round 9.2 Forecasts

## COG / TPB Planning Area (Thousands)

			2020 to 2045	
	<u>2020</u>	<u>2045</u>	<u>Number</u>	<u>Percent</u>
<b>Employment</b>	3,364.0	4,244.5	880.5	26%
<b>Population</b>	5,699.8	6,983.5	1,283.8	23%
<b>Households</b>	2,129.8	2,665.4	535.6	25%

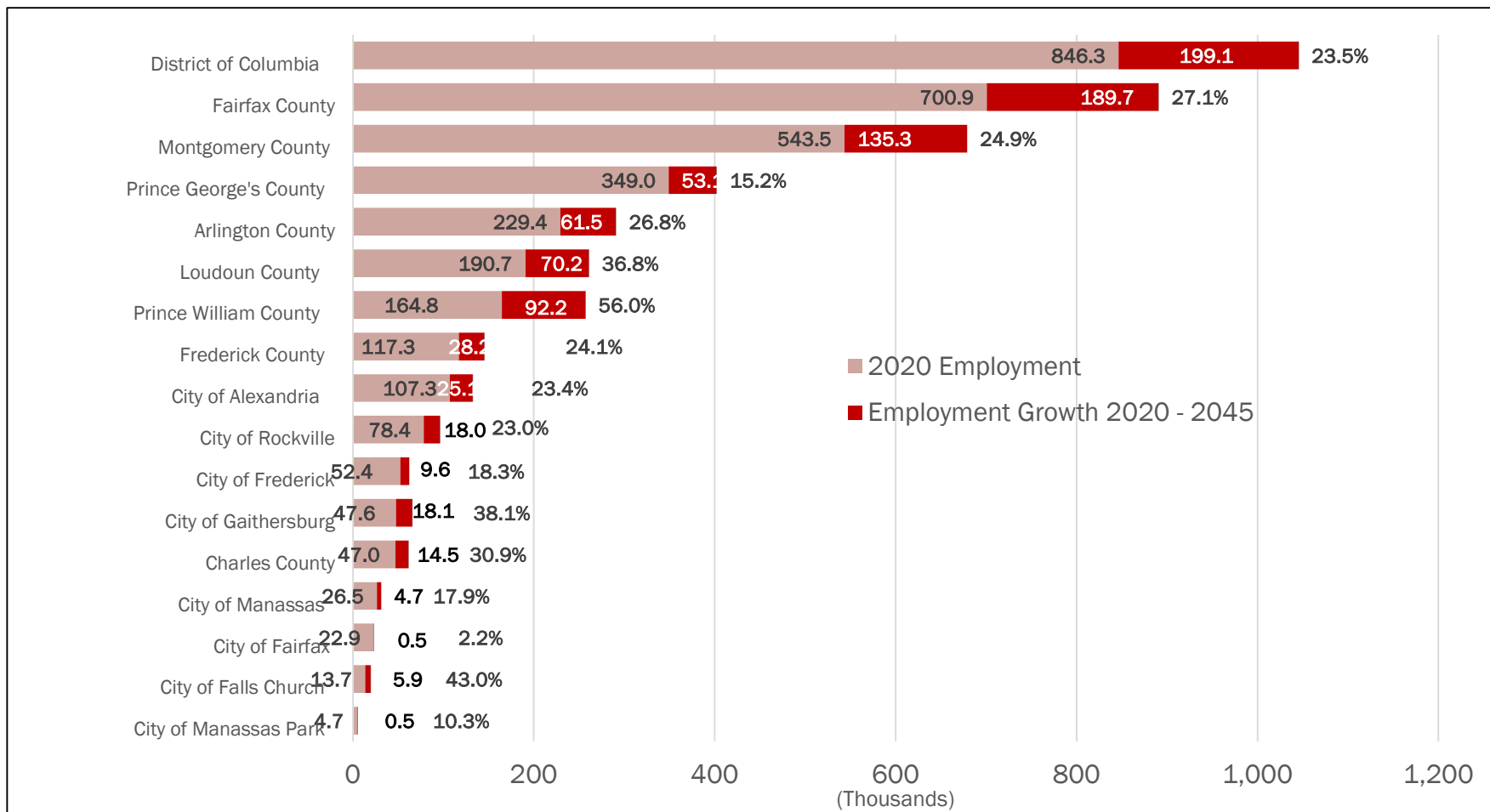


# Change in 2045 Forecast from Prior Round

## COG / TPB Planning Area (Thousands)

	<u>Round 9.1a</u>	<u>Round 9.2</u>	<u>Number</u>	<u>Percent</u>
<b>Employment</b>	4,273.8	4,244.5	-29.3	-0.7%
<b>Population</b>	6,925.7	6,983.5	57.8	0.8%
<b>Households</b>	2,659.9	2,665.4	5.5	0.2%

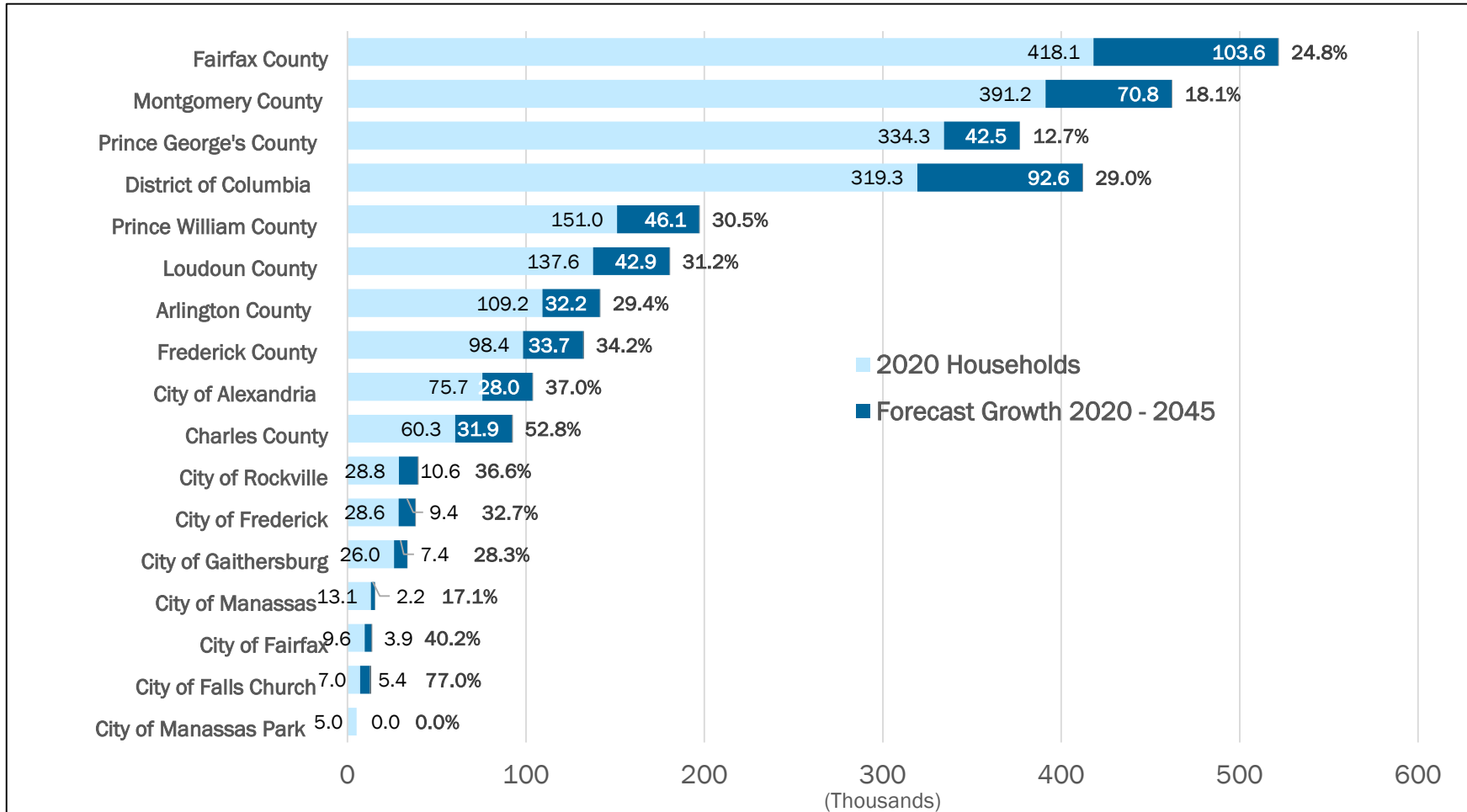
# Forecast 2020 to 2045 Employment Growth (Thousands)





# Forecast 2020 to 2045 Household Growth

(Thousands)



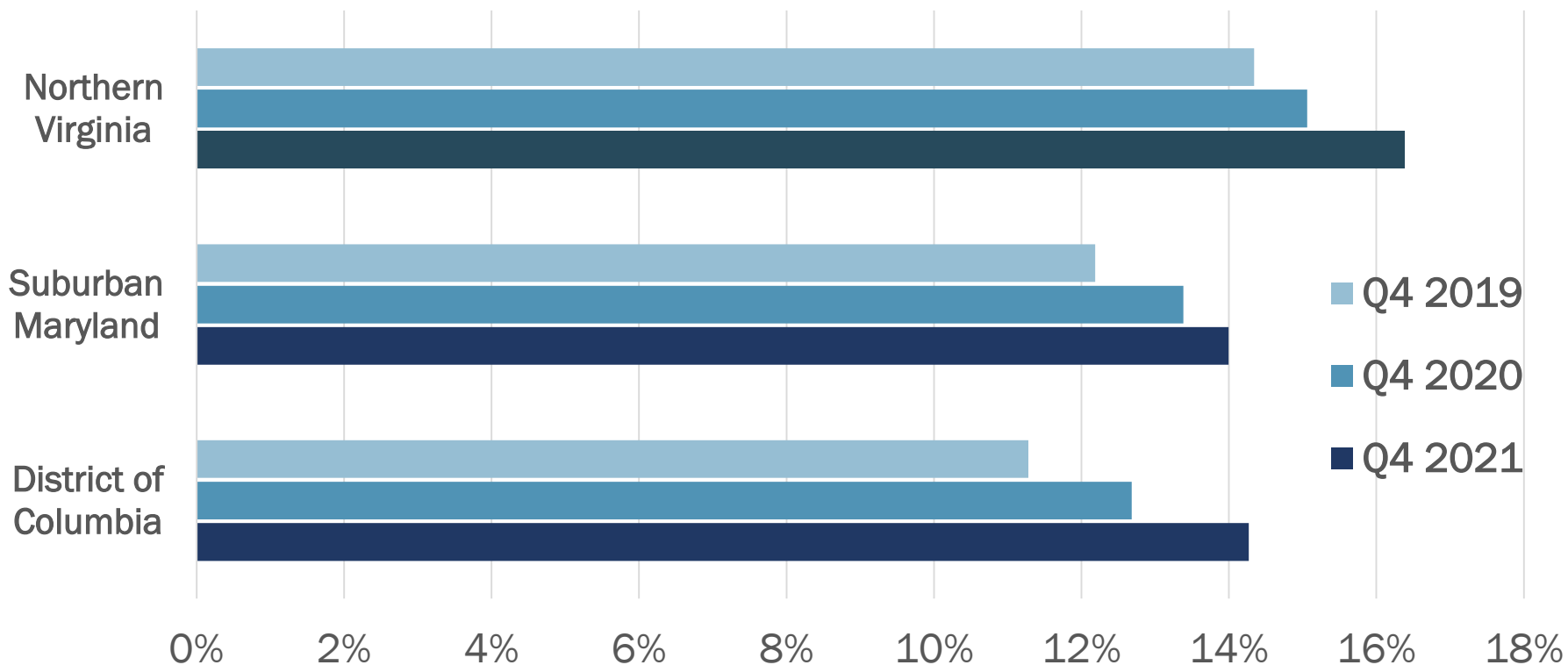
# Planning for Round 10.0

## Major Elements of New “Round” of Cooperative Forecasts:

- Review existing economic conditions
- Distribute base year TAZ databases to member jurisdictions
- Develop “Benchmark” Regional Economic Forecast to new horizon year (2050)
- Reconcile jurisdictional projections with Regional Economic Model Forecast
- Compile local government 2020 to 2050 TAZ forecasts

# Change in Office Vacancy Rates Q4 2019 vs Q4 2020 vs Q4 2021

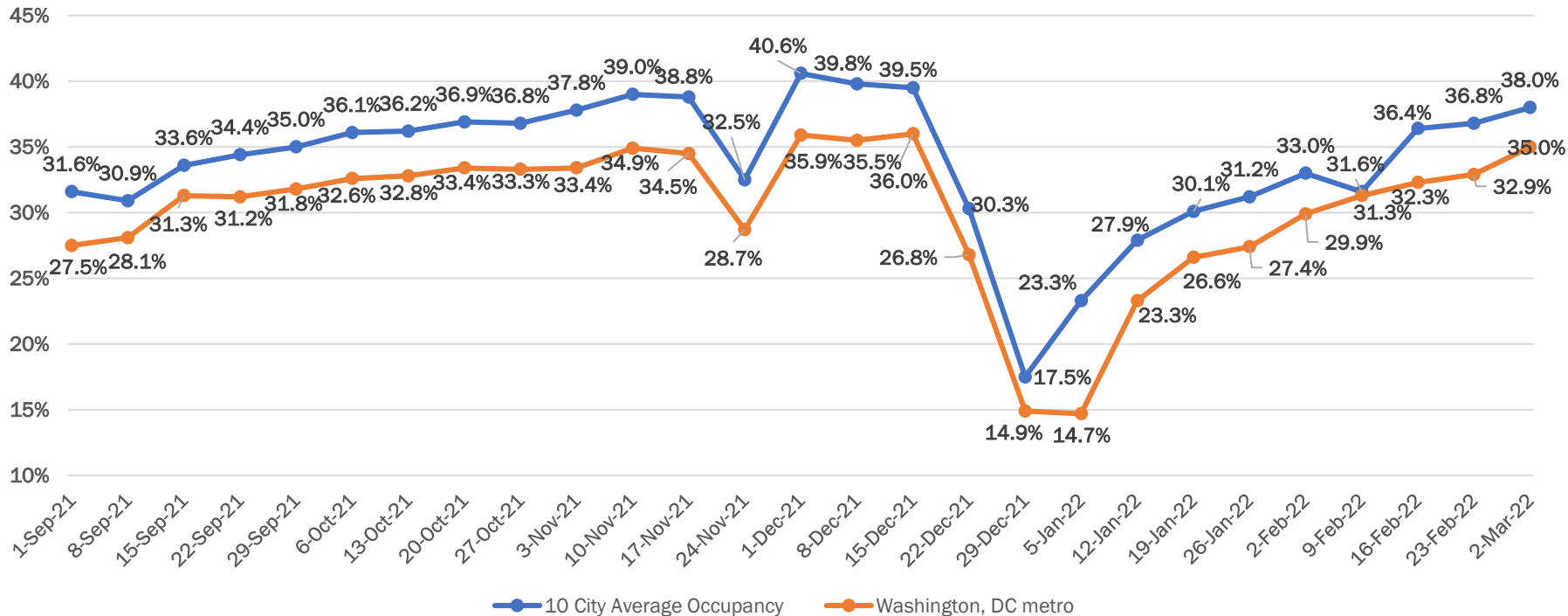
(Source: CoStar, COG)



Office vacancy rates have increased throughout the region, accelerating in the second year of the pandemic.



# Office Occupancy Average for 10 MSAs vs. Washington MSA



Source: COG tabulation of [Kastle Systems "Back to Work Barometer"](#)

As measured by [Kastle Systems](#) building security card 'swipes', our office occupancy rate remains several points below the average for the 10 largest regions.

# Office Lease Expiration by Class

## Washington Region



### 2022-2025 Lease Expirations

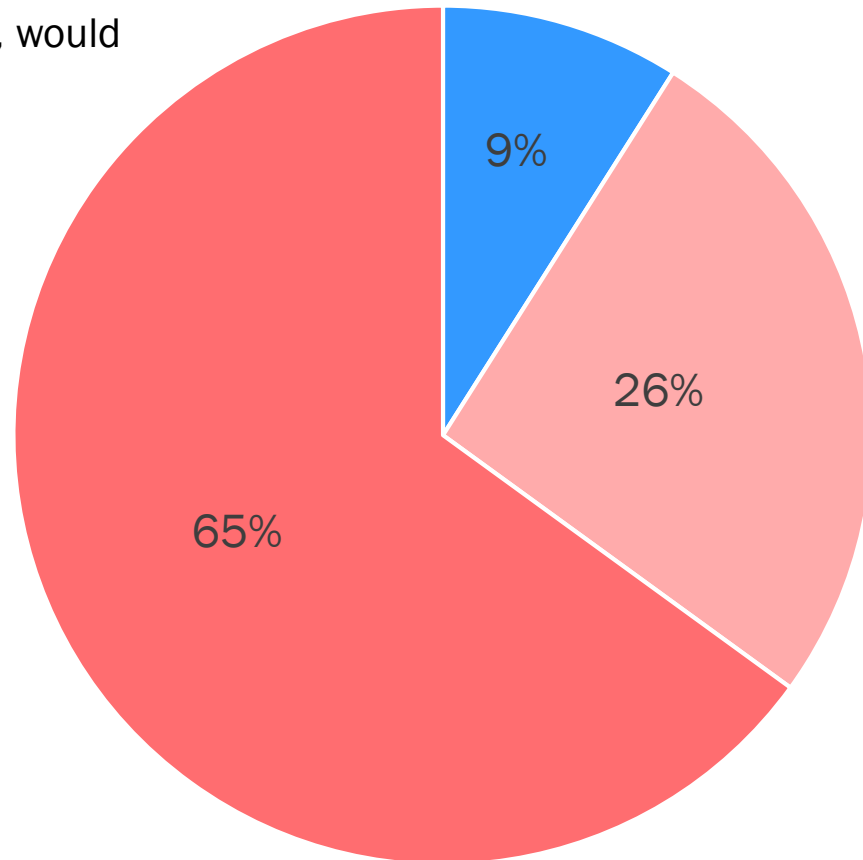
Class	FT²
Trophy	1,515,099
A	12,839,107
B	25,524,441
C	4,117,712



# Preferences of Current Teleworkers

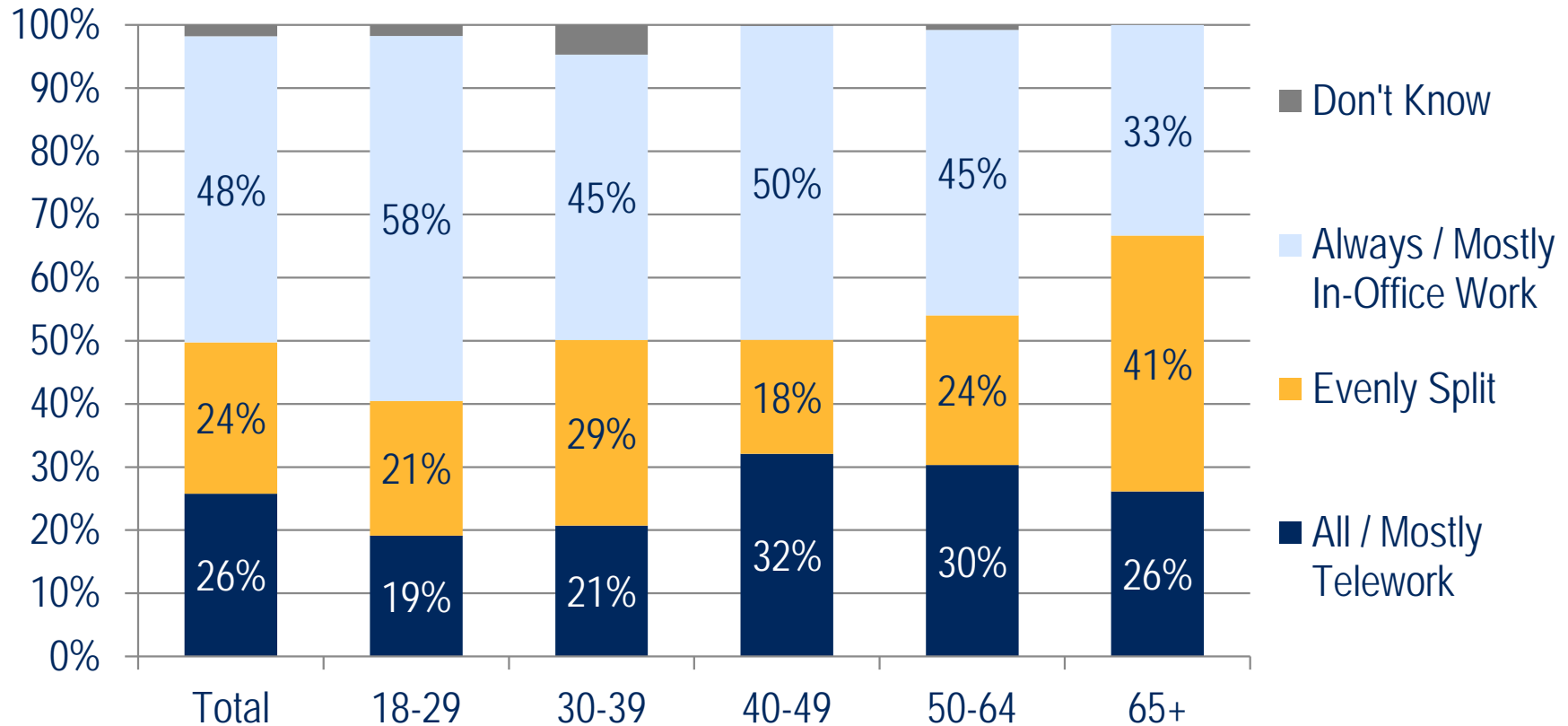
If given the choice to return to a work location once the COVID-19 pandemic is over, would you prefer to...?

- Return to work location full-time
- Telework full-time
- Telework some days and commute to work location some days



Source: COG/TPB "2020 Voices of the Region Survey," 2021.

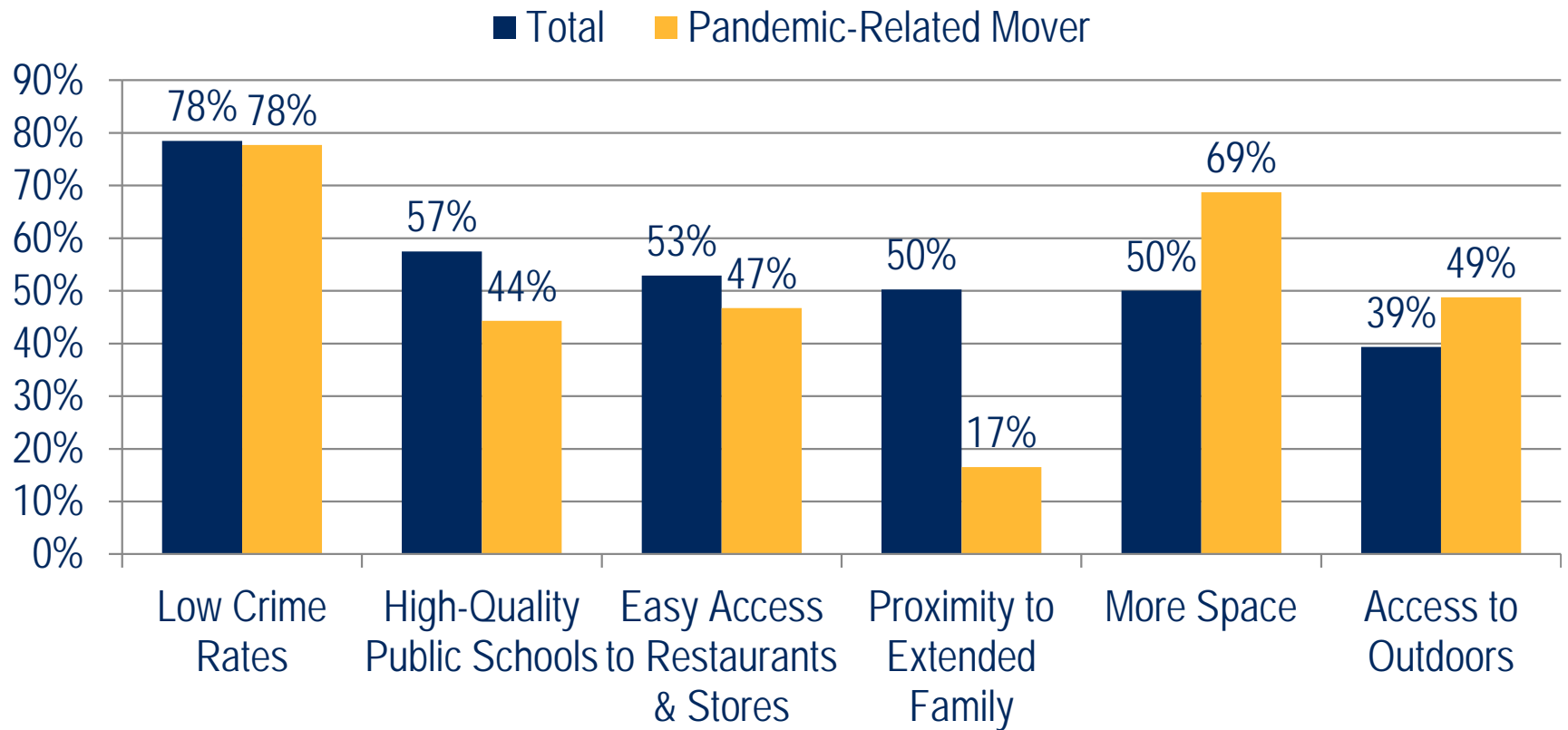
# Post-Pandemic Telework Preference by Age Workers in the Washington Region (July '21)



Sources: Washington Post / Schar School Survey; The Stephen S. Fuller Institute at the Schar School, GMU

# % Stating that Factor is Extremely or Moderately Important in Deciding where to Live

Washington Region by Move Status, July 2021 Survey



Sources: Washington Post / Schar School Survey; The Stephen S. Fuller Institute at the Schar School, GMU  
NOTE: The margin of error for the pandemic-related movers is large due to a small sample size



# Round 10.0 Work Plan

Confirm key Round 10 planning assumptions and develop workplan & schedule	<ul style="list-style-type: none"><li>• Examine current economic trends</li><li>• New Base Year (2020)</li><li>• Planning Horizon Year of forecasts (2050)</li><li>• TAZ system (COG 3722)</li><li>• Land Use Employment Categories (Industrial Retail, Office, and Other)</li></ul>
COVID-19 impacts to future growth	<ul style="list-style-type: none"><li>• Examine pre- and post-pandemic trends relating to teleworking and possible impact on future office space needs</li><li>• Explore office conversions to residential trends</li><li>• Impact of pandemic on outmigration on the Washington region</li></ul>
Commercial space utilization assumptions (square feet per worker)	<ul style="list-style-type: none"><li>• Review current Sq. Ft. assumptions and make any recommendation for updating or revising.</li><li>• Include other miscellaneous land uses such data centers or hotels</li></ul>
Demographic assumptions	<ul style="list-style-type: none"><li>• Future Average Household Size Assumptions for Local Government Analysis</li></ul>



# Round 10.0 Work Plan, continued

Benchmarking to Year 2020	<ul style="list-style-type: none"><li>• Develop 2020 Census Base Year by Census Blocks into COG Transportation Analysis Zones (TAZ)</li><li>• Develop 2020 Employment Base Year by TAZ</li></ul>
New Econometric Model	<ul style="list-style-type: none"><li>• Develop Round 10 Econometric Model</li><li>• Develop a range of 'regional' economic forecasts (Low, Intermediate, High)</li></ul>
Local Forecasting Procedures	<ul style="list-style-type: none"><li>• Provide a presentation to the Cooperative Forecasting committee about your own forecasting procedures and methodology.</li><li>• Submit initial Round 10 Jurisdictional Totals / Benchmark Totals</li><li>• Submit Round 10 TAZ Level data</li></ul>
COG Forecasting Procedures	<ul style="list-style-type: none"><li>• Acquire Forecasts for Non-COG/TPB Jurisdictions</li><li>• Coordinate with FAMPO and BMC about receiving latest forecasts data.</li><li>• Coordinate with Clarke, Fauquier, Calvert, St. Mary's, and Jefferson counties</li></ul>



# Assessing Potential Short- and Long-Term Effects of COVID on the Forecasts

Technical Assistance from TPB on-call consultant to develop assessments of:

- A ‘range’ of regional economic forecasts. Jurisdictional forecasts will still be indexed to the intermediate or “most likely” regional economic projections.
- Potential changes to
  - future average household size, and
  - office and retail space usage density (*the square feet of space needed for each worker*)
- Impacts on the timing, location and amount of future housing



# Next steps and Schedule

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- Final COG Board approval of Round 9.2 concurrent with TPB adoption of the Air Quality Conformity Analysis
- Initial Round 10 work underway with proposed approval of draft Forecasts in early 2023
- Distribution to local governments of Round 10 base year 2020 Census and 2020 employment data by TAZ
- Ongoing assessment of multi-sector impacts of COVID

## Paul DesJardin

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

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Washington, DC 20002



Metropolitan Washington  
Council of Governments